To: Secretary of State for Transport

Re: GCP Application for a Transport and Work Order for the Cambourne to Cambridge Busway

I wish to register an objection to the application submitted by Greater Cambridge Partnership for the proposed Cambourne to Cambridge busway. There are several points that could, and probably should, be raised in relation to this proposal (including costs involved and environmental considerations), but I shall limit myself here to noting one of these.

That is, my particular concern relates to the proposed new bridge and the long embankment and retaining walls that would be needed and would cross Bin Brook. What specifically these would involve would be an increase in the flood risk to the houses on the whole of the Gough Way estate. This is especially because they would have the effect of acting like a barrier or a dam. The application that has been submitted by GCP fails to demonstrate that there would not be an increased flood risk upstream of the C2C boundary area. In fact GCP fail to take any account of the impact of their proposal on the Gough Way estate, since they treat the whole estate as being outside the busway impact zone. The fact is, however, that Bin Brook runs right through the whole Gough Way estate, and the GCP's failure to take account of this, and the increased flood risk that their proposal involves, are a serious matter.

It could also be said that the GCP has never adequately demonstrated the need for a completely new, and potentially damaging, route for the Cambourne to Cambridge busway. There is no good reason why already existing roads and busways (as, for example, Madingley Road) could not be used for it. Both the cost and the environmental damage, as well as the flood risk, would thus be very significantly diminished.

Emeritus Professor Andrew Chester [redacted]

[redacted]