

George Lloyd

From: C2Caudit <c2caudit@sharedintelligence.net>
Sent: 15 March 2021 13:53
To: Pooja Gurnani; Sutton, John2
Subject: FW: Cambourne to Cambridge Busway is taking the wrong route past Hardwick



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A further representation John.
Pooja – please add to the list.
I have acknowledged it.
Phil.



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[Redacted]

Sent: 13 March 2021 19:13
To: C2Caudit <c2caudit@sharedintelligence.net>
Subject: Cambourne to Cambridge Busway is taking the wrong route past Hardwick

Hi Phil,

Could you please include in the submissions to the Independent Audit the following response from the Hardwick Climate Action community group which represents 50 residents of Hardwick who are very concerned that a busway that is meant to be sustainable will start its journey by removing thousands of trees near Hardwick and exposing the village to the air pollution from the traffic on the A428.

We urge you to reconsider the planned route of the Guided Busway from Cambourne to Cambridge which will remove the trees between St Neots Road and the A428 where the route passes by Hardwick. This will adversely affect the village in the following ways:

- There are approximately 500 mature trees as well as 1000's of smaller bushes and natural grasses which forms a wildlife corridor connecting the Madingley wood (a Site of Special Scientific Interest) with the woodlands around Bourn. Removing this vital corridor is not only an act of environmental vandalism that removes Hardwick's nearest wildlife habitat but may have a likely significant effect on Madingley wood, hence an assessment of the impact (appropriate assessment) is required. Will such an assessment take place?

- The 500 trees are each storing the equivalent of one tonne of CO₂, and removing them will release most of this back into the atmosphere, and hence contributing to global warming. This negative impact is in direct opposition to the climate emergency declared by the councils belonging to the Greater Cambridge Partnership. How can this be justified?
- This vegetation corridor acts as a natural and effective barrier to the air pollution produced by the growing traffic on the A428. According to a 2018 report by DEFRA's Air Quality Expert Group (Impacts of Vegetation on Urban Air Pollution) this barrier is likely to be reducing the air pollution in Hardwick by a factor of 200%. Hence removing it will double the amount of air pollution in the village, particularly those living along St Neots Road as well as the children who attend the primary school, just a few hundred yards from the barrier. Who will accept responsibility if the health of Hardwick villagers are affected by a decision to remove these valued trees?

At a meeting of 89 villagers held in Hardwick Primary School in February 2020 it was unanimously agreed that routing the buses either north of or along the A428 between Scot's Farm and Madingley Mulch roundabouts would be the cheaper, less risky and environmentally responsible option that would avoid all of the above issues.

Since this meeting, we also agree that the proposal to improve the Girton interchange to give A428 traffic access to the M11 (see the Cambridge Past Present and Future independent report) would greatly reduce the traffic on Madingley Hill. It should also be considered as an alternative route for C2C Buses taking passengers to south Cambridge and terminating at Addenbrookes via the busway from Trumpington Park and Ride.

Yours sincerely,

Shaun Hughes, chair of the Hardwick Climate Action Group
[Redacted]