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# Cambridge South West Park & Ride: Summary Report of Consultation Findings

FINAL DRAFT

February 2019

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## Executive Summary

Between 05 November and 21 December 2018 the Greater Cambridge Partnership (GCP) held a consultation on a scheme to improve Park & Ride accessibility in the South West of Cambridge.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership has delivered a sufficiently robust consultation.
- The majority of respondents supported 'Option 2 – new Park & Ride site North West of M11 Junction 11'
- For the private vehicle access arrangements for Option 2:
  - The majority of respondents supported 'a southbound M11 Park & Ride exit slip road' and 'an additional dedicated left turn lane'
  - Over half of respondents supported 'private vehicle access Option B' and 'private vehicle access Option C'
- The majority of respondents supported 'public transport access Option A'
- A great deal of detailed comments were received. From these there were most debate/concerns about:
  - The impact of Option 2 on residents of nearby villages and the environment
  - The impact of Option 1 on Trumpington residents and during the construction period
  - The need for further cycling and pedestrian route improvements
  - The need for improvements to the bus services routes and costs
- Responses were also received on behalf of 20 different groups or organisations. All of the responses from these groups will be made available to board members in full and will be published alongside the results of the public consultation survey.

## Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 13,000 consultation leaflets.

5 drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers and consultants.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) **with 1569 complete responses** in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

**This report summarises the core 1569 responses to the consultation survey and the 84 additional written responses received.**

## Key findings

Individual elements of the proposed scheme

### *Quantitative*

- 92% of respondents felt there was a need to improve bus, cycling and walking journeys to the South West of Cambridge to help ease congestion into and out of the city centre and Cambridge Biomedical Campus.
- 71% of respondents supported 'Option 2 – new Park & Ride site North West of M11 Junction 11' for increased Park & Ride capacity.
- Over half (56%) of respondents supported the proposed private vehicle access arrangement for Option 1.
- The majority of respondents supported both of the optional elements for the proposed private vehicle access arrangements for Option 2:
  - 59% supported 'a southbound M11 Park & Ride exit slip road'
  - 58% supported 'an additional dedicated left turn lane'

Respondents were not as clear on the Options for private vehicle access. Just over half supported 'private vehicle access Option B' (52%) and 'private vehicle access Option C' (52%), while under two fifths supported 'private vehicle access Option A' (36%).

- The majority of respondents supported 'public transport access Option A' (67%)

- The majority of respondents supported the aim of improving bus journey times between the Park & Ride site and the city centre (89%).

### *Qualitative*

- Question 7 asked respondents if there were any measures they would like to see between Trumpington Park & Ride and Downing Street to help reduce bus journey times. The main themes were:
  - That there was a need for a dedicated bus lane from the Park & Ride into the city
  - Concerns about the timings and number of traffic lights in the area
  - That there was a need for some form of private vehicle restriction such as congestion charging
  - That there was a need for more cycle lanes in the area
  - Concerns about the levels of school based traffic
  - That there was a need for bus service improvements, such as areas served and cost
  - That there were issues with the Trumpington Road/Shelford Road junction that needed fixing
  - That there was a need for the removal of on street parking
  - That the guided bus route needed to be utilised more
  - That alternative forms of public transport, such as the CAM, needed to be implemented
  - Concerns around the traffic access/exiting the Grand Arcade carpark
- Respondents were asked to leave comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. The main themes were:
  - Debate about the benefits the proposals would offer to those with disabilities
  - Debate about the impact the proposals would have on younger and older residents
  - That there were no issues
  - General concerns about the proposals resulting in a negative impact on local residents
- Question 9 asked respondents if they had any further comments on the project or particular options. The main themes were:
  - Debate about the impacts and benefits Option 2 would have on residents and users
  - Debate about the impacts and benefits Option 1 would have on residents and users
  - That cycle routes needed implementing and improving in the area
  - That the bus service needed improvements, such as routes and cost
  - Concerns about the impact Option 2 would have on the environment
  - Concerns about the impact the proposals would have on local residents

- Concerns about the lack of exit options for the Trumpington Park & Ride site
- Debate about the proposals impact on congestion on the A10 and M11
- Debate about parking arrangements for businesses in the area
- Concern about the disruption to parking arrangements caused by Option 1's construction
- Concerns about public transport access option A's impact on cycling and walking provision
- That neither Option 1 or Option 2 would be of benefit
- That links to train routes needed to be better utilised
- That there were alternative places for the Park & Ride site
- That there should be some form of private vehicle restrictions, such as congestion charging
- That Park & Ride facilities, such as cycle parking, sheltered waiting areas, and toilets, should be provided

#### *Quantitative*

- Over half (51%) of respondents indicated they would be 'very likely' or 'likely' to use a new Park & Ride site to the North West of Junction 11 on the M11.



# Introduction

## Background

The existing Park & Ride site on Trumpington Road is the busiest in the city due to its closeness to the M11, the city centre and the Cambridge Biomedical Campus. The site is often full by midday with motorists having to find alternative ways to complete their journeys.

To address this issue in the short term, GCP will be adding 274 car spaces and five bus spaces, which will increase car parking from 1,340 to 1,614 spaces. Works are scheduled to start shortly and these extra spaces will be available by summer 2019.

The small increase in the number of spaces at the Trumpington site will address the current challenge, but future development will place greater demand on our already congested roads. With new jobs and services at the Cambridge Biomedical Campus, such as the Royal Papworth Hospital and AstraZeneca, more and more people will want to travel to access opportunities. GCP want to cater for this future demand sustainably, by significantly increasing the supply of Park & Ride car parking spaces close to Junction 11 of the M11 to provide people with an alternative to driving into the Biomedical Campus and the city centre.

This consultation sought feedback on:

- Two options for increasing Park & Ride spaces:
  - Option 1: Increase the number of spaces at Trumpington Park & Ride site from 1,614 to 2,560 (creating an additional 946 spaces) by creating a multi-storey car park
  - Option 2: Maintain the Park & Ride site at Trumpington and provide a new Park & Ride site with 2,260 spaces to the west of Junction 11 of the M11, with dedicated access from the M11.
- Changes to the road network to allow dedicated access for private vehicles to get to both site Options 1 and 2.
- A package of measures to improve bus journey times between Trumpington Park & Ride site and the city centre.
  - These measures could include new bus lanes and priority for buses at traffic signals. Changes to parking arrangements could also improve bus journey times, so that buses do not need to weave between parked cars.

A campaign to promote the consultation was organised across the South West of Cambridge including the A10 and Trumpington area.

Leaflets were delivered to: Barrington, Foxton, Fowlmere, Grantchester, Haslingfield, Harston, Hauxton, Little Shelford, Meldreth, Melbourn, Newton, Trumpington and Shepreth. Around 13,000 leaflets were distributed in these towns and villages. Copies were also sent to Parish Councils and made available at the Park & Ride site as well as at events. Emails

with information and the offer of meetings with the Project Manager were sent to Councillors and stakeholders.

The consultation was also advertised in the local area on drive-time radio, via Facebook promotion, in the Royston Crow, on buses and on city centre poster boards. The consultation was promoted to the press and covered in both the Cambridge Independent and Cambridge News during the consultation period.

Events were held at Harston, Hauxton, Trumpington and two events at the Trumpington Park & Ride site. Schools in the areas were also contacted and requested to raise awareness of the consultation via their parent mailings. All information available in the leaflet and the survey were also made available online via ConsultCambs, which was also promoted through Greater Cambridge Partnership's and partners' social media channels.

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# Consultation and Analysis Methodology

## Background

The consultation strategy for this stage of the Cambridge South West Park & Ride proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

## Consultation Strategy

### Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was identified as commuters who use the current Trumpington Road Park & Ride and travel in the area, as well as local residents including those from Harston, Hauxton, Trumpington and other nearby villages. Councillors and nearby Parish Councils were also specifically targeted. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

### Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express whether they felt there was a need to improve all forms of travel to ease congestion into and out of the city centre and Cambridge Biomedical Campus, how far they supported options for improving Park & Ride capacity, how far they supported the options for private vehicle access and public transport access, and whether they supported the aim of improving bus journey times between the Park & Ride site and the city centre) a twelve page information document was produced and supplemented with additional information available online and at key locations.

## Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. Helping people to understand and comment on both the Greater Cambridge Partnership's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the options for the Cambridge South West Park & Ride scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Cambridge South West Park & Ride scheme on various groups.

The main tool for gathering comments was an online survey and also a paper return survey attached to the consultation document. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore the paper copies of the questions were widely distributed with road-shows held to collect responses face to face. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

## Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status and disability (although not the nature of disability). A free text option provided opportunity for respondents' to feedback on any issues they felt may impact on protected groups.

## Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during

the consultation process.

- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
  - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
  - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
  - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. 'Most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.
- The 'Places' tool on Consult Cambs allowed respondents to place a 'pin' on to a map covering the scheme's area and leave a comment. Thematic analysis was conducted on these comments and are discussed in the report where multiple comments are provided in an area.

- The final report is then written to provide an objective view of the results of the consultation.

## Quality Assurance

### Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

- A visual check of the raw data show no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

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# Survey Findings

## Respondent Profile

In total, 1569 residents responded to the consultation survey.

### Respondent location

Respondents were asked for their postcode during the survey, but were not forced to enter a response. 1133 respondents entered recognisable postcodes. Based on the postcode data provided most respondents resided in Trumpington (18%), Harston (7%), and Melbourn (7%).

