



Dear All,

I am extremely upset and annoyed about the Cambourne to Cambridge Guided Bus route. The village was led to believe that the scheme had been shelved or at least put on hold whist you see how the Oxford to Cambridge rail link impacts and to see if the projects can be combined in some way but now I see it seems to be back up and running. It is completely incomprehensible to me how it is that this route continues to be the preferred route in this matter when so many objections have been raised.

There are several points I would like to make.

On an overall level I cannot see how the current route is going to be feasible or even beneficial. My understanding from several meetings is that the busses are going to run to Adams Road/ Grange Road Cambridge and terminate at this point. The majority of people using the bus are going to be commuters and shoppers. For commuters the largest areas of employment I would have thought are The Science Park/ Business park, Addenbrookes Site and the City Centre none of which are near Adams Road and currently there is no on going transport links to them. Why would anybody use a bus that does not go to the area they need, therefore I cannot see the buses being used effectively. I can see that we need to reduce car travel but dropping people where they do not need to be is not the solution.

On a local level I live on St Neots Road and have done so for 24 years. It is a good area and the local traffic does not overly affect the house. However, the scheme will destroy this environment and risk the safety of the residents of the road and Hardwick itself. There are 102 houses on the road and every day school children from the village cross the existing road to go to school and college.

With the current scheme I cannot see any provision for the City 4 bus stops on St Neots road, bearing in mind they will have to be in between the existing St Neots road and the proposed Bus Way. There are currently 5 stops along the St Neots Road with the restricted width in some places how is the City 4 going to stop to pick up people. This will have a major impact on the use of the City 4 and encourage more people to drive. The guided bus will not replace the City 4 and will not be able to take people into the city or colleges.

The route will be destroying thousands of trees in a time when we are supposed to be conserving them. Immature trees do not have the same carbon efficiency as older trees so even if others are planted else where the carbon effect will take years to recover.

The belt of trees to be removed is an important wildlife corridor for animals from West of Hardwick into Cambridge and this will be destroyed. The current A428 is a major barrier for wildlife, however, anything crossing this at least has a safe sanctuary in the tree belt before continuing. With 8 lanes of tarmac this will be a killing zone and roadkill will increase significantly.

The air pollution will increase significantly in Hardwick because the current trees are known and are recognised to stop and absorb some of the pollution from the A428 traffic fumes. With the trees

gone there will be no such absorption of the pollution so St Neots Road residents and residents of Hardwick generally are going to see a dramatic decline to air quality as a direct result of this proposal. The air pollution survey was understood to have been carried out 6 km away and had no consideration for Hardwick at all.

At one meeting I attended one of the speakers for the GCP stated there were no objections from Hardwick. This is an incorrect statement and the villagers and some of the local Councillors and officials have been extremely vocal on the poor choice of route and these not only seemed to have been ignored but brushed under the carpet as though we do not count and are irrelevant. The GCP also seemed to have concealed information or not advertised fully the impact the route will have on the Hardwick and Coton area.

There are several clear alternatives to the route which seemed to be constantly ignored and not considered. As the buses will not be stopping on the guided route other than at the new Park and Ride and places West of Hardwick why has the route to the North of the A428 been ignored. This would keep the traffic away from the village enabling the buses to travel faster and saving the trees which will continue to help protect Hardwick from the pollution. This would be particularly effective if the Park and Ride were at Scotland's Farm which appears to be a preferred location.

It also strikes me that linking the Cambourne Guided Bus and the St Ives Guided Bus is not out of the question and there is a clear route avoiding villages and major settlements through to the West of Histon therefore making use of the existing routes to major business locations in the city. Furthermore if the bus went to North Cambridge and the new train line went to South Cambridge the West Cambridge settlements would be very well link with public transport which would go a long way to reducing car traffic in the city.

I would therefore ask you to seriously consider the route and the options for the scheme before it is too late and Cambridge ends up with a big White Elephant and becomes a laughing stock.

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Hardwick residence