

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: 06 January 2025 12:27:06

Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

6 January, 2025

Dear Louise Haigh, MP,

I Sarah Bott of Breckfoot, 3 Whitwell Way, Coton CB23 7PW, am writing to make a formal objection to the "Application for a Transport and Work Act Order to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge", as submitted by the Cambridge Greater Partnership on 12 November 2024.

In general, I support improvements to public transport in the local area, including new infrastructure where this is warranted. However, the current C2C Busway proposals designed to link Cambourne and Cambridge appear ill-conceived on many levels. My objection is focused on the section of the proposed busway route which is intended to run off-road between the top of Madingley Hill and West Cambridge.

A number of things have changed since these proposals were first tabled:

- The new government has confirmed its intention to proceed with the East West Rail development, which will provide a direct link between Cambourne and the new Cambridge South station next to the Cambridge Biomedical Campus to the south of the city. This rail development will significantly reduce the road traffic currently commuting down Madingley Road (A1303) to access the M11 to reach Addenbrookes Hospital and the Biomedical Campus. As a consequence, buses travelling along the A1303 are likely to achieve significantly improved travel times to the University West Cambridge site and City centre on existing routes once East-West Rail is active.
- Journey times into Cambridge via the A1303 have already shown improvement since 2020, as more employees now work at least part-time from home. The feasibility of the C2C off-road busway, including journey times, was set out before Covid-19, so the original premises on which these were based is unlikely to be valid so many years later.

The GCP proposed bus route falls short on a number of other measures:

- It does not transport people to the places they need to go. The GCP proposed off-road bus route terminates outside the City centre, failing to serve major employment destinations to the north, Milton Science Park, or to the south, Addenbrookes & Biomedical sites and Cambridge's sixth form colleges.
- Active travel measures which form part of the proposed scheme are largely superfluous, since these are already provided for by the GCP-sponsored Comberton to Cambridge Greenway which avoids Madingley Hill and allows pedestrians and cyclists to travel on quiet and pleasant routes which are largely removed from bus and road traffic. The existing cycle routes on the Coton Footpath, Madingley Road and Barton Road, are excellent options for access to the West Cambridge site and Central Cambridge and would be even better if funds were regularly directed to their maintenance, rather than being diverted towards larger infrastructure projects.
- Given the considerations outlined above, construction of a new bridge across the M11 to facilitate bus access to West and Central Cambridge represents an enormous waste of public money, delivering very poor cost-benefit.

- The GCP's proposed off-road busway, if allowed to go ahead, will inflict significant damage on the local rural environment. It would pass through Coton Orchard, which is East Anglia's largest remaining ancient orchard and the eighth biggest orchard of the few surviving in the UK. No amount of remediation will restore this special wildlife habitat, which is home to a vast array of mammals, birds and insects as well as flora. The plans also include bisecting fields which are part of the greenbelt on the side of Madingley Hill, disrupting the pleasant rural view to the south from the American Cemetery.

It appears that alternative options have not been adequately explored, with an apparent bias towards the off-road scheme evident throughout consultations.

- An excellent on-road alternative proposal, which has been tabled by local groups, including parish councils has not been properly explored. This alternative proposal would include new bus lanes and bus priority measures on the A1303, facilitating improved public transport along existing transport corridors and taking people to the places they need to go.
- More imaginative and innovative solutions, such as trams or light rail (that do not depend on buses and existing franchise holders) do not appear to have been examined for feasibility.

We are being presented with 20th Century solutions to a 21st Century problem. I believe Cambridge deserves better than this.

I urge you to reject these proposals.

Sarah Bott

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