In close proximity to to Cambridge there needs to be an emphasis on preserving green spaces and value for money. For almost 8 years the GCP has perused a policy of spending upwards of £175m on an off-road busway between Cambourne and Cambridge which has a shockingly low BCR and where existing infrastructure with capacity exists. The off-road Cambourne to Cambridge busway scheme cannot be described as either responding to climate change or protecting the environment and should not be supported. If there is to be an EWRail stop at Cambourne this would further weaken the business case for C2C and provide rapid transit to employment sites and the city centre.

There is room for an inbound bus lane down Madingley Hill without damage to the SSSI or the American Cemetery but the GCP have been less than transparent about their reasons for not putting a meaningful on-road scheme on the table. Their proposed spend on unnecessary infrastructure cannot be justified either in financial terms or in its cost to the environment. The route bisects an area of National Trust and CambridgePPF covenanted greenbelt land on one of the most prominent hills overlooking Cambridge.

A scheme so reliant on bus travel risks missing environmental targets for modal shift away from car travel and the Parish Council would question why a light rail scheme is not being considered in the more densely populated areas around Cambridge. The narrow historic streets of central Cambridge do not lend themselves to a influx of buses, electric or otherwise.