

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Cambourne to Cambridge Busway Application
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The handling of transport and development in and around Cambridge has reached heights of madness. It is as if the entire region has been written off as an easy way of raising GDP rather than the much more imaginative policy of moving university scientific and technical spin-off to the parts of the midlands and the north where investment and employment are really needed.

In this particular instance, I am all for reducing vehicular transport in, and in and out of, Cambridge but this obsession with busways needs serious re-examination, not least because it leads to the destruction of green belt and often of prime agricultural land (notably in the latter case the one to Haverhill). In this case vandalising an orchard among other things is about as anti-environmental as you can get.

Adding yet another layer to get people out of cars makes little sense. Much better to use existing transport, or revive railway lines where possible, and using the carrot of improved public transport and the stick of making it extremely uncomfortable and expensive to bring cars into Cambridge except for essential services and the disabled. And if this project is supported by cycle campaigners (with whom I normally sympathise), one has to ask how many people are going to cycle that distance into Cambridge.

We all know that a prime reason for busways which drive through mostly empty country, rather than following existing local roads or linking villages, is so that development can follow along the busway and this cynical approach has to be halted before large parts of the east and south-east are built over. Though not a busway, the East-West railway is of course another case in point.

And, as for the cost, projected and probably actual, a sledgehammer to smash a nut is an expression that comes readily to mind. If the aim is to improve transport in and around Cambridge, there are far better and cheaper ways of doing so.

As the CPRE and others have advocated, this piecemeal planning is destructive and counter-productive: what is needed is a joined-up approach to land-use and it is especially urgent in and around Cambridge.

To sum up, this plan is part of an extremely faulty approach to development, transport and land use in the Cambridge area and more generally over much of England and in this particular instance is environmentally destructive and expensive out of all proportion to its possible benefits.

Best wishes

Professor Christine Carpenter (writing as a concerned resident with no connection to any organisation involved in the proposal)

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