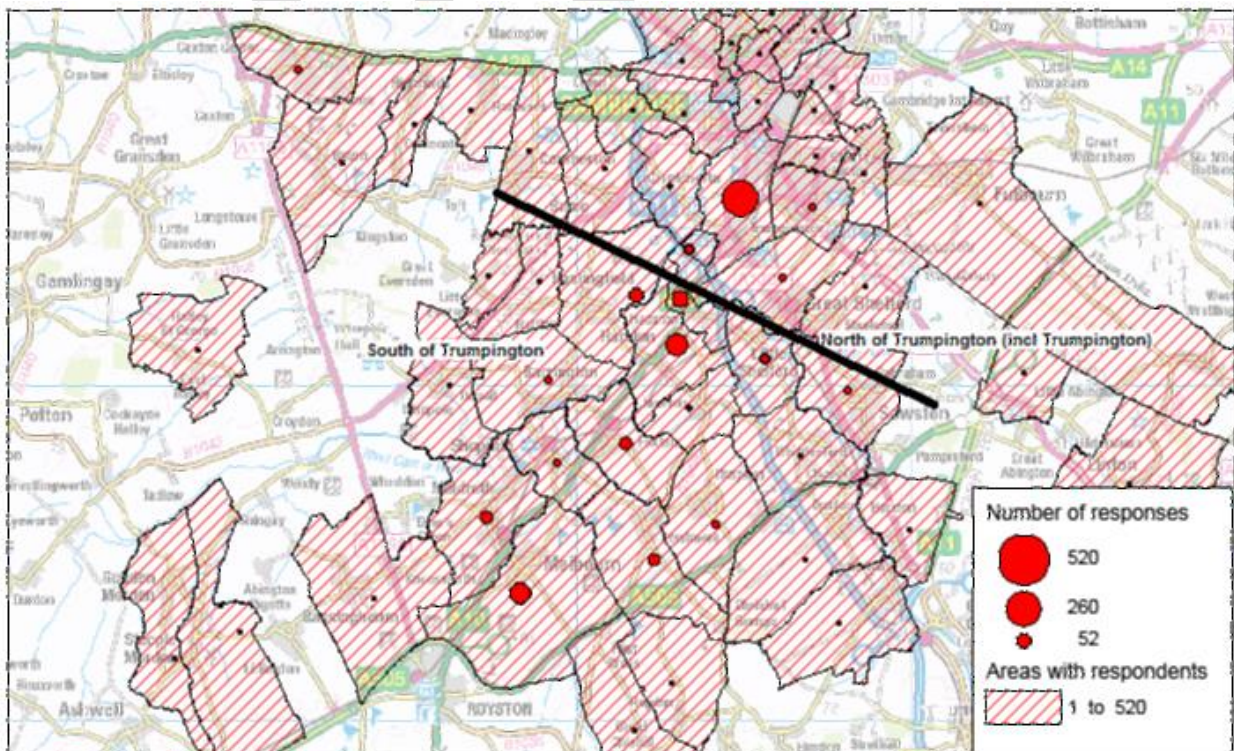
The postcodes were also used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories;

- 'North of Trumpington (including Trumpington)' (covering 29% of respondents);
- 'South of Trumpington' (covering 40% of respondents).

A full breakdown of respondent locations can be found in Appendix 1.

The following map shows the rate of response by parish/ward:

**Figure 1: Map to show areas of response**

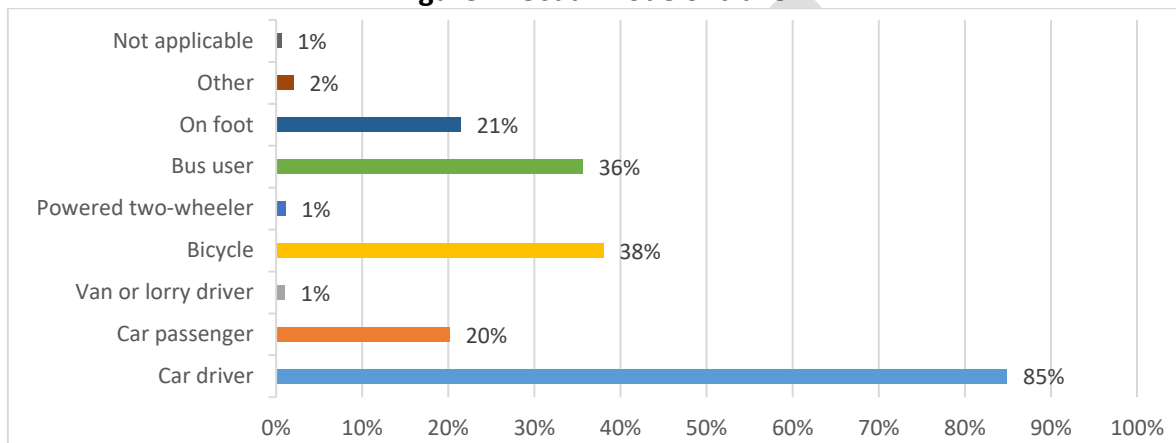


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

### Respondents usual mode of travel

1503 respondents answered the question on their usual mode of travel in the area. Respondents could select multiple answers for this question. The majority of respondents indicated they travelled as a 'car driver' (85%).

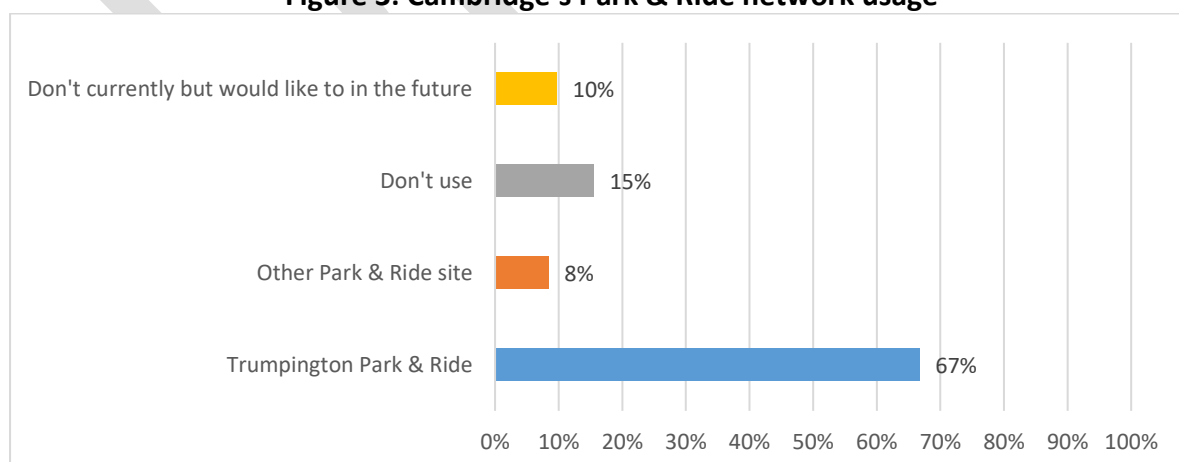
**Figure 2: Usual mode of travel**



### Respondents Park & Ride network usage

1504 respondents answered the question on which part of Cambridge's Park & Ride network they used. The majority of respondents indicated they use the 'Trumpington Park & Ride' (67%), with less than a fifth indicated they don't use the Park & Ride network (15%).

**Figure 3: Cambridge's Park & Ride network usage**



Note, although only one option could be selected, 4 paper respondents selected both 'yes, I use Trumpington Park & Ride' and 'yes (Milton/Babraham Road/Madingley Road/Newmarket Road/St Ives Busway Park & Ride)'.

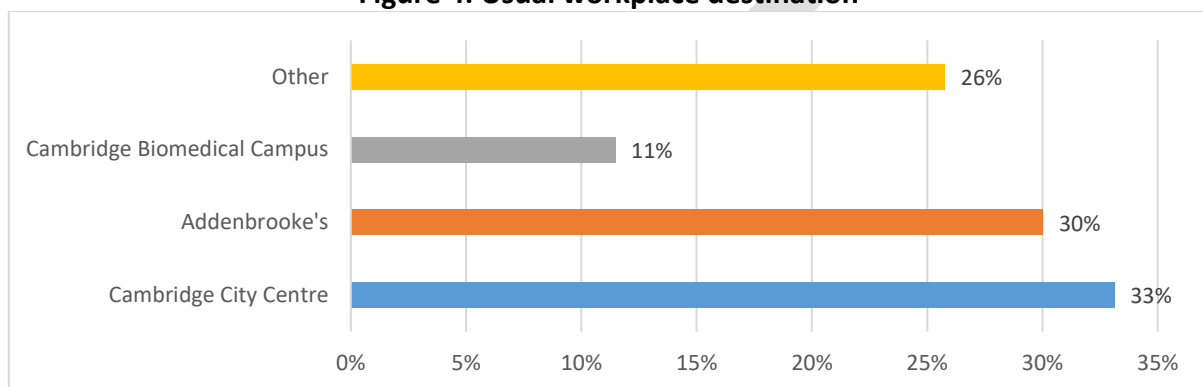


### Respondents usual workplace destination if commuting in the area

776 respondents answered the question asking where their usual workplace destination was, if they travelled in the area. Over a third of respondents indicated their usual workplace destination was for both Cambridge City Centre (33%) or Addenbrooke's (30%).

Just over a quarter of respondents indicated other (26%), these included: London, Fulbourn, Milton, Huntingdon, St Ives, Papworth Everard, Cambourne, Girton, Histon, Cambridge city centre, Litlington, Melbourn, Hinxton, Babraham, Chesterford, Royston, Tempsford, and Hitchin.

**Figure 4: Usual workplace destination**

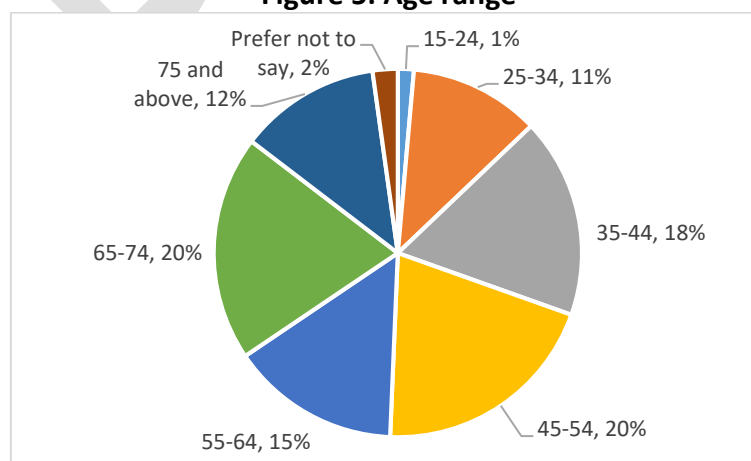


Note, although only one option could be selected, 1 paper respondent indicated all four destinations ('Cambridge City Centre', 'Addenbrooke's', 'Cambridge Biomedical Campus', 'Other').

