

Inspectors, good morning.

My name is **Dr Bridget Sutton**. I have a PhD in Chemistry and a Post-Graduate Certificate in Education from Darwin College, University of Cambridge.

I have lived in Coton for around twenty years, where my husband and I raised two daughters, both of whom went Coton Primary School and then on to higher qualifications.

Before teaching, I worked in Research & Development for **Hoffmann-La Roche** and later for **GSK**. I then joined **Long Road Sixth Form College**, which is situated on the **Biomedical Campus**, to better balance work with family life. I have also served as a school **Chair of Governors** at **Coton Primary School**.

We don't own a car. My daily life is a mixture of cycling and public transport — that's how I arrived here today — on my electric bike which took **33 minutes** [Strava map attached]. A Route which is very straight, very accessible and one that could be used by residents already.

My cycle route is usually along the **Coton Footpath**, part of what is now the proposed **Comberton Greenway** — a route that already enables safe, low-carbon travel between the villages and the city — and one that, under these plans, would be crossed every few minutes by buses near the **Cambridge University Sports Centre**¹.

** Invite Inspectors to see for themselves, around 9 a.m., how the C2C busway would cut across a mishmash of existing busy pedestrian & cycle routes.*

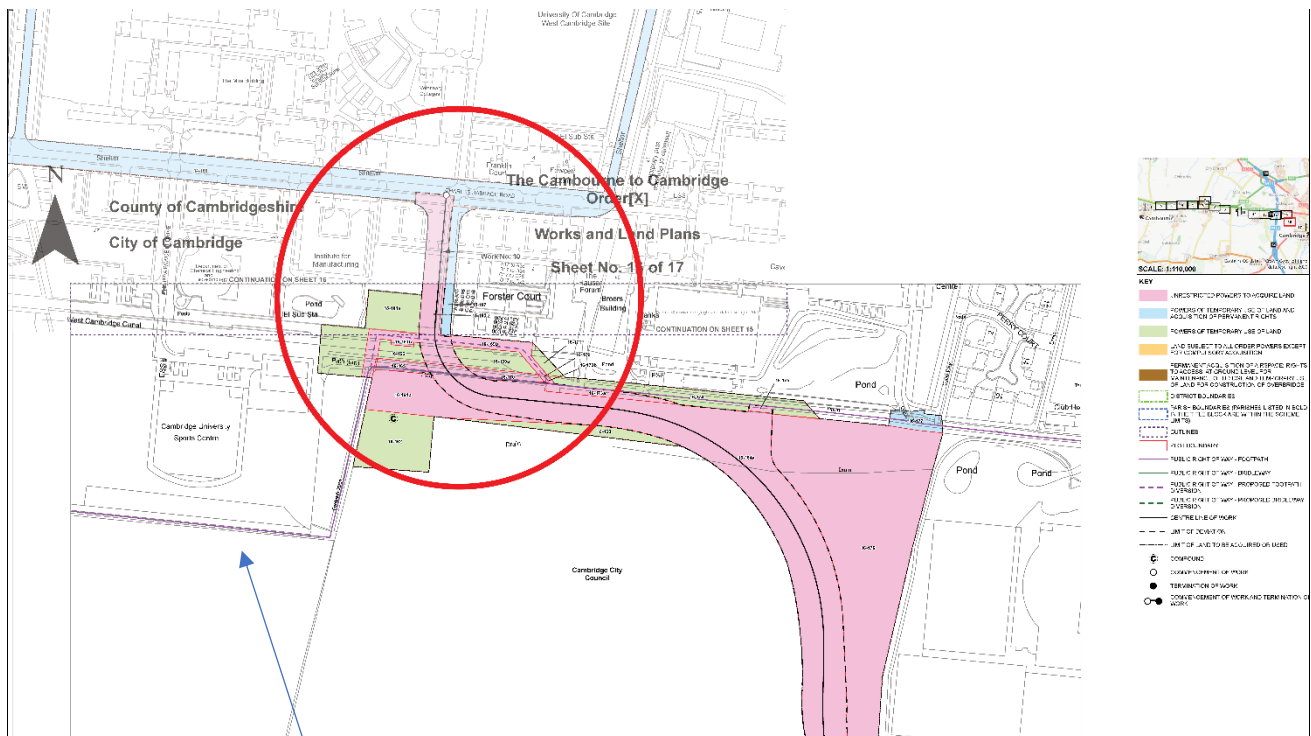


Figure 1 Created by overlaying Works plan sheet 15 & 16. Intersection with cycle paths circled red.

Note Footpath 39/31 is Public Bridleway-Harcamlow Way/WimpoleWay

¹ [cd1-121_deposited_order_plans_-_works_plans_and_land_p.pdf](#) p17-18

I know the Coton Footpath intimately. I've cycled it in the dark, in the rain, and with two children in tow. I used to cycle daily to the Biomedical Campus, and I can tell you that the **solar studs**² used on my route and proposed here — might just help you get home in the evening, but they rarely last until the morning to get you back to work in winter.

At seventeen, my younger daughter used that very commute as the subject of her coursework on school travel patterns — so I have quite literally watched her map the ground we are discussing. Despite athletic achievements such as cycling Land's End to John o' Groats, she would not attempt to cycle between Cambourne and Cambridge, twice, every day, with a full day's work in between.

Through that lived experience I have come to know how my students, my neighbours and my colleagues actually travel. My students came from all over Cambridgeshire; I know their postcodes, and I've seen the buses they rely on — and the ones that are cancelled or don't turn up.

