

**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:** 21 December 2024 15:21:06

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Dear Department for Transport,

I, 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. The grounds for my objection are the following:

1. It is unnecessary to approve this application when the East/West Rail proposal is progressing. Given an E/W Railway, the busway will not be needed, and would be even more of a waste of public money than that spent on endless reports and consultations ending in more questions being raised. about the project. If EWR existed already, the GCP would hardly be proposing to build a busway from Cambourne to the edge of Cambridge that would cost (at least) £200m and would destroy important wildlife habitats and landscape. Therefore it is time for them to withdraw this proposal or for the DfT to refuse it.
2. As I understand it, the modelling used for the C2C busway is based on pre-Covid transport data and therefore an unreliable basis for a decision.
3. The proposed busway would still run on roads in central Cambridge, which is where the main bus delays occur; therefore it would not solve problems of bus reliability. The GCP have never had an answer to this.
4. The construction of the busway would go through Coton Orchard Wildlife Site, destroying valuable habitats and veteran trees. The habitats that would be destroyed and it is estimated would take over 50 years to recreate. The busway would also go through two other local wildlife sites, destroying habitats. Altogether, a negative cost/benefit ratio.
5. The busway would be built on the side of Madingley Hill, one of the few hills and high points in our area, which separates the historic villages of Coton and Madingley. It would create an urbanising scar on this locally important landscape.
6. All of this harm, and more, could be avoided by building new public transport infrastructure adjacent to the A1303, including new bus lanes and bus priority measures. Cyclists and walkers would be better served by extending the new Greenway from Hardwick to Cambourne because that would be more direct and would avoid the large hill. These two measures would provide the transport improvements needed to support the planned new development at Bourn Airfield, without significant harm to nature and the environment. Suggestions such as this have been put to the GCP over many years and in countless meetings and consultations, yet the GCP have never seriously considered them, usually rejecting them out of hand.

The GCP has been spending money on consultations and studies for ten years and every time they have gone out to ask for public views the resounding response has been negative. People can see the folly of this proposal and I sincerely hope that you will refuse the Transport and Work Act Order.

Sincerely yours,

Lynn Hieatt  
[REDACTED]

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