### Respondents age range

1498 respondents answered the question about their age range. Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population, working ages from '15-24' were slightly under represented, only accounting for 1% of respondents.

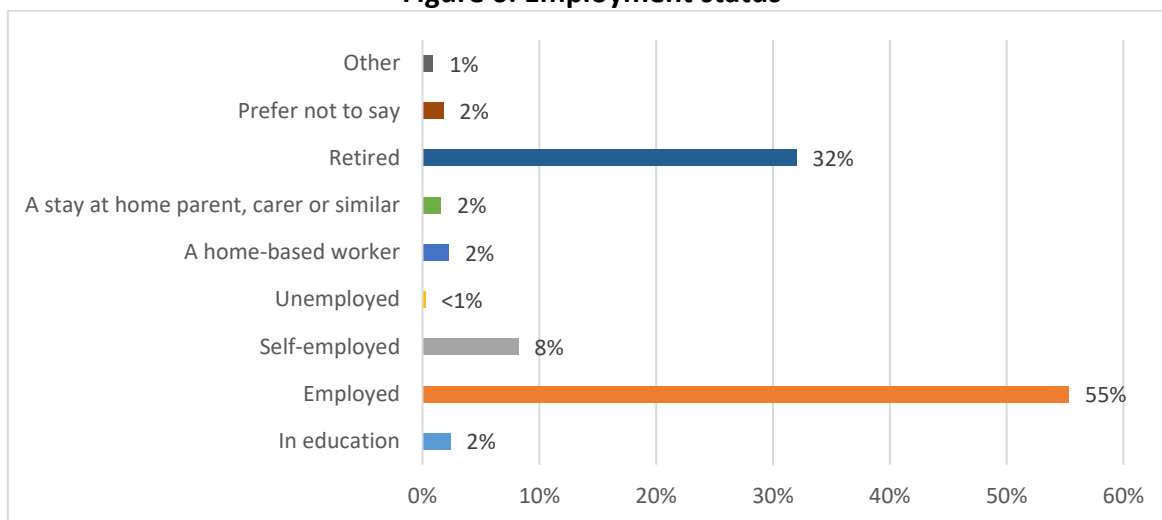
**Figure 5: Age range**



### Respondents employment status

1496 respondents answered the question on their employment status. The majority of respondents indicated they were 'employed' (55%) or 'retired' (32%).

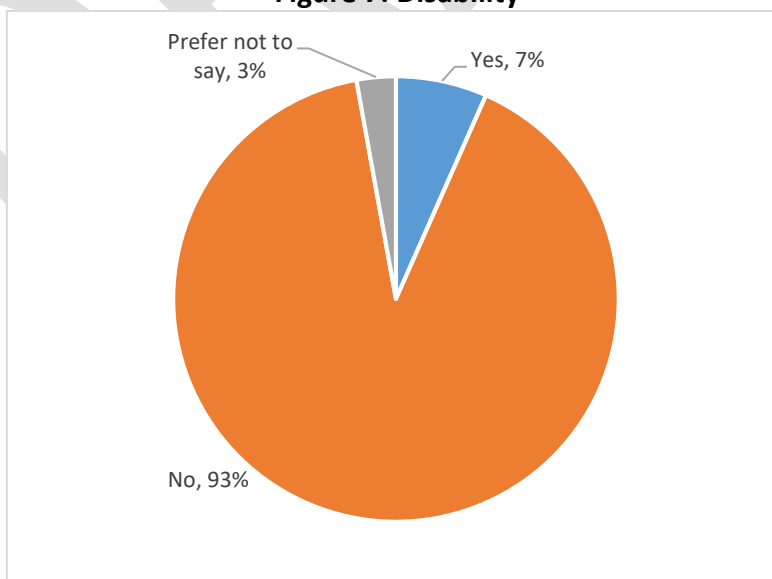
**Figure 6: Employment status**



### Respondents disability status

1569 respondents answered the question on whether they had a disability that influences travel decisions, 7% of respondents indicated that they did.

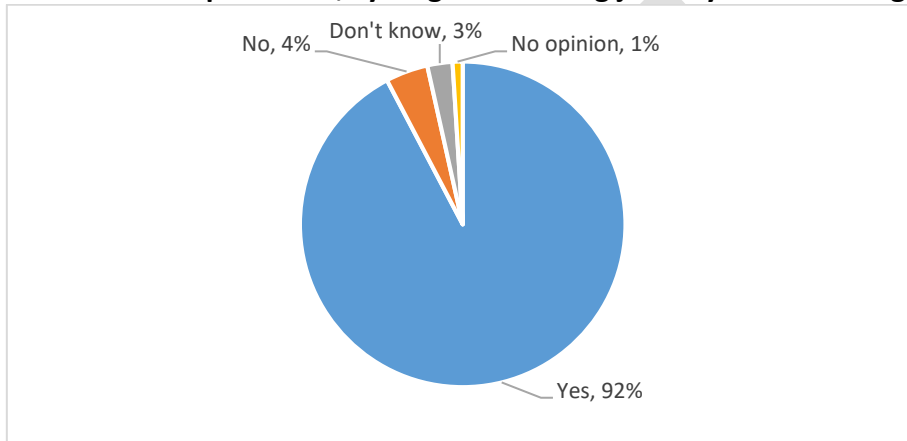
**Figure 7: Disability**



**Question 1: Do you think there is a need to improve bus, cycling and walking journeys to the South West of Cambridge to help ease congestion into and out of the city centre and Cambridge Biomedical Campus?**

1489 respondents answered the question on whether they felt there was a need to improve bus, cycling and walking journeys to the South West of Cambridge to help ease congestion into and out of the city centre and Cambridge Biomedical Campus. The majority of respondents felt there was a need for these improvements (92%).

**Figure 8: Need to improve bus, cycling and walking journeys to ease congestion**

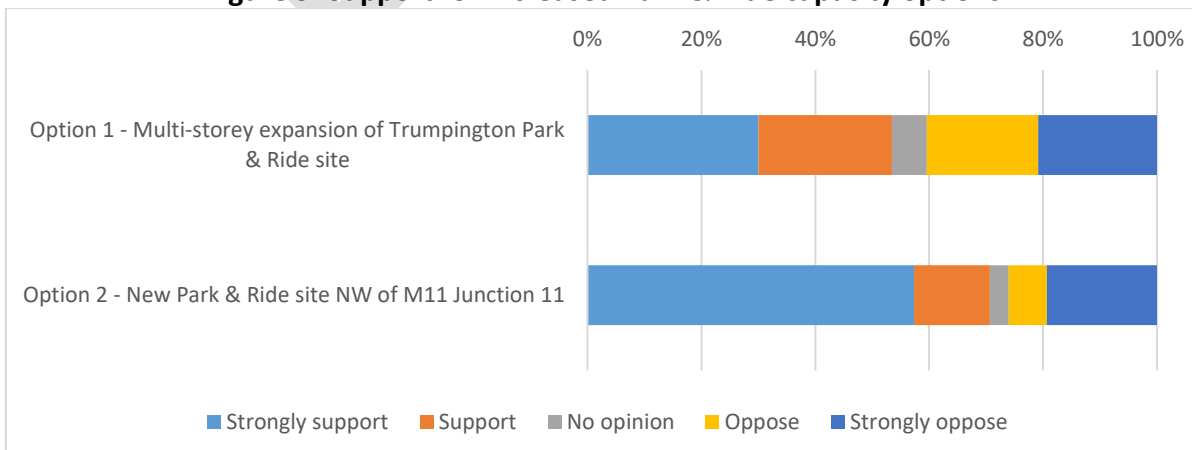


**Question 2: How far do you support the following options for increased Park & Ride capacity?**

1509 respondents answered the question on how far they supported the options for increased Park & Ride capacity.

- ‘Option 1 – multi-storey expansion of Trumpington Park & Ride site’ 53% of respondents supported this option.
- ‘Option 2 – new Park & Ride site North West of M11 Junction 11’ 71% of respondents supported this option.

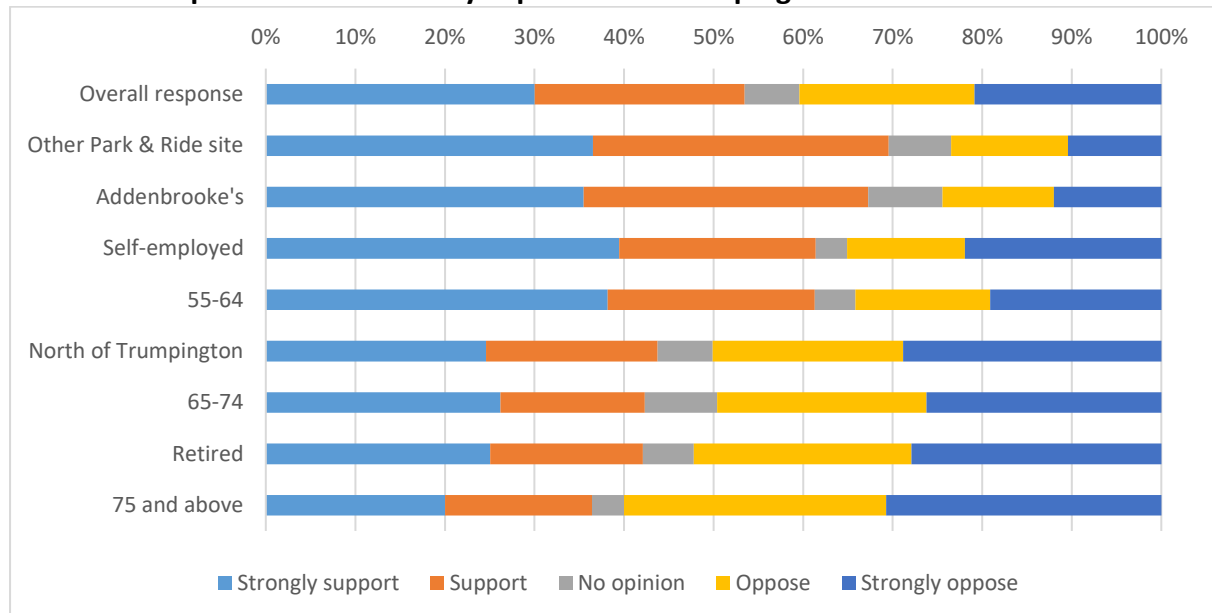
**Figure 9: Support for increased Park & Ride capacity options**



## Option 1 - multi-storey expansion of Trumpington Park & Ride site'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'Option 1' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 10.

