

**From:** [REDACTED]  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Subject:** Cambourne to Cambridge busway  
**Date:** 06 January 2025 16:15:02

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To Whom It May Concern:

I am writing to object to the Cambourne to Cambridge busway, and in particular to the route proposed. As a member of the University of Cambridge, it saddens me that the Greater Cambridge Partnership has pressed ahead with no regard for local democracy, and that the ultimate decision will be made by the Secretary of State whatever the wishes of local people.

Various consultations come and go, but the decisions on transport and the expansion of Cambridge have repeatedly been presented as faits accomplis, with no effective avenue for opposition. The new busway is one more element in the Cambridge agenda for housing and office development.

The principal problem here is that the proposed busway route involves massive environmental damage to the west of Cambridge, removing mature and much-loved woodland, claiming agricultural land not just for the busway but also for the housing developments that will follow, all reducing biodiversity and impacting wildlife.

The environmental damage that the busway would entail, which is not denied by the GCP, would be reduced by choosing a different route, such as the bus lanes suggested by Cambridge Past, Present and Future.

The University of Cambridge notes in its response that route C would harm to vibration-sensitive research at the Materials Science and Metallurgy building on Charles Babbage Road, though the department has only been there for a dozen years, something that hardly speaks to the long-term planning elsewhere trumpeted by the University. To suffer such environmental loss because of the University of Cambridge's incompetence sticks in the craw, and I would prefer the Department of Materials Science and Metallurgy to relocate rather than have the potential busway shunted to the proposed route.

I would add finally that the example of the existing busway leads to well-founded scepticism about the cost and delivery of the project, which will only add to the tax burden. The original Cambridge busway was described in 2010 by our then MP as a "white elephant," and we can look forward to significant cost overruns and delays, perhaps to years of litigation and maintenance issues. We are of course relying on the GCP's projections so that while we know the environmental cost of the Cambourne to Cambridge busway, the financial cost is uncertain, and so too the actual benefits.

I urge the Secretary of State to reject the GCP's value for money blandishments, consider the sunk cost fallacy, and reroute the busway from the current preferred option.

Yours sincerely,

Philip Howell

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