

Cambourne currently has 14,000 residents and is growing fast with an estimate of 28,000 people living across the Cambourne and Bourn airfield sites by 2035 and government hinting that will double by 2050.

Waterbeach new town will have a population of 25,000 and is growing fast.

Both of these new towns have been built outside the city with the promise that proper public transport connections would be built. We owe it to those people, many of whom are key workers, or families whose children need buses to get to school or college, to deliver that public transport.

Government is offering Cambridge funding for Busways. Living somewhere served by the current busway I see how effectively they work. The St Ives busway delivers thousands of people into Cambridge every day. People travelling from Huntingdon, St Ives, Swavesey, Northstowe, Oakington, Histon & Impington and Orchard Park use the busway. It prevents 1000s of unnecessary car journeys. The main issue on the busway is having enough buses to meet demand.

To the south of the city the 'CSET' busway, will give people a choice that avoids the miles of queueing traffic that has characterised rush hour traffic to the south of Cambridge for decades, with stops serving Sawston, Shelford and Stapleford.

All of the busways will have Park and Rides allowing people from further out to avoid traffic queueing to enter the city. Bus services can also join the busways. It can transform the business case for bus services in more rural areas who can finally make enough money from ticket fares to be self-sufficient. This happens in the Huntingdon area and we will see it in St Neots, Ely, Linton and Haverhill.

Opponents to Busways argue for 'on road' solutions suggesting there is no afternoon congestion and that a single bus lane added to existing roads would work. This has been looked at repeatedly. All the modelling shows it wouldn't meet demand, certainly not in the medium to long term. Government won't pay for short term solutions.

All busway projects are committed to deliver 20% biodiversity net gain, double the national requirement. On the Cambourne busway Coton orchard will lose 4-6 mature trees and a number of younger trees but the on road alternative risks harming Madingley wood an ancient wood and Site of Special Scientific Interest.

I am passionate about better public transport for the residents of Cambridgeshire. Government will fund busways. The St Ives busway is really effective. Queueing traffic at rush hour gets longer and longer. I have stood up and defended the busways because we need better public transport and we need it as fast as possible.