

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE; Cllr Stephen Drew \(SCambs – Cambourne\)](#)
Subject: Re: Cambourne to Cambridge Busway (C2C)
Date: 06 January 2025 16:20:21

Hello

Stephen Drew
[REDACTED]

Thank you

Stephen

Sent from [Outlook for iOS](#)

From: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Sent: Monday, January 6, 2025 3:22:23 PM
To: Cllr Stephen Drew (SCambs – Cambourne) [REDACTED]
Subject: RE: Cambourne to Cambridge Busway (C2C)

Dear Councillor Drew,

Thank you for your email citing your support to the above TWA, In order to register your support, we require a postal address.

Kind regards
Shenaz Choudhary

**Ms Shenaz Choudhary | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
1/14 | 07971 146036 |**

From: Cllr Stephen Drew (SCambs – Cambourne) [REDACTED]
Sent: 04 January 2025 15:51
To: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Subject: Cambourne to Cambridge Busway (C2C)

This submission is from Councillor Stephen Drew, district councillor for Cambourne Ward on South Cambridgeshire District Council.

The people of Cambourne have made it clear to me as their elected representative that they wish to see the Cambourne to Cambridge Busway built as per the plans developed by the Greater Cambridge Partnership for an off-road route from Cambourne to Cambridge. I have had many conversations with residents over the last few years and these have been overwhelmingly positive about the plans for C2C, both in terms of the busway itself and the cycle route that will go alongside it. Improving transport links to Cambridge is consistently one of the most important matters that Cambourne residents raise in their conversations with me as a local district councillor, and there is an expectation that Cambourne will benefit from the same quality of transport link via a busway that residents in Northstowe are already benefiting from.

The current and proposed Local Plan and general strategy for housing development in South Cambridgeshire over many years has focussed the building of houses on new settlements, of which Cambourne is still currently the largest with a population of almost 14000. Cambourne's original population plan was under 10000, and has been expanded repeatedly over the 25 years of its existence. We are currently seeing the building of West Cambourne, adding around 2650 homes to the town. Due

to the demographics of residents of Cambourne as a new town in the Greater Cambridge region, each house adds around 2.8 persons to the population. Cambourne's population is much younger than that of the region and country as a whole with significantly higher numbers of young people aged under 25, and far fewer older people aged 60 and above. Cambourne's working population is heavily focussed on Cambridge and needs to be able to travel easily into the city. Our young people need to be able to travel into the city for education, social activities and access to public services and retail. In addition to the current building works in West Cambourne which are far from complete, another 1950 houses have been put in the Local Plan to be built in Cambourne. This will add another c5500 people to the town in the coming years, taking our population to perhaps c23000 or more under plans already in place.

Yet Cambourne has no safe cycle route to Cambridge and is not included on the Greenways plans that the GCP is putting in place for the region. The Cambourne to Cambridge Busway is essential to the delivery of the public transport links that Cambourne needs and deserves. The on-road plan that is put forward by opponents of the GCP's plans cannot include a cycle way as there is simply not enough space on Madingley Hill for this to be included. With the SSSI on the northern side of the A1307 and the American Cemetery site, there is insufficient space to expand the transport corridor. The route is lined with mature trees which would face removal should the route not follow the off-road route proposed by the GCP for C2C. In the absence of the cycleway residents in Cambourne will still not have a safe and direct route into Cambridge. The removal of these trees in order to build a lesser C2C project represents environmental damage that it seems to me is simply being ignored. To build a town for c23000 people, and then to add the Bourn Airfield development with c10000 additional residents and not have a direct safe cycle route into Cambridge for those residents would represent a failure of planning and service provision for those residents. The Greater Cambridge region is rapidly developing and growing, and the decision to focus housing growth on the new towns has provided protection for villages in the area. To then tell the people of Cambourne that they cannot have the off-road rapid transport busway and cycle way that C2C promises is simply not fair and represents abandoning residents to be forced to use their cars for many more years to get into Cambridge.

The Northstowe new town development is on the St Ives to Cambridge busway and therefore has the rapid and direct bus transport that C2C would bring, as well as a safe and direct cycle route into Cambridge. The Waterbeach new town development will benefit from the Greenway cycle route and direct train line access that Waterbeach has through the moving of the railway station. This represents appropriate public transport provision for the new towns being built around Cambridge. Cambourne must not continue to face being a place where others are happy to see thousands more houses constantly being built but then not allow residents to have the necessary public transport links that come with building new towns to protect the existing villages from unwanted development.

As a district councillor for Cambourne I wholeheartedly support the proposed plans for the Cambourne to Cambridge Busway as put forward by the Greater Cambridge Partnership and Cambridgeshire County Council.

Thank you

Stephen

Councillor Stephen Drew
Cambourne



07445380811

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