**Figure 10: Difference in support for  
'Option 1 – multi-storey expansion of Trumpington Park & Ride site'**

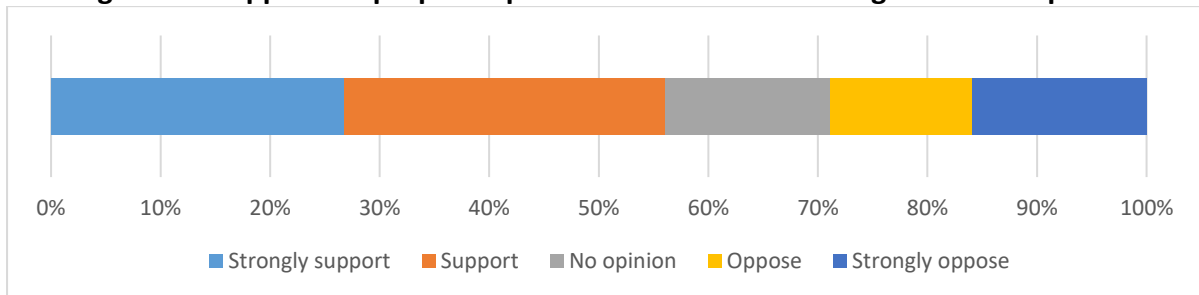


- Respondents were more opposed to 'Option 1 – multi-storey expansion of Trumpington Park & Ride site' than the overall response when they indicated they:
  - Were '75 and above' (60%)
  - Were 'retired' (52%)
  - Were located 'North of Trumpington' (50%)
  - Were '65-74' (50%)
- Respondents were more supportive to 'Option 1 – multi-storey expansion of Trumpington Park & Ride site' than the overall response when they indicated they:
  - Used 'other Park & Ride sites' (70%)
  - Had a usual workplace destination of 'Addenbrooke's' (67%)
  - Were 'self-employed' (61%)
  - Were '55-64' (61%)

### Question 3: How far do you support the proposed private vehicle access arrangement for Option 1 (extra spaces at Trumpington Park & Ride)?

1429 respondents answered the question on how far they supported the proposed private vehicle access arrangement for Option 1. Over half of respondents supported the proposed private vehicle access arrangement for Option 1 (56%) and over a quarter of respondents opposed (29%).

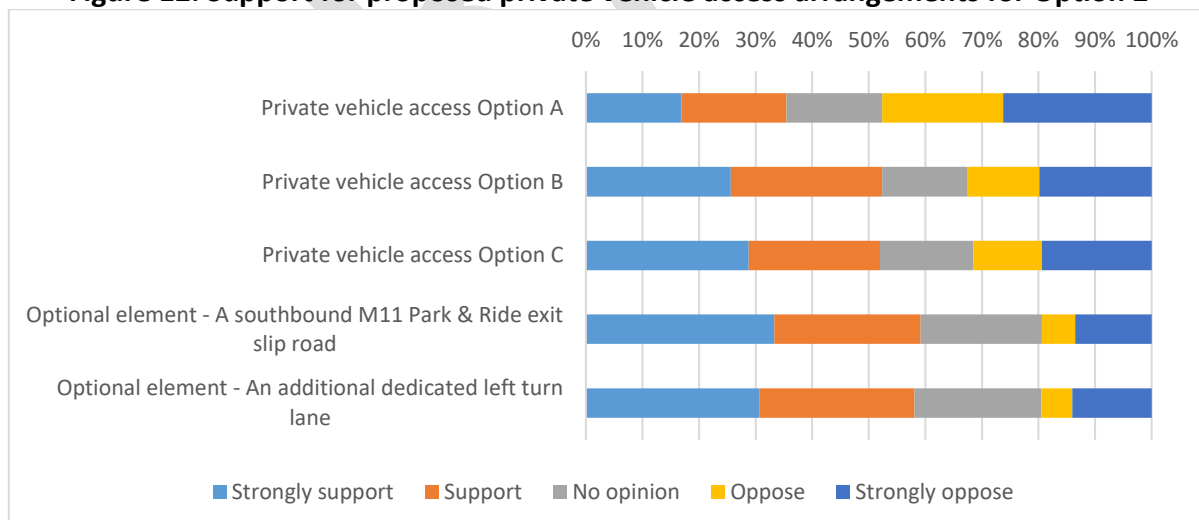
**Figure 11: Support for proposed private vehicle access arrangement for Option 1**



### Question 4: How far do you support the proposed private vehicle access arrangements for Option 2 (a new Park & Ride site North West of M11 Junction 11)?

1379 respondents answered the question on how far they supported the proposed private vehicle access arrangements for Option 2.

**Figure 12: Support for proposed private vehicle access arrangements for Option 2**

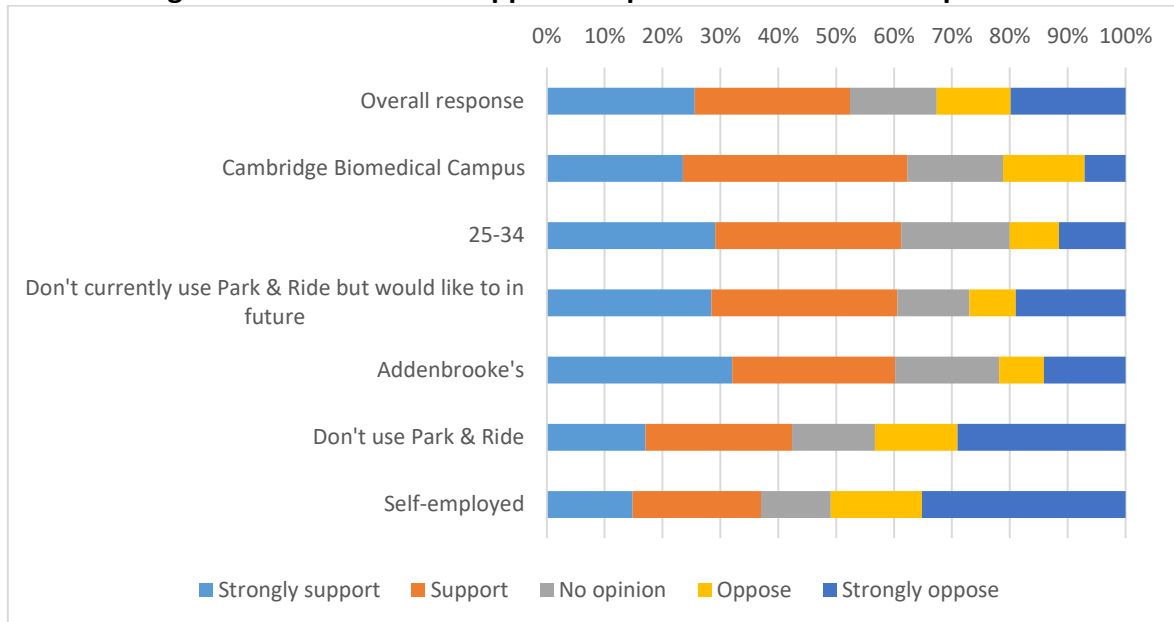


- Under two fifths (36%) of respondents supported 'private vehicle access Option A'.
- Across the other options, over half of respondents supported with:
  - 59% supporting 'a southbound M11 Park & Ride exit slip road'
  - 58% supporting 'an additional dedicated left turn lane'
  - 52% supporting 'private vehicle access Option B'
  - 52% supporting 'private vehicle access Option C'

## 'Private vehicle access Option B'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'private vehicle access Option B' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 13.

**Figure 13: Difference in support for 'private vehicle access Option B'**

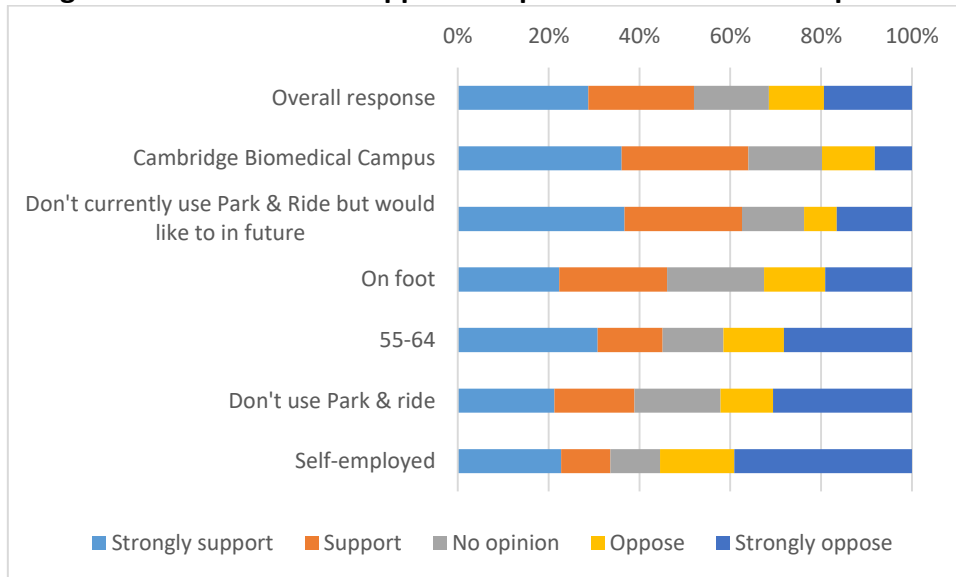


- Respondents were more opposed to 'private vehicle access Option B' than the overall response when they indicated they:
  - Were 'self-employed' (51%)
  - Indicated they 'don't use Park & Ride' (43%)
- Respondents were more supportive to 'private vehicle access Option B' than the overall response when they indicated they:
  - Had a usual workplace destination of 'Cambridge Biomedical Campus' (62%)
  - Were '25-34' (61%)
  - Indicated they 'don't currently use Park & Ride but would like to in future' (61%)
  - Had a usual workplace destination of 'Addenbrooke's' (60%)

## 'Private vehicle access Option C'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'private vehicle access Option C' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 14.

