

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: 07 January 2025 11:39:24

I (Jane Valerie Neal 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.

Although shifting people from private cars to bikes, electric bikes, electric scooters (self-owned, not the pavement-littering variety), and/or to public transport is not just wise but essential, the current Cambourne busway proposals have fatal flaws that must be eliminated.

The worst aspect involves building an environmentally destructive, highly visible raised eyesore across Green Belt land, spoiling views for miles around. A much less expensive alternative causing far less environmental devastation is ignored.

In particular: the proposed off-road busway between Madingley Mulch and West Cambridge is not necessary. This section of the busway could be built alongside the existing public road far more cheaply and with far less environmental impact.

This proposed route through the priceless Coton Orchard is clearly a waste of public money that would unavoidably cause unnecessary destruction of vital habitats, green land, biodiversity and the harmony of the wider Cambridge landscape.

Going through the middle of Coton Orchard is sheer insanity. This would destroy a country wildlife site and East Anglia's largest remaining ancient orchard. This would permanently eliminate something priceless, due to its historic and environmental value. Any proposal to spend a large amount of public money to destroy this asset - rather than to achieve the same objectives by spending much less while safeguarding it - must be rejected out of hand.

The proposed East-West Rail link further erodes any financial rationale for the busway running through Coton Orchard.

Like so many of the grand ideas for 'developing' Cambridge being rammed down the public throat, a key purpose of this ghastly proposal maximises public money going to opaque private developers.

Public resources should always focus instead on maximising the financial, practical or environmental benefits to the broad base of residents of Cambridge.

Proposals like this systematically wholly discount what is in fact most valuable on a day-to-day basis for ordinary, normal people who live in Cambridge. Development should instead focus on the protection of what makes Cambridge a wholesome place to live, work and visit – its green setting.

Although in favour of schemes that shift people out of private cars into sustainable transport, I reject proposals that lavish public money on environmentally destructive schemes ignore cheaper and less environmentally damaging alternatives. You must also consider the impact on any cost-benefit analysis of other likely transport schemes (e.g., East-West Rail).

J. V. Neal
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