

From: [REDACTED]
To: [TRANSPORT INFRASTRUCTURE](#)
Subject: Objection to Cambourne to Cambridge Busway Proposal
Date: 06 January 2025 22:20:09

Jeremy Nunns
[REDACTED]

To : Transport Infrastructure, Department for Transport

Re : Proposed Cambourne to Cambridge Busway

I would like to register an objection to the application submitted by Greater Cambridge Partnership for the proposed Cambourne to Cambridge busway.

I have a number of reasons for objecting to this extremely unpopular proposal, but will detail just two.

Firstly, since it was originally proposed, circumstances have changed to make a busway unnecessary. The East - West Rail route has now been announced, which will include a station in Cambourne, then trains will serve the significant traveller destinations of the new Cambridge South station (for Addenbrooke's Hospital and the Biomedical Campus), the main Cambridge station (for the several large employers in the station area, and not far from the town centre) as well as Cambridge North (for the Science Park and surrounding developments). In contrast, the proposed Busway would only go to Grange Road, where there are no large employers or significant traveller destinations; from there, buses would have to run on existing roads, mixing with traffic and congestion, and need to traverse the river on one of a limited number of bridges to reach even the town centre, let alone locations such as the ever-expanding Biomedical Campus or the Science Park. It has been said that the hideously expensive and damaging proposed busway would save up to three minutes off a journey - surely the trains on the new railway line will be faster than that? At the very least, the whole proposal should be 'paused' until the railway line is completed and the passenger usage of the trains has been assessed, to see if there really is a need for a second transit link as well.

Secondly, the proposed busway will impact the environment of Bin Brook, a precious chalk stream. The run-off from the concreted busway would enter Bin Brook, changing its natural character considerably. In addition, the way that the proposed busway would cross this brook is on a long embankment, which is specified to be over 2 metres high. In times of heavy rainfall, this embankment would act as a partial dam, raising the water levels upstream of the crossing. This is particularly significant where Bin Brook runs through the Gough Way estate, within a short distance of my own property. In times of exceptional rainfall the houses closest to Bin Brook can be at risk of flooding at present, to introduce any further restrictions to the water flow would clearly increase the frequency and number of properties affected. I can see no reference in the proposal's documentation to an assessment of the flood risk to properties in Gough Way and its surrounding roads. My understanding was that it was a requirement for such flood risks to have been carried out and included in the proposal - if this has not been done, I would consider the entire proposal to be invalid.

I therefore formally object to this proposal, on the grounds given above.

Regards

Jeremy Nunns

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Jeremy Nunns, Cambridge

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