OBJ-249 C Mullen

To the Secretary of State for Transport

Re: The Cambourne to Cambridge Busway Application for a transport and Work Act Order submitted by the Greater Cambridge Partnership (hereafter the C2C Busway)

Although Cambridge must be accessible with reliable public transport from the West, as a resident of the Gough Way Estate for the last 35 years, I would like to voice my very strong objections to the C2C Busway. The planned route is environmentally, socially and financially detrimental and unacceptable for the following reasons *inter alia.*

1. Flood risk

The Estate is already at risk of flooding from the acceleration of climate change: from 2 – 5 January, 2025, there have already been 8 flood alerts for the Estate. Since the 1990s there have been two major flooding incidents seriously affecting numerous properties.

The proposed structure over the Bin Brook and the high embankment for the C2C Busway, in addition to the extensive areas of concrete over the West Fields may cause or exacerbate flooding on the Gough Way Estate. The submitted modelling has not provided sufficient evidence to support the claim that there will be no increased flood risk.

As is evident from numerous incidents of flooding nationally, such events cause unmitigated social distress, and financial burdens to individuals, making properties difficult to ensure and to sell. It is unacceptable to increase this risk to the residents of the Gough Way Estate.

2. Environmental Damage

The loss of the Green Belt (the 'West Fields') with its biodiversity and the destruction of the Coton Orchard with its heritage trees are both environmentally and socially unacceptable. The importance of biodiversity has been recognised nationally.

The West Fields and our parks are the lungs of the city. They are especially important for the residents of Newnham given the proximity of the M11. Walking in the West Fields is beneficial for the health and well-being of residents and may no longer be attractive given the proposal of 16 buses per hour.

3. Congestion and safety issues

Delivering 16 buses per hour into the constraints of Grange Road will lead to increased congestion and risks to cyclists and pedestrians. There is no clear and easy forward progression into the City and this has not been addressed in the planning.

4. The alternative solution

The alternative on-road scheme using the Madingley Road with a dedicated bus lane has been examined and supported by Cambridge Past Present and Future and Cambridge Sustainable Transport. This route would be significantly cheaper, safer and more environmentally beneficial. It would also obviate the problem in the current scheme of what happens when buses arrive at Grange Road and provide easier access to the City. This option should be reconsidered.

With thanks for taking these considerations into account

Yours faithfully

Christine E. Mullen (Dr)

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