

Statement of case, Cambourne to Cambridge Busway TWA application

Gough Way Residents Association, representing the views of Gough Way estate residents, opposes the C2C TWA application on the following grounds:

- 1 Flood risk upstream of the new crossing over Bin Brook
- 2 Location of the junction of the busway with the existing road network on Grange Road
- 3 Safety of the section of the route along Rifle Range Road
- 4 Congestion of onward routes
- 5 Unnecessary destruction of countryside
- 6 Overall poor value for money and limited benefit of the scheme

1 Flood risk

The TWA submission does not demonstrate that the new infrastructure to be built to carry the busway over the Bin Brook will not have an impact on Gough Way residents in terms of increased flood risk. The bridge plus embankment structure represents a significant barrier across the low-lying fields north of Gough Way. There is legitimate concern that this could increase the flood risk to the Gough Way estate. The application documents and plans submitted by GCP specifically exclude the Gough Way estate from flood mapping and therefore any such risk is not addressed in the submission. The National Planning Policy Framework states that an application should demonstrate that the proposed development will not have an adverse impact upstream or downstream. The GCP submission has ignored this and taken the approach that the Gough Way estate is outside the impact area, without proper justification of the extent of the impact area. The Bin Brook has a history of flooding residents' homes on the GW estate, so any work downstream which could have an impact on water levels and flow is of concern.

2 Junction location on Grange Road

The busway route joins the existing road network on the narrowest section of Grange Road, which is very well-used by cyclists, opposite the busy pedestrian and cycle entrance to a school. This is not a sensible choice: the

junction at Adams Road is more suitable if the busway is built. Grange Road at the Adams Road junction is considerably wider and has more open sightlines, which would allow buses to progress in either direction, while the route to/from the West Cambridge site is more direct and requires less new infrastructure, avoiding the need for the extremely expensive Bin Brook crossing.

3 Safety on Rifle Range track

The old Rifle Range track is very narrow between the rugby ground and Clare Hall buildings. It is questioned whether there is sufficient width to allow safe pedestrian and cycle access alongside the busway. This is of particular concern in light of recent pedestrian and cyclist deaths on the St Ives busway. The Rifle Range track is also a well-used and much-loved route into the open countryside for local people living in the residential areas nearby and it could be much better utilised from the city centre as a direct walking route into the country for people wishing to avoid the crowds on Grantchester Meadows. The King's School also uses the Rifle Range track to access their playing fields, so at times there are likely to be large groups of young children crossing Grange Road and walking along the track, in a hurry to get to/from other classes.

4 Congestion of onward routes

Buses will only be able to turn right (southwards) onto Grange Road, which is already heavily congested at peak hours towards/on Barton Road. Apart from the West Cambridge site, the route does not serve any key destinations which are not already served by existing bus routes such as the U1 and 2. The C2C buses' onward journey into the city would inevitably be slow and would not alleviate the traffic problems on this side of the city. Travellers from villages which are not well served by any buses (such as Haslingfield) will still need to drive in by car.

5 Destruction of the countryside in preference to an apparently viable on-road option

The GCP has never explained why adapting the existing main road (A1303 between Madingley Mulch roundabout and Northampton Street) would not be viable. The road has a wide easement along most of its length and could accommodate an additional lane for buses, as congestion is only an issue inbound at peak hours. Building a busway across open country

destroys valuable farming and natural landscape, including greenbelt land and of course the historic orchard at Coton. Furthermore, an off-road new route was not supported in the public consultation.

6 Overall high cost and poor potential improvements for travellers

The extremely high cost of the busway (especially with the Bin Brook crossing and the new M11 crossing) is not worth it, given that the busway is predicted to improve journey times by only a few minutes end to end. The scheme will ultimately suffer from the same difficulties as existing on-road buses, does not solve wider transport concerns, and has a low cost-benefit ratio.

An alternative could be to use the existing roads and make Eddington/Madingley Road P&R into a bike/scooter/bus transport hub, to allow travellers into Cambridge to make their own 'last mile' onward route options, whether that is by bike, scooter, on foot or using another bus. One of the justifications of the busway is to allow people living in Cambourne and working at the West Cambridge site to get to work by bus: the busway therefore does not need to extend all the way into the city centre. Congestion on Madingley Road has reduced due to changing working patterns, so there may be capacity on existing roads, especially if funding was spent on improving bus services and facilities instead of the busway. The Madingley Road P&R site reportedly now lacks capacity for the number of cars needing to use it, so a new P&R for cars could still be needed. The proposed new P&R in the Scotland Farm area is too far from the City Centre to provide for the variety of travellers' 'last mile' needs. Increasing the frequency and reach of bus services on the existing road network and encouraging more active travel should be prioritised over a large white elephant project such as the C2C busway. This will help to make public transport the preferred option for the largest number of residents, not just those living on a single route.

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