

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Cambourne to Cambridge busway
Date: 03 January 2025 20:50:00

Objection to Transport and Work 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 Bridget Mary Sutton of [REDACTED] am writing to make a formal objection to the above Order.

As a former teacher at a sixth form college in Cambridge and a resident of Cambridgeshire I support better transport links. The idea that a busway from Cambridge to Grange Road will support travel to our colleges is ridiculous. The only schools on Grange Road are two private prep schools, the pupils of whom are unlikely to ever use a public bus, especially not while they are in prep school. Sixteen to eighteen year olds are extremely unlikely to add another thirty minutes to their current commute time by walking from Grange Road to Drummer Street to catch a bus onward toward their colleges. Yes to public transport, no to a route that is off-road from Madingley Mulch to Grange Road. The proposed E/W rail link at Cambourne is, however, likely to be well used by students at the colleges. Students are keen users of rail links from other parts of the East of England.

As an active allotment gardener I am fully aware of the beautiful orchard in Coton and the wildlife that uses it. The difference between the bird life at the boundary between the orchard and allotment and the bird life using the Footpath and recreation ground in Coton is stark. The rewilded areas in the east of the orchard, in particular, are full of bird life we rarely see in our nature depleted county. The house martins which nest on my house use the orchard as their foraging grounds, scrubland and orchard environments are both rare in Cambridgeshire and what little we have should be protected. Traditional orchards are a priority habitat and they should be offered more formal protection from development. The untested on road route just a few hundred meters to the north would save not just this wildlife but also millions of pounds.

As an active cyclist I use the Coton Footpath to access my place of work. I cannot see how the years spent building the busway can do anything but disrupt my current active travel route, yet extending the current cycle route as per the Comberton Greenway proposals would secure active transport not just for current users of The Footpath but for generations to follow. This is achieved from the proposed greenway without having to cycle up the contours of Madingley Hill, surely a win for every cyclist that leaves the orchard untouched.

As a ratepayer I observe that the council cannot maintain its current road infrastructure and I cannot see how adding to the infrastructure it must maintain is possible. The thing that most dissuades my use of active transport is poorly maintained infrastructure. The benefit cost ratio of this scheme is less than 0.5 and EW rail is likely to decrease this further. Build costs are likely to escalate, timelines are likely to

lengthen. A bus lane on Madingley hill is likely to be faster and cheaper to build and cheaper to maintain in the future.

I trust my points against the off-road section of the busway will be taken into account, that common sense will prevail and an on road bus lane will soon be built on Madingley Road.

Kind regards

Dr Bridget Sutton

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