



23rd April, 2021

To: C2Caudit@sharedintelligence.net

Re: Independent Audit Review of Cambourne to Cambridge Public Transport Route

North Newnham Residents' Association (NNRA) welcome this independent audit and its wide-ranging review. NNRA stand by its principles articulated at the start of the C2C project:

1. NNRA support the Local Plan to grow the City of Cambridge via satellite communities with fast transport links to the City, and recognise that this approach is preferable to growing the City via extending City boundaries into the green belt through major residential developments.
2. NNRA want a range of tactics, both incentives and penalties, to be introduced as soon as possible to reduce current congestion problem (e.g. end free all day parking on NNRA streets for commuters travelling in by car; seek cooperation from local private schools to help reduce congestion).
3. NNRA want the impact of any transport developments on NNRA residents to be kept to a minimum until a longer-term strategy has been agreed, and until the impact of other developments become clearer (e.g. expansion of West Cambridge site; Cambridge Light Rail/ Underground; Oxford to Cambridge superhighway).
4. NNRA want the streetscape of historic Cambridge and the streets of North Newnham, all of which are within West Cambridge conservation area, to be protected. As such NNRA object strongly to quiet, hitherto bus-free residential streets, such as Adams Road being used as part of a new busway route. Similarly, NNRA object to new bus priority lanes being added to existing historic residential approach roads such as Madingley Road.
5. NNRA want any transport developments to protect the interests of and improve safety for pedestrians and cyclists.

With these principles in mind, we wish to express the following concerns which we hope the review will consider:

- A. How can decisions about the EWR and CAM be accommodated within the current timescale of the C2C decisions?
- B. When will plans for access to the City Centre by the buses using the C2C route be made known? The long-standing position that the C2C project ends at Grange Road is no longer sustainable.
- C. Greater clarity is needed about the bus routes.
- D. What reassurances can be given that the C2C scheme will support the strategy for satellite developments and not lead to pressure for increased development in the green belt?
- E. Will the review consider whether the Coronavirus pandemic is likely to give rise to long-term changes in patterns of behaviour that may have an impact on the scheme?

Friday, 23 April 2021

