

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Cambourne to Cambridge Busway
Date: 06 January 2025 19:46:40

Slr/Madam

I am writing a simple e mail to you in relation to the above proposal.

I am writing as an individual and not as part of any campaign group.

I will just state in basic terms of my objections to this waste of Government and Tax payers finances .

The proposed scheme fails to take into account the fact that there is on the horizon the likely hood of an East-West rail route which will encompass Cambourne as a stopping point. Cambourne, although a fast-developing town, is not one which needs both a rail and busway system. I am conversant with many parishioners of the town, none of whom see any merit in another form of transport link. There is already a very good bus service for the area. The majority of residents do not use public transport for commuting.

The route itself will destroy many acres of Greenbelt Countryside and will devastate an ancient orchard . The orchard is home to rare species of wildlife and these should not be allowed to be displaced for the sake of a transport scheme which could be accommodated; if really needed , by the construction of a roadway adjacent to the current A1303 road. The orchard is an intracule part of the small village of Coton. I lived there for 25 years, so I have great knowledge of the area and the importance of the orchard and the green belt land surrounding it to the village.

Why is the "Partnership" so hell bent on destroying the Cambridgeshire countryside for minimal gain to the majority of the constituents it allegedly serves. If an extra Public transport service is required from the said town of Cambourne then why not take advantage of improving the already metallised and in place A1303. A road which not some many years ago was the A45 and a major link through to the Midlands from Cambridge.

The Busway will terminate in a part of Cambridge where few, if any residents who are likely to travel the route wish to go. I know it will then embark on metalled roads in Cambridge, roads already busy with traffic. If one argument is for journey time savings, then this will be nullified by this.

When the Greater Cambridge Partnership was constituted, I had grave views about the way it was structured and the necessity for it. Views I intimated to my Local MP of the time.

My objection though is based on Environmental and practical grounds. The "Partnership" is here to stay and produce schemes which are often very questionable.

My opinion is that should the scheme be considered viable at all, then it should at least be held in obeysance until the East-West rail scheme is finalised. Then all transport issues can be justifiably considered in a joined-up thinking way to established best value for both the Government and Tax payers money.

Yours

John W Hoppett

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