From: [redacted]
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge
Date: 07 January 2025 23:39:25

I, Karen Wiemer of [redacted] am writing to make a formal objection to the "Application for a Transport and Work Order Act to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge" as submitted by the Greater Cambridge Partnership on 12 November 2024. I particularly object to the off-road section between Madingley Mulch and Grange Road.

I support improvements to public transport, but object to this scheme for several reasons.

The government's intention to proceed with the East West rail development was confirmed in the October 2024 budget. This will provide a direct Rail link between Cambourne and the new Cambridge South station. Completion of the rail link will reduce the Benefit Cost Ratio of the busway scheme below the present low value of 0.5, which already fails to meet the DfT's own criteria. The busway is not good value for money.

No up-to-date analysis of the ultimate destination for journeys from Cambourne and other villages west of Cambridge has been presented or considered. The aim has been to simply get commuters into the City without due consideration of final destinations. The GCP route terminates in Grange Road, which does not access either major employment destinations or city sixth form colleges. Busway commuters are effectively being left just outside the city centre with the need to still cross it to get to their final destinations.

The design of the off-road section of the busway through the West Fields does not allow for much segregation of cycle, pedestrian and bus traffic. The design near Grange Road when I last saw it was similar to that of sections of the St Ives busway where there have been deaths. Many people walk by the rifle track in the West Fields and a large new student housing development is nearing completion nearby at Grange Farm off Wilberforce Road, so this design seems to risk future serious accidents.

I object to the manner in which the various consultations have been carried out. The process set communities against each other by presenting rigid choices rather than really considering possible options and how the scheme might fit with wider transport links.

Given that the proposed scheme will cut through green belt, require the felling of an historic orchard deemed irreplaceable by the Woodland Trust, alter the setting of the American Cemetery and does not even link directly with employment or education destinations it is understandable why people are angry and upset.

Thank you for considering my objection.

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