

**From:** [REDACTED]  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Subject:** Objection to the Cambourne to Cambridge busway proposal  
**Date:** 06 January 2025 17:42:35

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To the Secretary of State for Transport,

I am writing to object to the Cambourne to Cambridge Busway as submitted on 12 November 2024 by the Greater Cambridge Partnership.

I am a resident of the Gough Way estate, living at [REDACTED]. With my husband, I live in a house at that address since 2011.

There are several reasons for which I am objecting.

1. Potential increase in flood risk around the Bin Brook, upstream and downstream of the proposed bridge.

A permanent concern of the Gough Way estate residents is the risk of flood by the Bin Brook that flows through the estate. The Bin Brook has a narrow channel and flows through a culvert in the middle of this estate. Severe floods in the past led the Environment Agency to build a relief channel around the estate; however this relief channel is not always sufficient to prevent flooding of the houses close to the culvert. I can remember at least one incident when the water - a combination of ground water and Bin Brook water - flooded the Gough Way asphalt for tens of meters as the relief channel could not absorb the increased water flow. The risk of flood is such that many of us subscribed to the Environment Agency flood alert service. Last year, we received 8 alerts. With the increases in extreme weather events and patterns caused by climate change, including heavier and longer period of precipitations, more alerts may become the norm.

I am therefore very concerned by any infrastructure developed on the Bin Brook flood plain. Already some residents are struggling to get their house insured against flood risk at a reasonable price. Any increase in flood risk due to the construction of the busway infrastructure may prevent us to keep our properties adequately insured.

The busway modelling shows the construction of a bridge across the Bin Brook and of an embankment structure. This kind of infrastructure could be expected to modify the flood risk to any nearby development, whether upstream or downstream. Though an increased risk of flooding around the Bin Brook is mentioned in the submission, it appears that the application documents and plans exclude the Gough Way estate and so the risk of flood to the estate is not discussed. In absence of sufficient evidence confirming that the busway infrastructure does not increase flood risk upstream to properties in the Gough Way estate (and any other residential areas along Barton Road) as well as downstream, there is a possibility that the proposed development could be in contravention of Paragraph 170 of the National Planning Policy Framework.

Given that the increased flood risk around the Bin Brook is mentioned in the submission, it is disappointing that an in-depth modelling of the impact of the busway on the Bin Brook's flood risk was not included in the submission - both upstream and downstream of the proposed bridge in a way that fully explore the risks to all potentially affected third parties, both upstream and downstream to the bridge.

It is essential that a detailed modelling of the impact of the busway on the Bin Brook's flood risk be developed using the most recent Environment Agency data and maps and according to national standards of excellence.

2. Insufficient discussion of the mitigations to any flood risks

The construction of a bridge can always lead to the blockage of the water flow in case trees or debris get stuck in the infrastructure - this is especially the case during heavy rain and flooding events. I could not find any discussion of what steps would be taken to ensure that the Bin Brook water flow would not be hindered by blockage at the bridge level.

The discussion of mitigation measures should be extended to any areas for which the above detailed modelling shows increase in flood risk, whether upstream or downstream. There should be no expected increased in flood risk as a result of the busway development.

The costing of the introduction and the permanent maintenance of any mitigation measures identified above should be added to the costing of the development of the busway.

3. Potential risk of reduced safety to pedestrians and cyclist school pupils when the bus leaves the Rifle Range Road to enter Grange Road

At the end of Rifle Range Road by which the bus is suggested to enter the city, Grange Road is used by many cyclists and pedestrians on a daily basis, especially during weekdays. The existing buildings at the intersection of Rifle Range Road and Grange Road creates a narrowing of Grange Road to the North and this already creates risks to cyclists as cars cannot cross each other when there is a cyclist on this narrow stretch. On Grange Road, almost across the Rifle Range Road one can find a side entrance to the King's College School making this spot very busy with pupils at school drop-off and pick-up times. Close to this intersection, there are also several colleges's buildings (Robinson, Selwyn, Clare Hall, St Catherine) and the Sidgwick site where many Social Science, Arts and Humanities departments are located. This means that there are a lot of students passing on this road, on foot or on bike. Hence I am concerned at the potential reduction of safety to cyclists and pedestrians, including school pupils and students by the manoeuvring of buses at that intersection. Again, this

is not clearly discussed in the submission which stops at the end of the Rifle Range Road.

4. There is no discussion of how the bus would circulate within Cambridge city - whether inbound or outbound.

Upon arrival on Grange Road, all the buses will have to make a left turn as the narrowing prevent any right turn. The explicit description of the bus journey within the city road is not discussed - neither inbound nor outbound. Since the bus journey is not described, the impact of the bus journey cannot be assessed - whether in terms of time it takes to get to the city centre and bus station from entering Grange Road, in terms of the exact roads to be followed (there are one ways), in terms of additional noise, vibration, pollution, and congestion.

5. Environmental impact on the Cambridge Past Present and Future reserve

The busway will significantly impact this nature reserve and will lead to the effective destruction of Coton Orchard, a traditional orchard, the largest in Cambridgeshire. The busway development would cut through it with a 30 meter wide tarmac and concrete path, requiring the felling of many mature apple trees and significantly disturbing the biodiversity of that 60 acres orchard, which has not been disturbed by ploughing or pesticides since 1922.

I remain of the view that there is an alternative option that is viable, more affordable and environmentally sustainable and friendly: that of using existing roads (Madingley Road) to enter Cambridge and creating a bus lane to deal with the morning traffic congestion. It has been dismissed without much explicit and clear arguments. I request that it be revisited.

Would you please send me an acknowledgment that my objection has been received.

I thank in advance for taking my objection into account and look forward to hearing from you.

Yours sincerely,

Pauline Rutsaert

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