

By email to:

transportinfrastructure@dft.gov.uk

Statement of Case

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

I, Carolyn Postgate of [REDACTED] am writing to submit my Statement of Case to the Public Enquiry into the above Order.

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 Future¹, which has never been fully assessed by the GCP. The bus lane would be entirely contained within the existing highway boundary of the A1303 and would, contrary to statements made by the GCP, not impinge on the SSSI Madingley Wood, nor the American Military Cemetery. It would also solve all the problems associated with the GCP scheme outlined below:

1. Excessive cost:

At present the cost of the GCP scheme is estimated at £192,284,900², which includes the construction of an expensive new bridge over the M11 motorway. This figure will without doubt rise in line with inflation before completion.

2. Extremely low Benefit to Cost Ratio:

The GCP's own assessment of the BCR is between 0.43³ and an adjusted BCR of 0.5:1⁴, well below the acceptable level for public transport schemes and very poor value for money.

3. Absence of connectivity:

One of the major reasons for designing this busway is to provide commuters from the growing developments in Cambourne and Bourn fast public transport to employment and student destinations in Cambridge. The scheme as proposed cannot provide rapid onward connections to the major employment sites of the Science Park and the Biomedical Campus, and students attending sixth form colleges will need to change buses in the centre of the city to reach their destinations. The extremely convoluted bus route plans published in the Bus Strategy Report⁵ show the difficulties of reaching the

¹ cppf-cambourne-cambridge-alternative-4e-_extract_.pdf

² CtoC-07-00 Funding Statement.pdf Paragraph 1 and CtoC-8-00-00 Estimate of Costs.pdf

³ C2C-OBC-2020-Analysis-of-Monitised-Costs-and-Benefits-Appendix-L.pdf

⁴ CtoC-21 Outline Business Case Addendum.pdf Paragraph 2.4.2

⁵ C2C-OBC-2020-Bus-Strategy-Report-Appendix-F.pdf

Science Park (necessitating an extension to the existing U service) and the Biomedical Campus via the M11. The problem of delivering students to Cambridge 6th form colleges is not addressed at all. The on-road bus lane on the A1303 joins the M11 south seamlessly after the existing bridge over the motorway, while buses remaining on the A428 after visiting the Scotland Farm Park & Ride can easily join the A14 and thus quickly reach the Science Park.

4. Speed and reliability:

The scheme as proposed indicates improvements in journey times⁶ and reliability because it is “off-road” and therefore not subject to traffic jams in the morning rush hour. This time saving is negated by slow onward journeys through the congested streets of Cambridge.

5. Detrimental effect on Coton village:

The proposed scheme would include a traffic-light-controlled crossing of Cambridge Road⁷, which is the main route into and out of the village. This road (Cambridge Road, High Street to Brook Lane) is often congested (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 cutting off the main part of the village (High Street, Whitwell Way, Silverdale Avenue, etc) and blocking access for emergency services.

GCP estimates 8 buses each way⁸ from Cambourne to Cambridge via Coton. This would mean a total of 16 buses every hour crossing Cambridge Road, Coton, with a red traffic light stopping vehicles every 3.75 minutes.

Additionally, GCP has suggested in the TWAO that this is where a bus stop should 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 instead of Scotland Farm. Given the potential consequences, to defer all discussion to the detailed design stage is not adequate.

The safety implications of locating a crossing on this extremely busy road used by many pedestrians walking from the centre of the village to the Blue Diamond Garden Centre have also not been considered. Accidents involving pedestrians and cyclists have occurred on the existing Cambridge busways rendering Cambridgeshire County Council liable for negligence.

6. Active Travel:

The proposed scheme offers an “active travel” path next to the busway.

⁶ CtoC-20 Outline Business Case/C2C-Jan-2020-App-1-Strategic-Case.pdf Table 2: C2C preferred option benefits vs Do Minimum

⁷ CtoC-12-DO5-00-Rights of Way, Traffic Regulation, and Highway Plans /CtoC-12-DO5-00.pdf Sheet 13

⁸ C2C-OBC-2020-Bus-Strategy-Report-Appendix-F.pdf

In the Transport Assessment under the heading Active Travel Network it is stated that:
*"There is no firm programme for the delivery of the remaining sections of the Comberton Greenway."*⁹

As of 10 March 2025 work was due to start very soon on the section of the Comberton Greenway through Coton with the new plans published by the GCP on 4 March 2025¹⁰. The Greenway will bring cyclists through the village of Coton and into Cambridge via the existing footpath over the M11, thus avoiding Madingley Hill. There is no need for an additional path alongside the busway, nor a new bridge across the M11.

7. Environmental damage:

The proposed scheme will cause irreversible environmental damage to the landscape on Madingley Hill, bisecting as it does valuable agricultural land, which will be rendered uncultivable through lack of access, and intersecting important vertical drainage ditches which protect the village of Coton from flooding. The damage to Coton Orchard will be irreparable. No amount of promised mitigation, plantations of trees elsewhere, can make up for the loss of over 500 trees and their dependent biodiversity in what is at present a wildlife haven.

8. 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 and will take up exactly the same plot of land the GCP have earmarked for the off-road CtoC busway. This is illustrated in the attached map¹¹, which is composed of Sheets 9 and 10 of the GCP CtoC plans¹² overlaying the map in the consultation document for the Fens Reservoir published in August 2024¹³. The planned expansion of the existing reservoir has been completely ignored by the GCP in their plans for CtoC, and in my opinion, renders the off-road route for CtoC as outlined by the GCP completely unworkable.

⁹ CtoC-25-00-00 Transport Assessment.pdf Section 6.2.3

¹⁰ Greenway through Coton-Village-2024.pdf

¹¹ Madingley service reservoir map with C2C overlay.jpg

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

¹³ Madingley service reservoir map.jpg

List of Documents referred to in the footnotes

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

C2C-OBC-2020-Analysis-of-Monitised-Costs-and-Benefits-Appendix-L.pdf

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

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