I can say with confidence that a busway that starts in Cambourne and ends at Grange Road will not serve them or their friends at either Hills Road or Cambridge Regional College. That is what this Inquiry is examining — the Order before it, not one that may one day be imagined beyond its limits.

The applicant sometimes says that the buses might continue onward, but that is only aspirational. As the Mayor himself confirmed here, services depend on commercial operators and cannot be guaranteed.

I support faster, more frequent buses — and ones that run later than 8.30 p.m. I want my students from all over Cambridgeshire to reach their colleges on time and without stress. But there is no rational connection between a busway that ends beside two private prep schools and the transport needs of sixteen- to eighteen-year-olds who need to reach **CRC (at Cambridge North), Hills Road (at Cambridge Central) or Long Road (on the Biomedical Campus/Cambridge South station)**. No young person is going to choose a route that ends at Grange Road.

Public transport should connect lives, not carve through landscapes. As I wrote in my submission: *yes*, to public transport from all parts of Cambridgeshire, *no*, to an off-road route from Madingley Mulch to Grange Road.

The Comberton Greenway, by contrast, offers what this scheme does not: it secures and extends safe, active travel without destroying habitat, without steep gradients up Madingley Hill, and without the years of disruption this busway would cause. That's a genuine win — for commuters, for students and for the environment.

² [cd29-34_solar_studs_memo_30-09-25.pdf](#)

My second submission, made under **Section 19 of the Acquisition of Land Act 1981**, concerns the **Open Space Certificate**. On my regular walks and cycles from Coton, I pass through the land proposed for exchange. The land to be taken is publicly accessible, tree-lined and alive with wildlife — bats at dusk, tits in their nests, house martins feeding above the hedges. It forms part of the City Wildlife Site, a continuous green corridor used daily by wildlife and by residents like me.

The land offered in exchange has none of that: no footpath, no trees, no access, no biodiversity. In plain terms, it is not “*equally advantageous to the public*”, as Section 19 requires.

An exchange that removes usable open space and replaces it with part of an inaccessible field is not balance — it is loss.

Inspectors, I am conscious that others before me, and those who will follow, speak in detail about the ecological and technical shortcomings of this scheme. I won't repeat their earlier evidence. What I hope to offer is perspective — that of a parent, a teacher, a commuter and a resident who has lived the daily reality this scheme claims to improve.

