From: [redacted]
To: TRANSPORTINFRASTRUCTURE
Cc: [redacted]
Subject: Objection to route of Cambourne to Cambridge Busway
Date: 05 January 2025 16:43:47

To the Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Dear Mrs Alexander,

We write to object to the choice of route for the proposed Cambourne to Cambridge Busway, passing through Coton Orchard and the West Fields before reaching Grange Road, as selected by the Greater Cambridge Partnership in their application for a Transport and Work Act Order.

The grounds for our objection are fourfold:

1. The consequent increased risk of flooding to properties between Grange Road and the M11 has not been properly assessed, nor has it been demonstrated that sufficient mitigation measures are possible. In particular, the proposed embankment on either side of the Bin Brook, and the narrowness of the bridge opening over the Bin Brook, will adversely affect the ability of the Bin Brook flood plain to disperse water at times of heavy rain, thus increasing the flood risk to properties in Cranmer Road and the Gough Way / Dane Drive / Wootton Way / Penarth Place estate. The presented modelling does not demonstrate that the proposed route would not increase the flood risk to third parties, including the above properties, and therefore the proposal could contravene paragraph 170 of the National Planning Policy Framework. The applicant's submission would need to demonstrate no impact to a resolution of 1mm both upstream and downstream of the site boundary, including taking into account blockage scenarios which may occur when debris lodges in or around the proposed bridge at times of high water flow. The effect of peak flow rates of the Bin Brook through the new bridge structure in the presence of partial blockage also needs to be analysed.

2. The end of the proposed route at Grange Road, with tight turns into and out of Grange Road, is unsuitable for the bus traffic, creating dangers for cyclists on these heavily-used cycle routes.

3. The destruction of the ancient natural environment of Coton Orchard will have an adverse impact on biodiversity and ecology.

4. The alternative on-road route along the Madingley Road into Cambridge has not been adequately considered. The Madingley Road route would be substantially cheaper, would avoid flood risk and ecological damage, and is fully feasible due to the fact that traffic levels on Madingley Road have reduced in recent years. Any congestion in the morning rush hour into Cambridge could easily be overcome by a simple on-road bus lane, at much lower cost than the proposed route.

For all these reasons, we object to the proposed route and respectfully request that the application not be approved.

Yours sincerely,

Matthew and Rachel Baker
[redacted]

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