

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Proposed Camborne to Cambridge busway
Date: 06 January 2025 13:24:02

I would like to present my objections to the application submitted by the Greater Cambridge Partnership (GCP) for the proposed Cambourne to Cambridge busway.

Looking first specifically at the proposal put forward, I am particularly concerned that it does not appear to have sufficiently researched the upstream impact of the building of an embankment and bridge over Bin Brook. The Gough Way development lies immediately outside the area covered by the proposal and has a history of flooding from the Brook with two major events over recent years. The application does not give me adequate information to assess whether there will be an increased flood risk from the work which will impact my property and the surrounding houses.

Various viable alternative routes have been put forward including in particular an on road option along Madingley Road, with little collateral environmental damage, but for whatever reason, these have been quickly dismissed without adequate evaluation and consideration. Moreover the proposed route "ends" at Grange Road with no (published) plans for ongoing connection to the City Centre and the many outlying Science Parks. Furthermore since the proposal was researched, the building of the East/West rail link has become a reality which will largely duplicate the reach of the busway, collecting passengers from the same catchment area but delivering them directly to the City Centre and the Addenbrookes campus. It thus presents a likely more attractive alternative to commuters.

Finally the GCP presentation does not take full account of traffic on the route which is travelling from the A428 to the M11 South, thus leaving the road at the City boundary. The upgrading of the A428 between the A1 and Caxton Gibbet must surely result in serious consideration being given to the construction of a full interchange between the A428 and M11 thus seriously reducing traffic flow on the route in question.

At a time of fiscal constraint when funds for infrastructure are at a premium, it would seem nonsensical to expend in excess of £200m on a project which will have such major environmental consequences yet will result in a saving of no more than 3 minutes per journey (GCP figures not recognising the impact of Working from Home) only over the morning rush hour period for 5 days a week as the evening period does not result in significant travel delays.

I look forward to receiving your response, in particular on the issue of heightened flood risk.

Peter Holton

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