From that perspective, the scheme as bounded within these Order Limits does not serve the people it purports to. It does not represent an equal exchange of open space, and it does not align with the principles of sustainable, inclusive transport.

Cambridge deserves better — not just better buses, but better thinking: the kind that starts by listening to the people who actually live, work, study and cycle here.

Thank you for hearing me.

Coton to Cambourne

With Jessie on her un-motorised version

Distance

10.75 km

Elev Gain

75 m

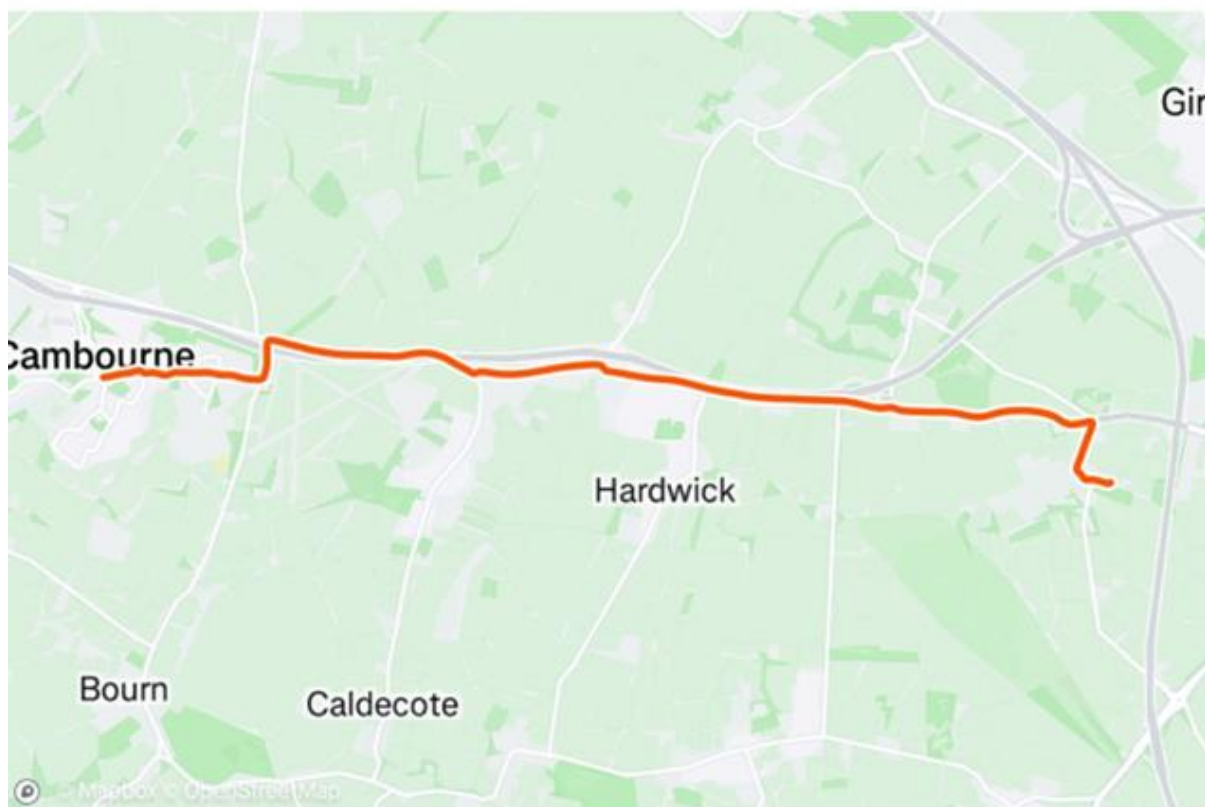
Time

32m 56s



Nicely done! Keep moving by joining a challenge

[See More](#)



Solar Studs:

