

Dr Roy Hawkins

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Department for Transport
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sent via email to transportinfrastructure@dft.gov.uk

6 January 2025

Dear Sir

Greater Cambridge Partnership submission re Cambourne to Cambridge Busway

I understand that Greater Cambridge Partnership (hereafter GCP in this document), after numerous alterations to the proposed route for the Cambourne to Cambridge (C2C hereafter) Busway, are now proposing a route to the east of the M11 motorway along a track known as Rifle Range Road.

I am aware that there are numerous objections to this chosen route and that since around 2015 when I believe plans started to evolve, there have been objections to many aspects, together with very credible suggestions of an alternative on-road route. However, the purpose of this letter is to present my own objections to the chosen route because of insufficient evidence that it will not present an increased risk of flood damage to my house.

The principal reason for this potential risk would appear to arise because the proposed Busway has to cross over Bin Brook. This is the only river that the route crosses, and it runs in a culvert about 2 metres deep approximately 20 metres to the east of my house, with the proposed crossing being about 235 metres downstream to the north. My road has a slight descent towards Bin Brook, and on two earlier occasions the two houses nearer to the Brook have suffered flood damage while my own house, lying a little higher, has fortunately escaped damage.

Amongst the many documents made available by GCP is Technical Report 13 – Water Environment. There is also a 164 page document titled Appendix TR13.1: Flood Risk Assessment. In this document is Plate TR13.1-4-2 showing what is said to be the Environment Agency's Flood Map for Planning. This highlights an area of historical flooding some 200 – 300 metres upstream of the proposed Busway crossing of Bin Brook. This area contains not only my house but over 30 others in Penarth Place, Gough Way and Barton Road. A copy is shown as

Figure 1 at the end of this letter, with the road in which I live indicated with a red arrow.

Later in this document is an illustration titled Plate TR13.1-4-10 showing the anticipated surface water flood risk in my area. A copy is shown as **Figure 2** at the end of this letter, again with the road in which I live indicated with a red arrow.

I consider it extraordinary that this plate terminates at the south with the road in which I live. How convenient that the GCP consultants have omitted the 30 or more other properties in Gough Way and Barton Road that are also potentially affected by Bin Brook flooding. It is worth noting here that Barton Road is an important arterial road (A603) which connects villages to the south west of Cambridge, as well as Junction 12 on the M11, with Cambridge. Flooding to this road could clearly have a major impact.

Perhaps the thoroughness with which GCP have addressed issues here can be seen by the mis-spelling of '**Ordinance Survey**' immediately below the scale at the bottom of both plates.

I am not at all convinced that appropriate estimates have been made of the impact of the proposed route and bridge across Bin Brook upon my own house and the many others in the immediate area that have conveniently been omitted from the second diagram.

As I have noted earlier, I am aware of suggestions for an alternative on-road route, to which I would give my strong support. I am also concerned at the large cost and short-term traffic chaos that would be caused by the erection of a new bridge across the M11 when the on-road route would not require this. I would also be very sad to see the beautiful Coton Orchard spoiled by this work.

Finally, I do consider that some more joined-up thinking is required since the proposals for this Busway do not appear to take into account the fact that a new railway line, with a new station at Cambourne, is proposed which would take passengers to a station at the Cambridge biotechnology hub at the south of Cambridge where it would join the main rail route into central Cambridge and Cambridge North. Surely this new development should be carefully taken into account when any plans for the Busway are considered?

Yours faithfully

A solid black rectangular box used to redact the signature of Dr Roy Hawkins.

Dr Roy Hawkins

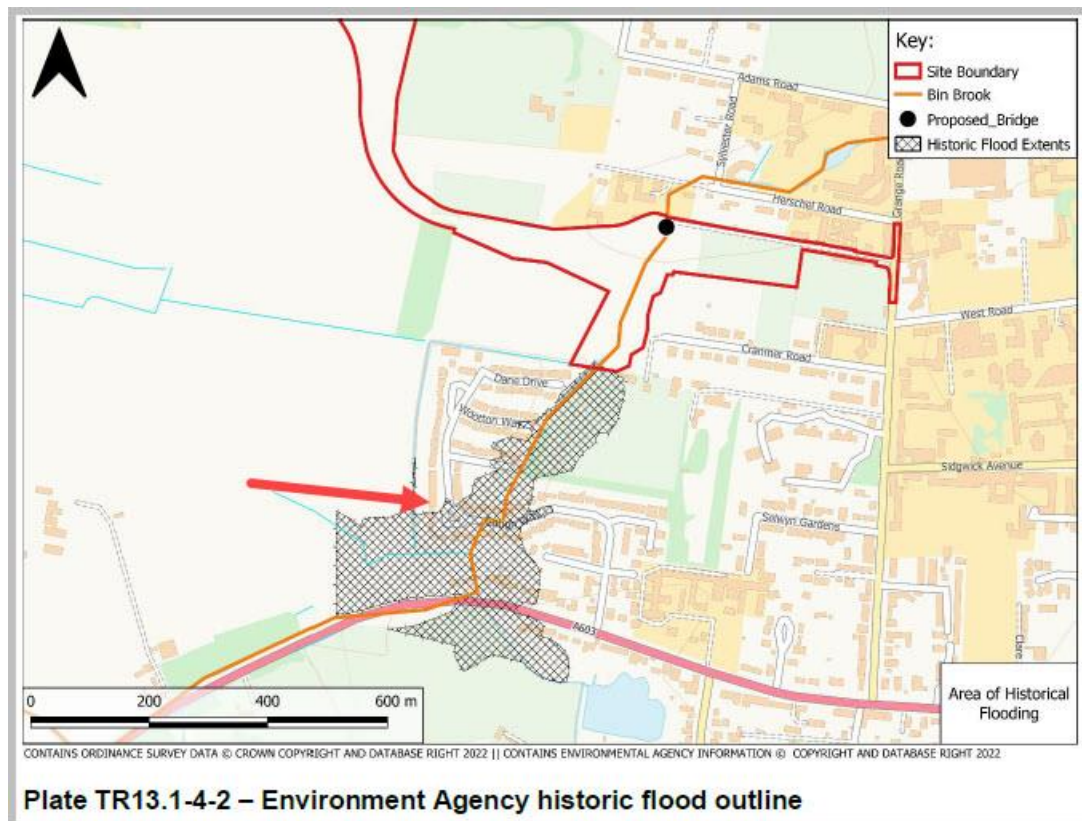


Figure 1 Extract from GCP Flood Risk Assessment

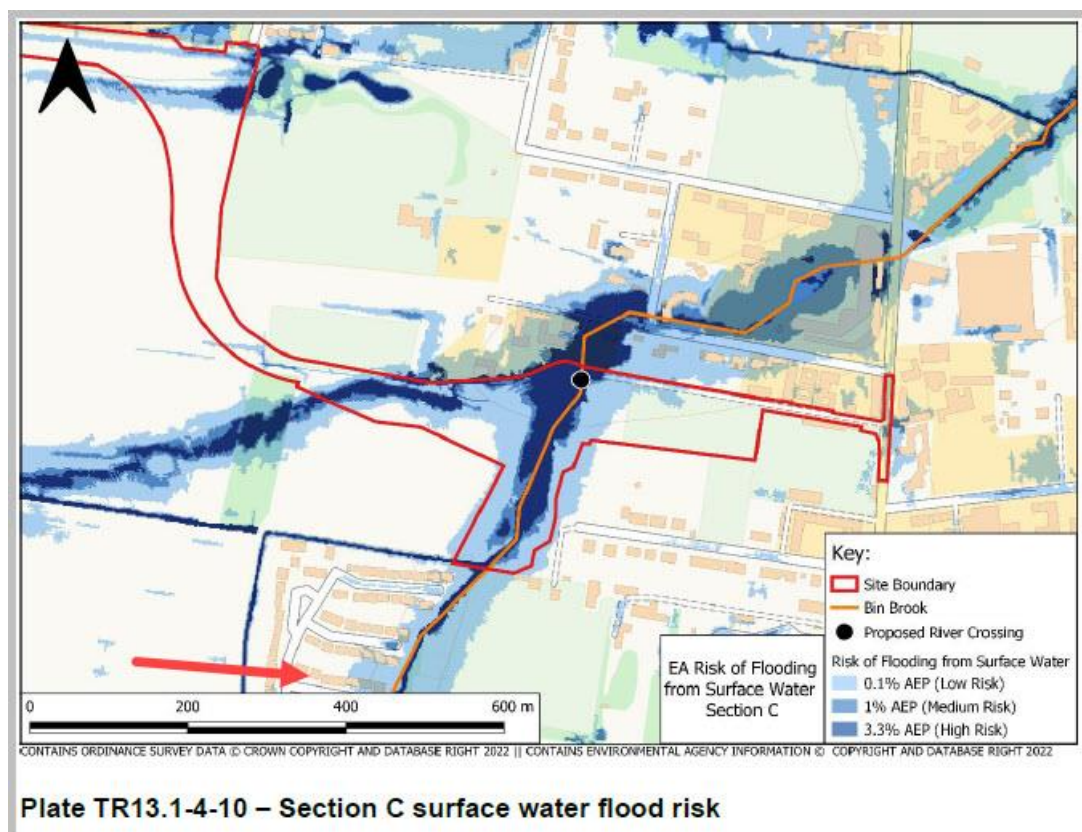


Figure 2 Extract from GCP Flood Risk Assessment