

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge
Date: 06 January 2025 22:11:55

I, Tony Watkins, of [REDACTED], am writing to make a formal objection to the 'Application for a Transport and Work Act Order to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge', as submitted by the Cambridge Greater Partnership on 12 November 2024.

I recognise that Cambridge faces significant challenges with respect to its transport infrastructure, and that new schemes must be developed to facilitate people getting into Cambridge without relying on private cars. However the off-road section of the proposed route – that is, from the roundabout at the top of the A1303, just before the junction with the A428, to West Cambridge is a badly ill-conceived plan, with a much better alternative available. That better alternative is to redevelop the A1303, which already has a bus lane from just a couple of hundred metres east of the junction with Cambridge Road at Coton, and yet that bus lane is almost always empty. As resident of Coton, I drive on this road frequently and it is so very unusual to see a bus in it (until the Park and Ride junction) that my wife and I always comment on it. The whole road from the Madingley Mulch roundabout down as far as Grange Road is easily improved at a much lower cost than the extremely destructive route off road which goes through the historic Coton Orchard (I note that the Benefit Cost Ratio for the off-road scheme is less than 0.5 – this does not meet the DfT's own criteria and is very poor value for money. My understanding is that Cambridge Past Present and Future have urged local planners to consider this route, but they have refused to do so.

The Greater Cambridgeshire Partnership commitment to improving possibilities for active travel is commendable, but the GCP is already working on the Comberton to Cambridge Greenway which avoids Madingley Hill altogether. There is an existing cycle path from Coton to West Cambridge which could be improved for very modest cost.

The destruction of Coton Orchard should be avoided at all costs. It is a County Wildlife Site and the largest remaining ancient orchard in East Anglia, one of the largest and most important in the UK. Such sites cannot be replaced or relocated. Sending the busway through it will utterly destroy it and the vital habitat that it constitutes. Furthermore, as a resident of Coton, one of Cambridge's historic 'necklace villages', I am greatly distressed at the way its character will be radically altered by this scheme.

I urge the Department for Transport to reject this ill-conceived, expensive, over-complicated and destructive scheme in favour of the much cheaper and altogether less harmful redevelopment of the A1303.

Yours faithfully,

Dr. Tony Watkins

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