

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, Dr Samantha Lucy of [REDACTED], am writing to submit my Statement of Case to the Public Enquiry into the above Order.

I am a Coton resident, and a very regular year-round user of the existing cycle route to my place of work at Newnham College. I am therefore very familiar with traffic conditions in the Grange Road area at different times of the day and of the year. While I support the improvement of public transport, the off-road section between Maddingley Mulch and West Cambridge is a flawed option. As others argue, the off-road busway would transect Coton Orchard, a County Wildlife Site and East Anglia's largest remaining traditional orchard, which is the eighth largest in the UK.

As other statements fully document, the on-road alternative following the A1303 has never been properly assessed by the Greater Cambridge Partnership (GCP), but this would provide a more direct route to the Cambridge biomedical campus (allowing for a route via the M11) and would also allow other buses and emergency vehicles to use the priority lane. Cyclists are about to be better served by the GCP-sponsored Comberton to Cambridge Greenway which avoids Maddingley Hill, with the work scheduled to start this summer¹.

The off-road scheme as currently conceived is terrible value for money, while the on-road alternative is cost-effective and would complement the newly approved East West Rail development which will provide a direct link between Cambourne and the new Cambridge South station adjacent to the Biomedical Campus (whichever way it is routed). This is a far better transport option, which will be able to take commuters where they actually need to go, rather than to Grange Road, which serves neither major employment nor local sixth forms.

The routing of a major new busway into what is effectively a quiet residential area seems to have no rationale (others point out that buses will only be able to turn right out of the intended route into Grange Road, due to the junction layout). Bus users will either need to join existing routes, or passengers will need to make their own way to further destinations – the central bus station would be a 20 to 25-minute walk away, the railway station 40 minutes and Addenbrooke's over an hour. The current U1 and U2 services that operate along Grange Road become extremely unreliable at school drop off and pick up times, and at rush hour more generally due to other traffic in the wider area, especially along Fen Causeway; the narrow route along Silver Street is the only other route into central Cambridge without a long detour. Newnham clinical medical students (for whom I am tutor) are increasingly reluctant to rely on the current bus services to get to their hospital placements; passengers on the proposed busway will face the same unreliability of travel in this area.

¹ Greenway through Coton-Village-2024.pdf