From: [redacted]
To: TRANSPORTINFRASTRUCTURE
Subject: Re: C2C busway objection .
Date: 07 January 2025 11:07:33

Many thanks for getting back to me.

[redacted]

Sent from my iPhone

> On 6 Jan 2025, at 14:52, TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk> wrote:
>
> Dear Sir,
>
> Thank you for your email citing your objection to the above TWA Scheme. In order to register your objection, we require a postal address?
>
> Kind regards
> Shenaz Choudhary
> **Ms Shenaz Choudhary | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport**
> **1/14 | 07971 146036 |**
>
> ---
>
> **From:** Edward Meadley [redacted]
> **Sent:** 04 January 2025 14:25
> **To:** TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
> **Subject:** C2C busway objection .
>
> I am writing to give my objections to the GCP's C2C proposed off road bus route .
>
> After ten years of not listening to anyone other then themselves the GCP has finally pushed their view onto the DfT via Cambridgeshire County Council.
>
> This route has not been wanted by anyone else but this quango.
> That has tried its hardest to not be transparent with the true facts.
> The list is long,&, one that springs to mind is the A1303 Madingley road M11 bridge, that the GCP said was not wide enough for the on road route that was proposed by the LLF .
> It came to light that the GCP own civil engineers reported said that it was wide enough and that this wasn't an issue!
> This lead to the resignation/sacking of the county councils own senior transport officer.
> Other underhand issues are that the GCP did not consider contacting the DfT when the reconfiguration of the A14 was done, this along with a missing traffic censor on traffic flow on the Madingley road would find that a large percentage of traffic turns on to the M11 southbound, this along with the closed Madingley road at the Coton turn are the only problems/ bottleneck that could easily be solved without driving a concrete trackway across the green belt and through a ancient orchard, just to get people (not even to the centre of Cambridge) five minutes quicker.
>
> This is of course a red herring, as the real reason for this is to make the fields that this is driven through unworkable for agricultural thus rubber stamped for housing.
>
> It is an attack on the green belt, under the guise of a transport system.
>
> With regards, Edward Meadley.

Sent from my iPhone

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