**Figure 14: Difference in support for 'private vehicle access Option C'**

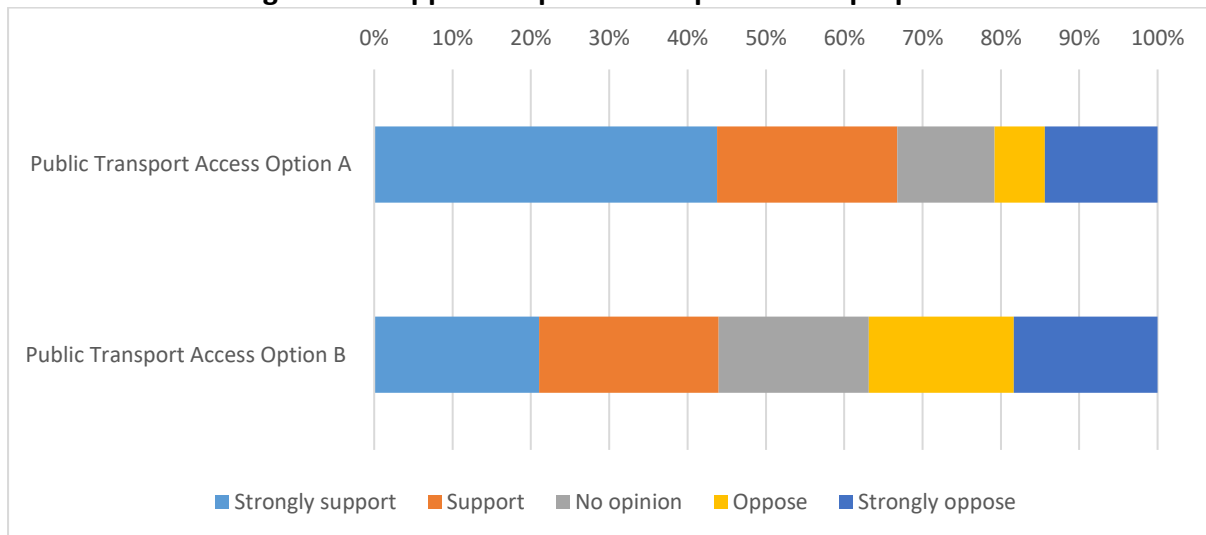


- Respondents were more opposed to 'private vehicle access Option C' than the overall response when they indicated they:
  - Were 'self-employed' (56%)
  - Indicated they 'don't use Park & Ride' (42%)
  - Were '55-64' (42%)
- Respondents who indicated they travelled 'on foot' were less clear on their support for 'private vehicle access Option C', with just under half supporting it (46%) and over a quarter opposing it (33%)
- Respondents were more supportive to 'private vehicle access Option C' than the overall response when they indicated they:
  - Had a usual workplace destination of 'Cambridge Biomedical Campus' (64%)
  - Indicated they 'don't currently use Park & Ride but would like to in future' (63%)

## Question 5: How far do you support the public transport access proposals?

1433 respondents answered the question on how far they supported the public transport access proposals. The majority of respondents supported 'public transport access Option A' (67%), whereas less than half of respondents supported 'public transport access Option B' (44%) with just under two fifths opposed it (37%).

**Figure 15: Support for public transport access proposals**



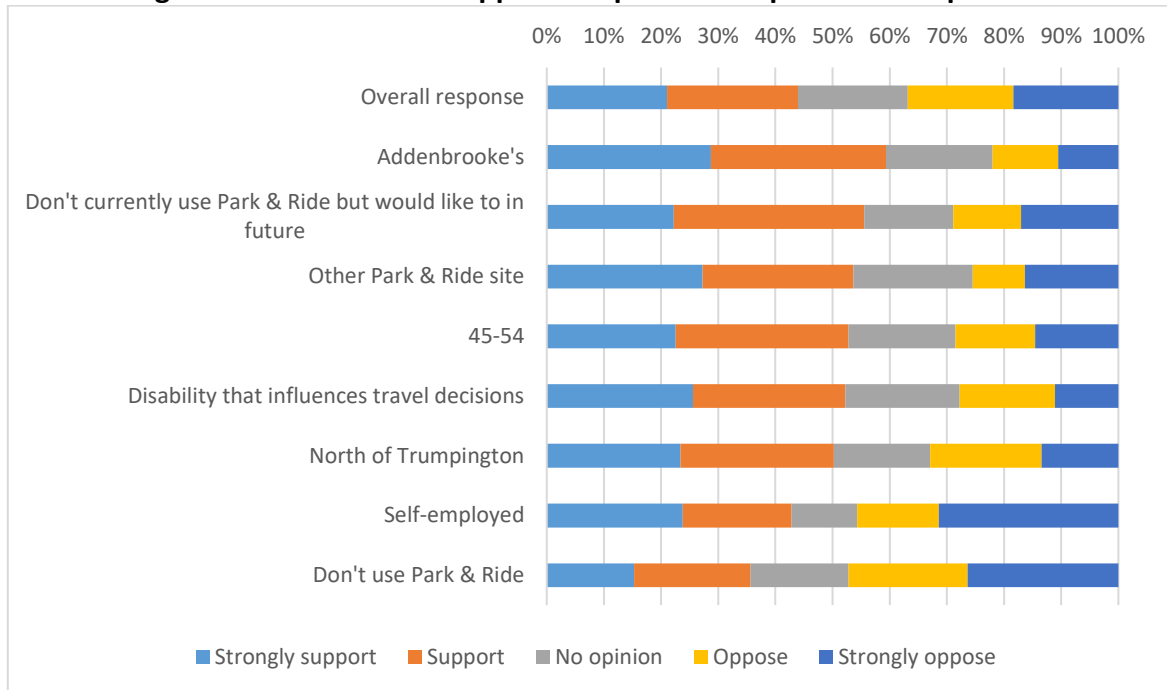
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## 'Public transport access Option B'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'public transport access Option B' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 16.

**Figure 16: Difference in support for 'public transport access Option B'**

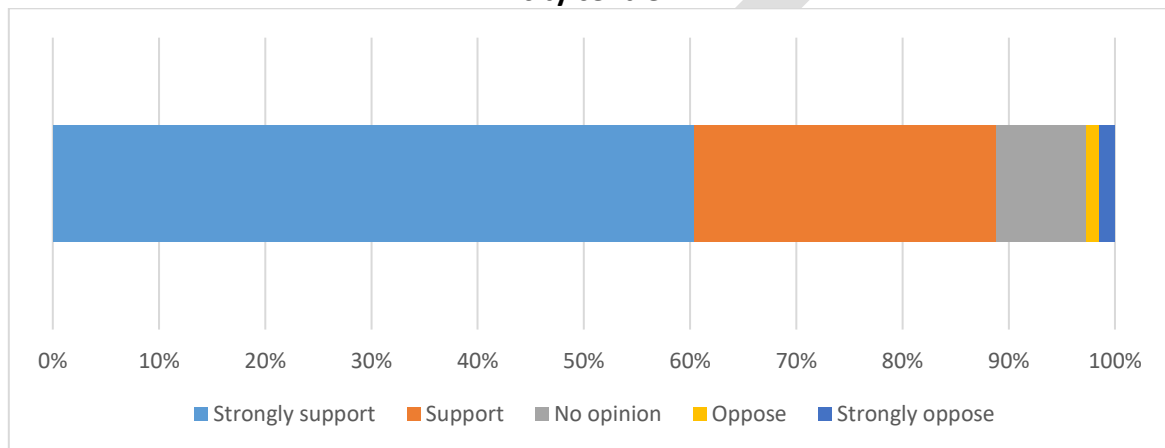


- Respondents were more opposed to 'public transport access Option B' than the overall response when they indicated they:
  - 'Don't use Park & Ride' (47%)
  - Were 'self-employed' (46%)
- Respondents were more supportive to 'public transport access Option B' than the overall response when they indicated they:
  - Had a usual workplace destination of 'Addenbrooke's' (59%)
  - 'Don't currently use Park & Ride but would like to in future' (56%)
  - Use 'other Park & Ride sites' (54%)
  - Were '45-54' (53%)
  - Had a 'disability that influences travel decisions' (52%)
  - Were located 'North of Trumpington' (50%)

**Question 6: Do you support the aim of improving bus journey times between the Park & Ride site and the city centre?**

1483 respondents answered the question on whether they supported the aim of improving bus journey times between the Park & Ride site and the city centre. The majority of respondents supported the aim of improving bus journey times between the Park & Ride site and the city centre (89%).

**Figure 17: Support for improving bus journey times between the Park & Ride site and the city centre**



**Question 7: Are there any measures that you would like to see between Trumpington Park & Ride and Downing Street to help reduce bus journey times?**

763 respondents left comments on question 7, which asked if there were any measures they would like to see between Trumpington Park & Ride and Downing Street to help reduce bus journey times.

