

joanna.vincent@gateleyhamer.com

adam.richards@wbd-uk.com

Proof of Evidence

To be presented at the Public Inquiry

With reference 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 12 November 2024

As a resident of Coton I submit the following Proof of Evidence outlining my objections to the proposed Cambourne to Cambridge busway.

Whilst I fully support improved local public transport and am a frequent user myself, I do not believe that the scheme currently proposed by the Greater Cambridge Partnership (GCP) will provide the necessary transport benefits for the increased population growth forecast to the west of the City of Cambridge.

My objection in particular is to the section of the route from Madingley Mulch roundabout to Grange Road in Cambridge.

There is a viable alternative for this section of the route: an on-road inbound bus lane on the A1303 as proposed by Cambridge Past, Present and Future (Cambridge PPF)¹, which seems to have been rejected out-of-hand by the Applicant without proper appraisal. This alternative is presented in detail by CambridgePPF and Coton Parish Council.

My objections to this section of the proposed scheme include environmental concerns, excessive cost, extremely low Benefit to Cost Ratio, active travel and absence of connectivity. These will be dealt with in more detail by others.

Here I will confine my remarks to the detrimental effect on Coton Village and residents, serious safety concerns and route conflict with the new Madingley Hill water reservoir.

1. Detrimental effect on Coton village:

The proposed scheme would include a traffic-light-controlled crossing of Cambridge Road², which is the main route into and out of the village. This road (Cambridge Road, High Street to Brook Lane) is often congested with standing traffic backing up all the way to Brook Lane when there are traffic problems on the M11 or A14, a situation which would be exacerbated by frequent red lights. This would have the effect of blocking the exit from the main part of the village (High Street, Whitwell Way, Silverdale Avenue, etc) and blocking access for emergency services.

GCP estimates that eight buses each way³ will use the off-road busway from Cambourne to Cambridge via Coton. This would mean a total of 16 buses every

¹ CD23-18-2 OBJ-251 Cambourne Cambridge Alternative 6e.pdf

² CtoC-12-DO5-00-Rights of Way, Traffic Regulation, and Highway Plans /CtoC-12-DO5-00.pdf Sheet 13

³ C2C-OBC-2020-Bus-Strategy-Report-Appendix-F.pdf page

hour crossing Cambridge Road, Coton, with a red traffic light stopping vehicles every 3.75 minutes to allow the buses to cross the road.

Additionally, the Applicant's TWAO shows that this is where a bus stop would be sited. It is not clear from the plan (Sheet 13) exactly where the stop would be but the catastrophic consequences to Coton of increased car traffic dropping off and collecting passengers at this bus stop, or commuters parking along High Street/Cambridge Road in order to catch the bus, have not been considered at all nor has any provision been made for this likely development. A number of drivers from outside the area may choose to park on Cambridge Road, Coton instead of Scotland Farm. Parking restrictions along Cambridge Road to prevent this from happening may not be a viable option as this is the only parking available for several houses along Cambridge Road. To defer all discussion of the potential consequences to the detailed design stage is not adequate.

The distance to this bus stop from the further reaches of Coton village have also not been taken into consideration. Houses at the far end of Silverdale Avenue and Pendrick Close are over ½ mile from the proposed bus stop in Cambridge Road. There is a much closer existing stop at the junction of Silverdale Avenue and Whitwell Way which is currently served by the No 8 bus but this service is likely to be discontinued should the proposed busway be built.

The safety implications of locating a busway crossing on Cambridge Road, which is used by many pedestrians walking from the centre of the village to the Blue Diamond Garden Centre, have also not been considered.

Between 2015 and 2021 there have been three deaths and one teenager sustaining life-changing injuries on the St Ives to Cambridge guided busway.

Cambridgeshire County Council was taken to court by the Health and Safety Executive in 2024. In a BBC News report in April 2025 it was reported that sentencing Cambridgeshire County Council at Cambridge Crown Court, Judge Mark Bishop criticised the authority for its "rigid and blinkered response" to the fatalities as well as numerous near misses and accidents. In court, the Council was criticised for its dismissive and defensive handling of concerns that included poor signage, unsafe crossings and poor lighting. Cambridgeshire County Council was fined £6 million for safety breaches related to these incidents.

With reference to the CtoC busway, there is no evidence that safety concerns have been seriously addressed by either the GCP or Cambridge County Council.

Additionally, the proposed busway cuts across Footpath Number 2 from Whitwell Way next to Coton Primary School up to Madingley Road opposite the American Military Cemetery⁴. This footpath is used by many walkers, children walking to and from Coton Primary School and is an important route linking Coton with Madingley Road. It is not clear from the Applicant's maps what provision will be made to ensure the safety of pedestrians crossing the bus road at a point on the route when buses are likely to be travelling at some speed. If

⁴ Coton Footpaths and Bridleways List.pdf (Footpath 2)

further speed restrictions are brought in over this section this will adversely affect the Applicant's projected journey time savings.

I have not touched on the adverse effect likely to be suffered by all the residents of Coton during the building work of the off-road busway. Large compounds are planned to be sited, one on Cambridge Road behind the last houses in the street, and one at the M11 end of The Footpath. Admittedly, this will only be for the duration of the building work but this is likely to take at least one or two years, particularly with the building of the proposed new bridge over the M11. The passage of large heavy plant machinery and building materials along the very narrow village roads is likely to cause great disruption.

2. New Reservoir on Madingley Hill:

In order to provide enough water for all the planned housing developments in Cambridgeshire, a new Fens Reservoir near Chatteris will be built. A pipeline is planned to cross the A428 to an enlarged reservoir at the top of Madingley Hill which is intended to serve the City of Cambridge.

The existing small reservoir will be expanded southwards, occupying a much larger area and will take up exactly the same plot of land that the GCP have earmarked for the off-road CtoC busway. This is illustrated in the attached map⁵, which is composed of Sheets 9 and 10 of the GCP CtoC plans⁶ overlaying the map in the consultation document for the Fens Reservoir published in August 2024⁷.

The planned expansion of the existing reservoir has been completely ignored by the Applicant in their plans for CtoC and, in my opinion, renders the off-road route for CtoC as outlined by the Applicant completely unworkable.

In conclusion, I wish to stress the Applicant's lack of consideration of safety concerns, the detrimental effect of the off-road route to the village of Coton and the lack of communication with Anglian Water over the siting of their reservoir on Madingley Hill.

I therefore request that the Applicant's proposal be rejected.

Carolyn Postgate
5 Whitwell Way
Coton
Cambridge CB23 7PW
e: carolynpostgate@yahoo.co.uk
t: 07761 041533

⁵ Madingley service reservoir map with C2C overlay.jpg

⁶ CtoC-12-DO5-00-Rights of Way, Traffic Regulation, and Highway Plans /CtoC-12-DO5-00.pdf Sheets 9 & 10

⁷ Madingley service reservoir map.jpg

List of Documents referred to in the footnotes

C2C-Jan-2020-App-1-Strategic-Case.pdf

C2C-OBC-2020-Bus-Strategy-Report-Appendix-F.pdf

CD23-18-2 OBJ-251 Cambourne Cambridge Alternative 6e.pdf

CtoC-12-DO5-00.pdf

Coton Footpaths and Bridleways List.pdf

Madingley service reservoir map with C2C overlay.jpg

Madingley service reservoir map.jpg