


28th December 2024

To the Secretary of State for Transport

Re: Objection to the Transport and Works Act Order to the Department for Transport for a new Busway linking Cambourne to Cambridge as submitted by Cambridgeshire County Council on 12th November 2024

I am a resident of Coton, one of the Cambridgeshire villages adversely affected by this plan. Inevitably I risk being labelled a NIMBY when I say that I disagree with the plan. It is indeed true that I am appalled by the idea of huge areas of nearby countryside and orchard being covered in concrete, but my objection is largely more objective than that.

Like most of those who object to the C2C Busway, I would like to see improvements to the local bus services. I use the bus frequently, and also cycle. I rarely drive into Cambridge. It is a section of the proposed route that I object to, one that is unnecessarily expensive, and with a staggeringly low cost-benefit-ratio, both at a time when money is so short in the region and country as a whole. As well as being environmentally ruinous, it does not even save any travel time: in fact, given the final destination in Grange Road, a long way from the main areas of employment, the proposed route will probably *add* time to the current journey.

All this was decided by the Greater Cambridge Partnership (GCP) in the face of overwhelming local opposition, with no acknowledgement of the public responses to various very badly designed, and somewhat slanted, questionnaires, and with no attempt to carry out a feasibility study of a perfectly acceptable – and considerably cheaper – alternative, namely **an incoming, on-road bus lane** down Madingley Road. Outside rush hour, there is not even a problem with excess traffic. This will diminish further with the proposed relocation of the Park and Ride site to the top of Madingley Hill, and also the arrival of the East-West railway that will link Cambourne with the major employment sites of the Bio-Medical Campus and Science Park. An upgrade of the Girton Interchange to link the three main approach roads, so reducing the number of vehicles coming into Cambridge, would also be widely beneficial.

I feel this has now become (always been?) a largely political issue, a favoured project that local politicians now fear risks loss of face if the original plans are shelved. Local politicians who in some cases enthusiastically joined early protest demonstrations, but who then became the project's greatest supporters once in power. However, belated acceptance that there is a better, cheaper, more effective route would at this late point earn respect, not loss of face.

Thoughtful, serious and well-intentioned research has been undertaken by local residents who do not wish to see the whole C2C Busway project abandoned. The aim has always been to find a compromise that offers better-quality transport facilities, at less cost to both budget and environment. My hope is that a public enquiry will accord a similar objective and considered approach to its final decision. Thank you.

Yours faithfully


Marilyn Crosby (Mrs)