Summary of major themes

Comment theme	Respondent comments
<b>Bus lanes</b>	<ul style="list-style-type: none"> <li>• Most respondents who discussed this theme felt that a dedicated bus lane was needed from the Park &amp; Ride into the city               <ul style="list-style-type: none"> <li>○ Some of these respondents were concerned this would be difficult to build with the space available on Trumpington Road                   <ul style="list-style-type: none"> <li>▪ A few of these respondents felt that Trumpington Road should be widened to accommodate bus lanes</li> </ul> </li> <li>○ Some of these respondents felt that the bus lane should be just into the city</li> <li>○ Some of these respondents felt that the bus lane should be tidal, going into the city in the morning and to the Park &amp; Ride in the evening</li> </ul> </li> <li>• A few respondents who discussed this theme felt that a bus lane with a dedicated non-stop route was needed               <ul style="list-style-type: none"> <li>○ Some of these respondents felt this was needed to Addenbrooke's or the Biomedical Campus</li> <li>○ Some of these respondents felt this was needed into the city centre</li> </ul> </li> </ul>
<b>Traffic lights</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that there were issues with the traffic lights in the area               <ul style="list-style-type: none"> <li>○ Most of these respondents felt the traffic lights needed to be better synchronised or use smart technology to improve the flow of traffic</li> <li>○ Some of these respondents felt that the traffic lights near Waitrose on the Trumpington Road/Shelford Road junction were the cause behind much of the congestion in the area                   <ul style="list-style-type: none"> <li>▪ Some of these respondents felt these traffic lights needed removing</li> <li>▪ Some of these respondents felt that they needed to be synchronised with other nearby traffic lights</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Some of these respondents felt that there should be bus priority for the traffic lights in the area</li> <li>○ Some of these respondents felt that there were too many traffic lights in the area and that they should be removed</li> </ul>
<b>Private vehicle restrictions</b>	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that there needed to be restrictions placed on private vehicles in the city in order to reduce congestion <ul style="list-style-type: none"> <li>○ Most of these respondents felt that a congestion charge was needed <ul style="list-style-type: none"> <li>▪ A few of these respondents felt that this should not apply to Cambridge residents</li> </ul> </li> <li>○ A few of these respondents felt that more areas of the city needed to be pedestrianised or only be accessible by public transport</li> </ul> </li> </ul>
<b>Cycle lanes</b>	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that there needed to be more cycle lanes in the area and the ones already in place needed improving</li> </ul>
<b>School traffic</b>	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that some of the congestion issues in the area were caused by pick up/drop off by private vehicles to the schools on Trumpington Road <ul style="list-style-type: none"> <li>○ Most of these respondents felt that these schools should be required to use a school bus service to alleviate this, which could run from the Park &amp; Ride sites</li> <li>○ Some of these respondents felt that school pick up and drop off by private vehicle should be banned <ul style="list-style-type: none"> <li>▪ A few of these respondents felt that fines should be in place for those that do this</li> </ul> </li> </ul> </li> </ul>
<b>Improvements to the bus service</b>	<ul style="list-style-type: none"> <li>● Most of the respondents who discussed this theme felt the buses needed to run more often, both those at Park &amp; Ride sites and those that serve other routes <ul style="list-style-type: none"> <li>○ Some of these respondents also felt the buses needed to run earlier and later and more often on weekends, in order to better serve shift workers in the area</li> </ul> </li> <li>● Some of the respondents who discussed this theme felt that the buses needed to be more reliable</li> <li>● Some of the respondents who discussed this theme felt that the cost of using the bus service needed reducing</li> <li>● A few respondents who discussed this theme indicated they wanted the number 7 service to be reinstated, as this service better served those living in the Trumpington Road area</li> </ul>

<b>Trumpington Road/Shelford Road junction</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that this junction, particularly where it serves the Waitrose store needed redesigning, as it was felt to cause congestion <ul style="list-style-type: none"> <li>○ Most of these respondents felt the traffic light timings needed to be adjusted or use smart technology to better serve traffic flow</li> <li>○ Some of these respondents felt that junction and lanes needed redesigning to reduce traffic queuing for Waitrose <ul style="list-style-type: none"> <li>▪ A few of these respondents felt that the Waitrose entrance needed to be moved elsewhere</li> </ul> </li> </ul> </li> </ul>
<b>On street parking</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that on street parking along the route should be removed</li> <li>• A few of the respondents who discussed this theme felt that delivery vehicles should be restricted to off peak times</li> </ul>
<b>Guided bus</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that more of the buses should make use of the guided bus route</li> <li>• A few of the respondents who discussed this theme felt that the guided bus route needed to extended to the Park &amp; Ride site</li> </ul>
<b>Alternative public transport</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that alternative forms of public transport needed to be implemented. These included implementing the CAM, using trams, monorail, or an underground system</li> </ul>
<b>Grand Arcade</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that the bus route needed to avoid the Grand Arcade entrance/exit, as queues for parking here caused congestion</li> <li>• Some of the respondents who discussed this theme felt that the Grand Arcade access on Downing Street should be removed</li> <li>• A few of the respondents who discussed this theme felt that parking at Grand Arcade should be limited to disabled parking only</li> </ul>

Question 8: We have a duty to ensure that that our work promotes equality and does not discriminate or dis-proportionally affect or impact people or groups with protected characteristics under the Equality Act 2010. You can find more information on the groups affected by the Equality Act 2010 at [www.gov.uk/definition-of-disability-under-equality-act-2010](http://www.gov.uk/definition-of-disability-under-equality-act-2010). Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s

210 respondents left comments on question 10, which asked respondents whether they felt any of the proposals would either positively or negatively affect or impact any person/s or group/s with protected characteristics under the Equality Act 2010.

Comment theme	Respondent comments
<b>Disability</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that proposals would benefit those with disabilities, as long as there were ample disabled parking spaces, buses were accessible and congestion was reduced to allow easier access for those who need to use private vehicles</li> <li>• Some of the respondents who discussed this theme felt that the multi-storey car park (Option 1) would negatively impact on disabled users as they could be difficult to navigate</li> <li>• A few of the respondents who discussed this theme felt that Park &amp; Ride facilities, such as toilets and waiting places, needed to be included that took disabled users into consideration</li> </ul>
<b>Age</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme also discussed the issues indicated in the 'disability' comment theme</li> <li>• A few of the respondents who discussed this theme were concerned that the bus service routes weren't designed with elderly and young users in mind, requiring them to travel further on foot than if the services came to them</li> <li>• A few of the respondents who discussed this theme were concerned the new Park &amp; Ride site North West of M11 Junction 11 (Option 2) would increase traffic in Harston, impacting on the health of elderly and younger residents while also being difficult for them to access</li> </ul>
<b>Impact on residents</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the proposals would have a negative impact on local residents               <ul style="list-style-type: none"> <li>○ Most of these respondents felt that Option 2 would have an adverse effect on residents of nearby villages, as it would increase congestion and pollution from vehicles in the area</li> </ul> </li> </ul>

	<ul style="list-style-type: none"><li>○ Some of these respondents felt that Option 1 would have a negative impact on residents of Trumpington, particularly during construction and from the increased traffic</li></ul>
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Question 9: We welcome your views. If you have further comments on the project or particular options, please add these in the space below.

813 respondents left comments on question 9, which asked respondents if they had any further comments on the project or its options.

Comment theme	Respondent comments
<p><b>Option 1</b></p>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme indicated they were opposed to Option 1 because they felt that:               <ul style="list-style-type: none"> <li>○ the construction of Option 1 and the loss of spaces during this period would result in an increase in congestion and illegal parking in the area</li> <li>○ without improvements to the exits, which respondents felt were already causing issues with congestion, the increased number of vehicles would worsen congestion</li> <li>○ Option 1 was not future proof, particularly for the planned increase in employment in the area</li> <li>○ multi-storeys were visually unappealing and were dangerous at night</li> </ul> </li> <li>• Some of the respondents who discussed this theme indicated they supported Option 1 because they felt that:               <ul style="list-style-type: none"> <li>○ Option 2 would have a negative impact on Greenbelt land and nearby villages</li> <li>○ It had a lower cost than Option 2</li> <li>○ Option 1 would be easier to walk/cycle to/from</li> <li>○ Option 1 would be preferred by drivers even if both sites were available due to its proximity to employment sites and shorter journey times</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt that both Options would be needed to remain futureproof</li> </ul>
<p><b>Option 2</b></p>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme had concerns about Option 2, feeling that:               <ul style="list-style-type: none"> <li>○ It would have a negative impact on the surrounding villages, particularly Harston, and the A10 due to increased traffic coming through to use the site</li> <li>○ It would have a negative impact on the environment as it was being built on Greenbelt land and close to Trumpington Meadows Country Park</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>○ It would result in further growth in developments in the area</li> <li>● Some of the respondents who discussed this theme felt that Option 2 offered the best long term solution with a better cost to parking space ratio than Option 1 , while removing congestion earlier along the route <ul style="list-style-type: none"> <li>○ A few of these respondents felt that Option 2 would improve public transport access for nearby villages, something they felt was currently lacking</li> <li>○ A few respondents felt Option 2 would be needed first to limit disruption but both Options would need to be constructed eventually</li> </ul> </li> <li>● A few of the respondents who discussed this theme were concerned about the access to cycle paths from the new site</li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>● Some of the respondents who discussed this theme felt that cycle routes needed to be improved in the area, particularly Trumpington Road and around where the new Park &amp; Ride site would be located for Option 2 <ul style="list-style-type: none"> <li>○ Some of these respondents felt that new segregated cycle lanes were needed</li> <li>○ Some of these respondents felt that current cycling provision needed improvements and more maintenance</li> <li>○ A few of these respondents felt that better lighting was needed</li> </ul> </li> <li>● Some of these respondents were concerned about the impact the public transport/private vehicle access Options for Option 2 would have on cycling provision, particularly Public Transport Access Option A</li> <li>● A few of the respondents who discussed this theme felt that cycling facilities, such as cycle parking and changing rooms, needed to be included at the Park &amp; Ride sites</li> </ul>

