

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Objection to Transport and Work 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
Date: 06 January 2025 12:00:03

To the Secretary of State for Transport.
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
6th January 2025

Objection to Transport and Work 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

I, Andrew Bott, a Chartered Engineer, of [REDACTED], also an alumnus of Cambridge University, am writing to make a formal objection to the above Order.

There is a quite acceptable on-road alternative to driving a new road across green fields and through Coton orchard and across the M11 only a few hundred yards from an existing perfectly ok bridge at Junction 13 of the M11. This is the part of the works order that I object to.

The bus route along the A1303 already has part busway, in particular going onto the motorway bridge. But the need for a separate busway is exacerbated simply by the refusal to link the dual carriageway A428 to the M11 at the junction where it goes under the M11 and joins the A14, but I understand it is planned to do this linkage in the near future and a huge proportion of the traffic currently going down the A1303 simply to get from the A428 to the M11 going south will reroute along that far more convenient connection. Also there is the Madingley road car park on the Cambridge side on the M11 junction 13, with 930 car parking spaces: the intention is to close this in future (the University will take back the land, presumably for further development at Eddington), and indeed if the Scotland Farm car park is created then a huge proportion of cars coming down the A1303 will no longer do so, and there will be absolutely no problem taking a bus down the A1303 during rush hour.

As past complaints seem to have fallen on deaf ears at the GCP, I suspect there are ulterior motives for driving a new road across fields and a bridge that conveniently extends the Cambridge University West Site. and I strongly object if this is the case. Indeed, I have heard that Cambridge University, a participant of the self-elected GCP, wants a bridge there and was offering to pay some of the costs of putting in a new motorway bridge (which is a huge expense for only 300 bus passengers per day). I suspect the university might want in future to extend its campus across the motorway, eclipsing our village of Coton – having lived in Coton for over 30 years I have seen what the University has done slowly to what used to be green fields of the West Site over a long period of time. I also note that land near Coton is owned by various colleges and pushing through a bus route is likely to increase its value for development, to which I also would object.

Pushing a busway across the exit road from Coton onto the A1303 will seriously slow down traffic – there are currently frequent queues going all the way back into the village and with lights to stop the traffic for each bus this will become a serious hinderance for access to and from the village. The busway obviously cannot stop in Coton because it would slow the GCP highlighted journey time down, but also a stop would result in people from elsewhere parking their cars in Coton as the last stop into

Cambridge and cause further traffic problems in the village.

I would list positives about general transport improvements, but this Coton section is a white elephant and needs to be stopped.

Yours faithfully,
Andrew Bott, CEng

[Redacted signature]

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