

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: 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"
Date: 08 January 2025 17:18:52

Dear Secretary of State for Transport,

I, Professor Tony Booth, of [REDACTED], am writing on my own behalf and also as a member of the steering committee of **Friends of the Cam** 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. My partner and colleague Susan Buckingham, has written to you officially on behalf of the Friends of the Cam.

There are many grounds for objecting to this busway proposal. There is a better, less environmentally damaging, cheaper transport solution available, agreed with many of the interested parties objecting to the current proposal summarised by the alternatives proposed by **Cambridge Past Present and Future**. When the spurious reasoning is set aside it seems that the councils are pushing ahead with their plan for two reasons: because they "have already allocated the money" as spoken by one councillor at a meeting of the Greater Cambridge Partnership and in a letter from the Greater Cambridge Partnership that they had already promised the route to developers. It should be noted that the Council powers have been so keen to push forward the proposal that they have pretended that the administrative powers of the American Cemetery object to the alternative route when their representative can be seen supporting it on publicly available council proceedings. This can be readily verified and no doubt they will have made their own objection.

If the busway proposal is used to justify opening-up land for further development this runs counter to the clear assertion from the Environment Agency that there is not enough water to justify scaling up development further. We are in the most nature depleted, drought and heat prone area of the country. It makes no sense to ratchet up building here. Further we have virtually used up our carbon budget to 2050 (six years left in 2021 but reducing at an above average rate) as evidenced within the report of the Cambridgeshire and Peterborough Independent Commission on Climate Change led by Baroness Brown. The use of massive amounts of concrete to build this and other busways will certainly push the area into illegally breaking its carbon emissions commitments under the 2010 Climate Change Act as the Councils own figures on predicted emissions clearly imply.

The destruction of the more than a hundred-year-old Coton Orchard on the proposed busway route is entirely unnecessary and would provoke a tsunami of determined peaceful protest, including direct action. People in our area are increasingly aware of the costs to our children and grandchildren of environmental destruction. The wanton despoilation of Coton Orchard symbolises the lack of balance that is being achieved between planning for development and environmental protection. There is no mitigation, or offsetting, which can replace the deliciously biodiverse area of the orchard.

Friends of the Cam are concerned with over-abstraction of water from the sources of our river system and with its pollution. Run off from the busway would further pollute Bin Brook, which runs through Robinson College, and is part of the globally important network of chalk streams which feed the Cam and demand their protection by the community and our government.

Advocates of this busway claim it will contribute to a more efficient public transport system and reduce the need for cars. Since there is an equally viable alternative this is faulty reasoning. Further, If the councils truly wanted to cut back on drawing cars into Cambridge City, they would close the city centre

car parks rather than replace one as they have done on Park Street. Had they announced a determination to reduce car use when they were apparently supporting arguments for a car free city five years ago the transport system of the city would have already been transformed. Planning does not have to be imagination and creativity free.

I hope that the proposed scheme will be abandoned without the need for a public inquiry.

Yours sincerely,

Tony Booth.

Professor Tony Booth



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