<p><b>Improve bus service</b></p>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that the bus services, both Park &amp; Ride and other routes, needed to be more frequent as it was currently felt to be unreliable or too full</li> <li>• Some of the respondents who discussed this theme felt that the cost of using the bus was too high and needed to be reduced to attract users</li> <li>• Some of the respondents who discussed this theme felt that bus service needed to serve more routes <ul style="list-style-type: none"> <li>○ Some of these respondents felt that there needed to be more direct buses to employment sites <ul style="list-style-type: none"> <li>▪ A few of these respondents felt that Addenbrooke's needed a direct service both for staff and patients</li> </ul> </li> <li>○ Some of these respondents felt that Trumpington Road and villages in the area had had services cut, resulting in a modal shift towards personal vehicle use, and that these needed to be replaced</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt that the bus services, particularly Park &amp; Ride, needed to operate longer hours, so that it was available early morning/late evening and on Sundays <ul style="list-style-type: none"> <li>○ A few of these respondents indicated they were shift workers and that they were unable to use the bus service because of current operating hours</li> </ul> </li> </ul>
<p><b>Environment</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the environmental impact Option 2 due to the location on Greenbelt land and proximity to Trumpington Meadows Country Park</li> </ul>
<p><b>Impact on residents</b></p>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme were concerned about the negative impact Option 2 would have on local residents, particularly Harston and Hauxton, due to increased congestion from vehicles accessing the new site and an increase in air and noise pollution from the increased congestion <ul style="list-style-type: none"> <li>○ Some of these respondents felt that a bypass was needed at Harston and that this need would increase with a new Park &amp; Ride site</li> </ul> </li> <li>• A few of the respondents who discussed this theme were concerned about the negative impact Option 1 would have on local residents during the construction</li> </ul>

	<p>period, feeling there would be an increase in illegal parking</p> <ul style="list-style-type: none"> <li>○ Some of these respondents were also concerned about the increased traffic once built, particularly due to its proximity to a primary school</li> </ul>
<b>Trumpington Park &amp; Ride site exit</b>	<ul style="list-style-type: none"> <li>● The respondents who discussed this theme were concerned about the time it takes to exit the existing Park &amp; Ride site at Trumpington (Option 1), feeling there needed to be more than one exit <ul style="list-style-type: none"> <li>○ Most of these respondents felt that Option 1 would increase this issue without more exit options</li> <li>○ A few of these respondents indicated that the Park &amp; Ride is currently being used as a cut through traffic by some drivers and that this needed some of enforcement to stop</li> </ul> </li> </ul>
<b>A10/M11 congestion</b>	<ul style="list-style-type: none"> <li>● The respondents who discussed this theme felt that congestion along the A10 and M11, particularly around Junction 11 was currently a serious issue <ul style="list-style-type: none"> <li>○ Some of these respondents felt that access to whichever Park &amp; Ride site is built needed to take this into consideration <ul style="list-style-type: none"> <li>▪ A few of these respondents felt that a dedicated access road to the Park &amp; Ride site or a route that avoids the roundabout would alleviate this issue</li> </ul> </li> <li>○ Some of these respondents felt that Option 2 would increase this congestion</li> <li>○ A few of these respondents felt that Option 2 could help alleviate this issue as it took traffic off the roads earlier than the current site</li> <li>○ A few of these respondents felt that Option 2 should not have a slip road from the A10, as queues on the slip road would have an adverse effect on the A10</li> </ul> </li> </ul>
<b>Business parking arrangements</b>	<ul style="list-style-type: none"> <li>● The respondents who discussed this theme felt that the Park &amp; Ride sites were primarily being used by staff at the Biomedical Campus and Addenbrooke's <ul style="list-style-type: none"> <li>○ Some of these respondents felt that this needed to be taken into consideration when planning operating times for the bus services and consideration should be given to operating dedicated bus services</li> </ul> </li> </ul>

	<p>Some of these respondents felt that these employers had some responsibility in managing the increase in traffic, either by providing adequate parking at their own sites or funding the development of the Park &amp; Ride sites</p>
<b>Construction disruption</b>	<ul style="list-style-type: none"> <li>• The respondents who discussed this theme were concerned about the disruption caused by the construction of Option 1. These respondents felt that the loss of spaces during the construction period would need to be adequately mitigated elsewhere, as parking was already an issue without this loss <ul style="list-style-type: none"> <li>○</li> </ul> </li> </ul>
<b>Public Transport Access Option A</b>	<ul style="list-style-type: none"> <li>• The respondents who discussed this theme were concerned about how this would impact on pedestrian and cycle access. These respondents felt that pedestrian and cycle access needed to remain in place <ul style="list-style-type: none"> <li>○ Some of these respondents felt that if this Option was chosen then measures needed to be put in place to ensure safety was also ensured for cyclists and pedestrians</li> <li>○ A few of these respondents felt that this Option would also negatively impact on Trumpington Meadows Country Park</li> </ul> </li> </ul>
<b>Neither Option 1 or Option 2</b>	<ul style="list-style-type: none"> <li>• The respondents who discussed this theme indicated they opposed both Options for Park &amp; Ride provision because they felt that: <ul style="list-style-type: none"> <li>○ Both would have a negative impact on residents local to the sites</li> <li>○ They would increase traffic along the A10/M11, an area already felt to be heavily congested</li> <li>○ That a site should be located elsewhere, suggestions included Foxton, Duxford, further south of Harston or at Junction 12 of the M11</li> <li>○ That funding should be spent on improving public transport overall, particularly connecting nearby villages</li> </ul> </li> </ul>
<b>Train links</b>	<ul style="list-style-type: none"> <li>• The respondents who discussed this theme felt that links to train journeys needed to be further considered and encouraged <ul style="list-style-type: none"> <li>○ Some of these respondents felt that the development of the South Cambridge railway station would alleviate some of the congestion issues</li> </ul> <p>That travel hubs should be developed near current railway stations</p> </li> </ul>

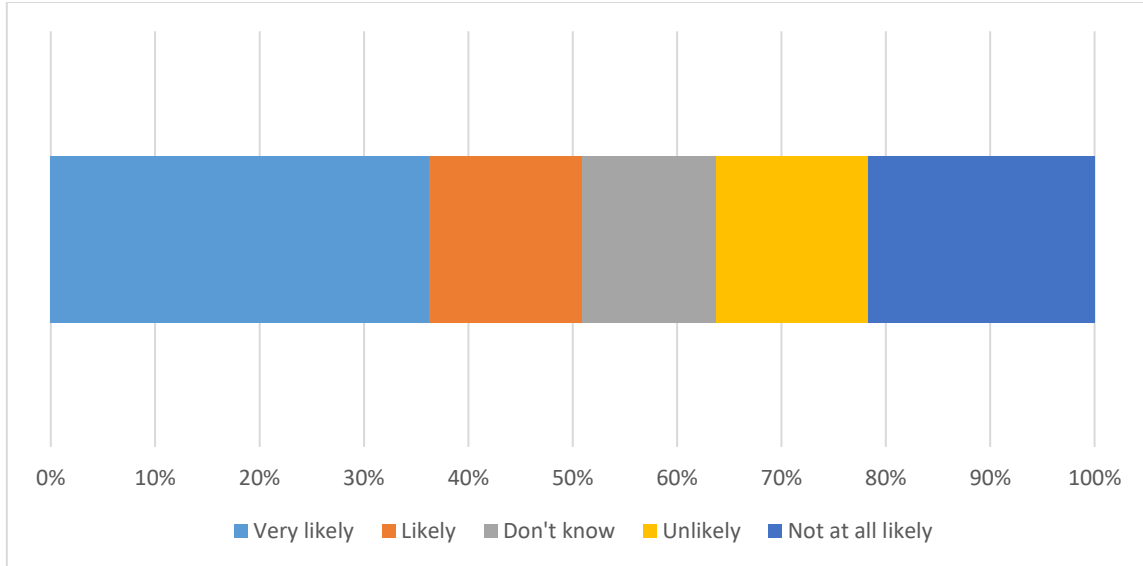
<p><b>Alternative Park &amp; Ride site</b></p>	<ul style="list-style-type: none"> <li>• The respondents who discussed this theme felt that a new Park &amp; Ride site should be located elsewhere in order to remove traffic earlier along the route. These suggestions included Foxton, Duxford, further south of Harston or at Junction 12 of the M11 <ul style="list-style-type: none"> <li>○</li> </ul> </li> </ul>
<p><b>Private vehicle restrictions</b></p>	<ul style="list-style-type: none"> <li>• The respondents who discussed this theme felt that some form of private vehicle restrictions should be implemented in Cambridge. These suggestions included congestion charging, bans on large delivery vehicles, bans on all private vehicles in the city, and a reduction of speed limits in nearby villages</li> </ul>
<p><b>Park &amp; Ride facilities</b></p>	<ul style="list-style-type: none"> <li>• The respondents who discussed this theme discussed facilities they felt would be needed at Park &amp; Ride sites. These included changing facilities, toilets, sheltered waiting areas, cycle parking, lockers, security features such as CCTV and staff, signage indicating bus times and space availability</li> </ul>

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**Question 12: How likely is it that you would use a new Park & Ride site to the north west of Junction 11 M11?**

