

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: C2C Cambourne to Cambridge Busway Project
Date: 03 January 2025 00:05:37

Secretary of State for Transport

Whitehall.

Dear Secretary of State

Re: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge

I am a resident of South Newnham and a member and supporter of the South Newnham Neighbourhood Forum. I 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. I support the grounds of objection lodged by the Forum, namely:

1. Much has changed since the Covid Pandemic. Using pre-Covid traffic data to evaluate the C2C Busway, as is the present position, is therefore likely to be fundamentally flawed and new data should be used to assess the need for the Busway as proposed and to make the investment decisions based on current information.
2. The current route of the proposed C2C Busway would irretrievably damage the landscape of Madingley Hill and extend the adverse impact of Cambridge City into the surrounding villages which I do not support.
3. The proposed route will cut through Coton Orchard Wildlife Site and will inevitably have a long-term adverse effect on local biodiversity and wildlife. Taking account of climate change and declining biodiversity, development projects that have a negative effect on biodiversity should be reconsidered and less environmentally damaging options explored.
4. The proposed C2C Busway would join Grange Road and use the city's roads which are subject to congestion and traffic delays. The Busway will compound these problems and not result in a material improvement in quality of service. This will be a waste of the investment.
5. The Forum would like to see creative alternative options explored which do not suffer the problems detailed above, one such alternative being a new public transport route with bus lanes and public transport provision beside the A1303. This alternative has not been properly considered. It would follow an existing route, lessen environmental impact and be implemented very possibly at a lower overall project cost.
6. Whether the C2C Busway is now required given the development of the East-West Rail project needs proper consideration. I support the Forum in asking that the proposal be withdrawn and/or for the DfT to refuse it.

For these reasons I ask that the Transport and Work Act Order be refused and that a Public Inquiry to properly scrutinise this poor proposal be recommended.

Lewis Neil Petersen

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2 January 2025.