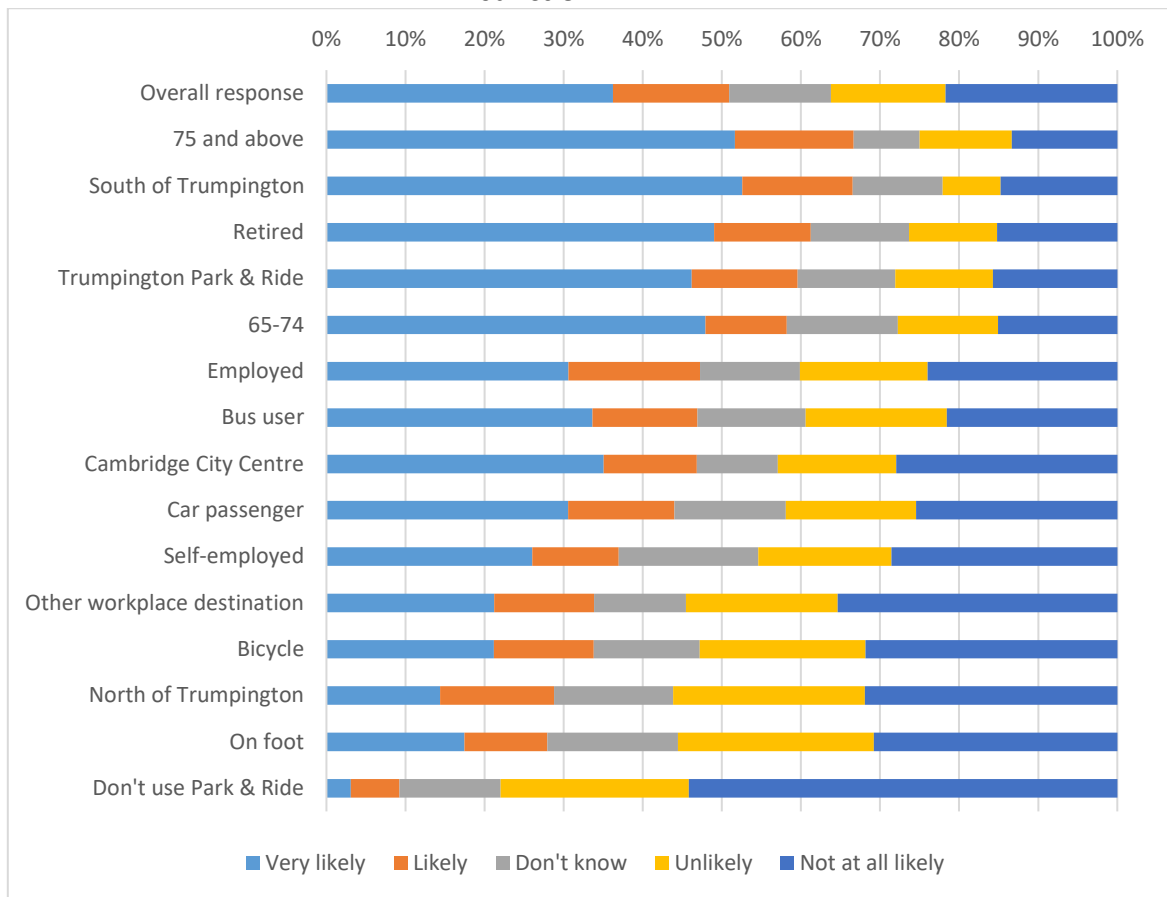
1477 respondents answered the question on how likely it would be for them to use a new Park & Ride site to the North West of Junction 11 on the M11.

**Figure 18: Likelihood of using new Park & Ride site to the North West of Junction 11 M11**



- Over half of respondents indicated they would be 'very likely' or 'likely' to use a new Park & Ride site (51%)
- Just under two fifths indicated they would be 'unlikely' or 'not at all likely' to use a new Park & Ride site (36%)

**Figure 19: Difference in Likelihood of using new Park & Ride site to the North West of Junction 11 M11**

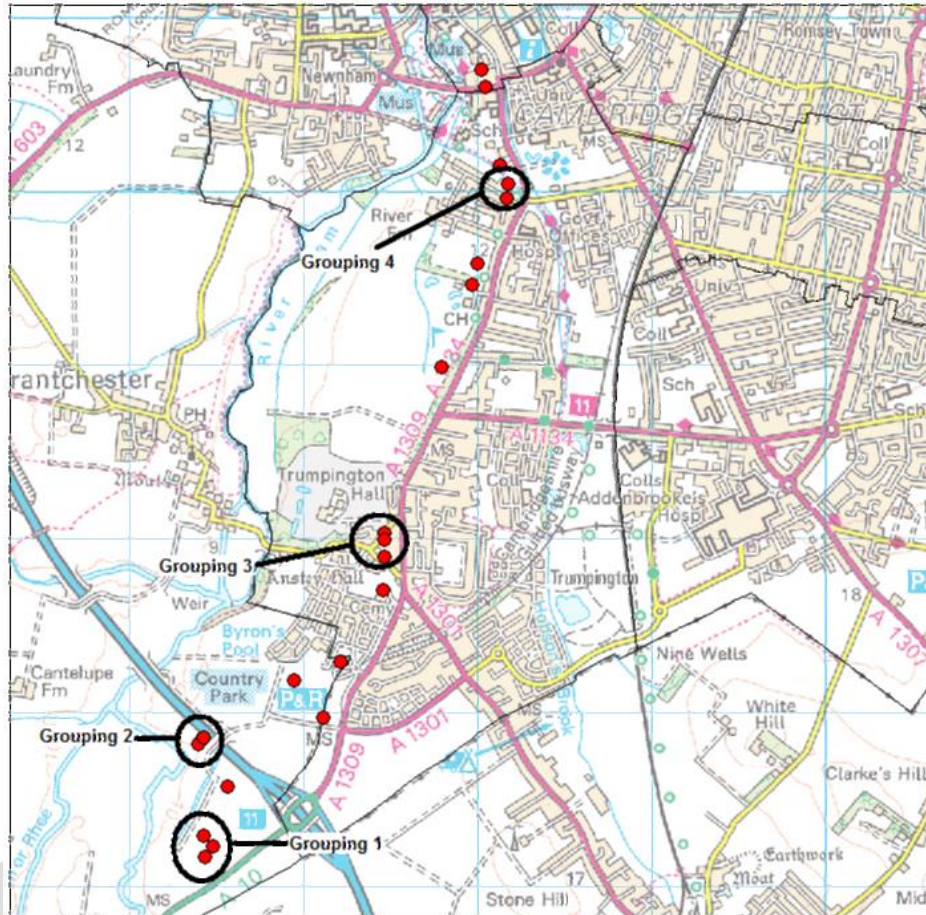


- Respondents were less likely to 'use a new Park & Ride site to the North West of Junction 11 M11' than the overall response when they indicated they:
  - 'Don't use Park & Ride' (78%)
  - Were located 'North of Trumpington' (56%)
  - Usually travelled 'on foot' (56%)
  - Had an 'other workplace destination' (55%)
  - Usually travelled by 'bicycle' (53%)
  - Were 'self-employed' (45%)
  - Had a usual workplace destination of 'Cambridge City Centre' (43%)
  - Were a 'car passenger' (42%)
  - Were 'employed' (40%)
  - Usually travelled as a 'bus user' (39%)
  
- Respondents were more likely to 'use a new Park & Ride site to the North West of Junction 11 M11' than the overall response when they indicated they:
  - Were '75 and above' (67%)
  - Were located 'South of Trumpington' (67%)
  - Were 'retired' (61%)
  - Currently use the 'Trumpington Park & Ride' (60%)
  - Were '65-74' (58%)

## Map comments

22 comments from 11 respondents were left on the 'places' interactive map.

Figure 20: Map of 'places' comments



**Grouping 1 – Cambridge Road/Park & Ride Option 2 site.** These respondents felt that this site was unsuitable for a Park & Ride site due to its location on Greenbelt land.

**Grouping 2 – M11, Haslingfield/Public Transport Access Option A.** These respondents felt this bridge needed to be kept as cycle/pedestrian access to the area and were concerned turning it into a bus route would result in this access being lost.

**Grouping 3 – High Street.** These respondent felt that cycling and pedestrian provision along Trumpington High Street needed repairing and developing to improve safety and accessibility for these users.

**Grouping 4 – Trumpington Road.** These respondents felt that cycle lanes needed to be developed here to improve safety and access for cyclists.

Other responses were too singular to be grouped together for analytical purposes but can be viewed at <https://consultcambs.uk/engagementhq.com/m11junction11/maps/m11-junction-11-pr-provision>



## Stakeholders responses

### Background

20 responses were received on behalf of a number of different groups and organisations

A10 Corridor Cycling Campaign	Hauxton Parish Council
Addenbrooke's Hospital	Kings College School, West Road
Cambridge Past, Present & Future	Lands Improvement Holdings and Pigeon Land
Cambridge University Health Partners and Cambridge Biomedical Campus	Offord and Camp LLP
Cambridge University Hospitals	Royal Papworth Hospital
Cambridgeshire Local Access Forum	Smarter Cambridge Transport
Camcycle	South Trumpington Parish Meeting
Campaign to Protect Rural England	Trumpington Meadows Land Company
Energy Investment Unit	Trumpington Residents' Association
Harston Parish Council	Wildlife Trust

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

### Summary of major themes

Comment theme	Stakeholder comments
<b>Option 1</b>	<ul style="list-style-type: none"> <li>• Most of the stakeholders that discussed this theme indicated they were opposed to Option 1 as they felt:               <ul style="list-style-type: none"> <li>○ The expansion would not offer enough spaces to be futureproof</li> <li>○ The loss of spaces during construction would be difficult to manage</li> <li>○ The expansion would have a negative impact on local residents due to the increased traffic and proximity to a primary school</li> <li>○ The expansion would have a negative impact on congestion in the area due to the increased users accessing the site and the current difficulty exiting it</li> </ul> </li> <li>• Some of the stakeholders that discussed this theme indicated they supported Option 1 as they felt:               <ul style="list-style-type: none"> <li>○ The expansion would have the least impact on residents</li> <li>○ The expansion did not require the use of Greenbelt land</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ The cost of development was lower than Option 2</li> <li>○ The expansion was easier for pedestrians/cyclists to access and travel from</li> <li>○ Alternative transport solutions would negate the need for as many parking spaces</li> <li>● A few stakeholders felt that whichever Option was chosen the exit to Trumpington Park &amp; Ride needed further development to ease congestion</li> </ul>
<b>Option 2</b>	<ul style="list-style-type: none"> <li>● Most of the stakeholders that discussed this theme indicated they supported Option 2 as they felt: <ul style="list-style-type: none"> <li>○ The site offered the most futureproofed solution to parking accessibility</li> <li>○ The site offers a better cost to parking space ratio</li> <li>○ Offered minimal disruption to current conditions during construction</li> <li>○ Would reduce congestion further along the route into Cambridge</li> </ul> </li> <li>● Some of the stakeholders that discussed this theme indicated they were opposed to Option 2 as they felt: <ul style="list-style-type: none"> <li>○ The site would have a negative impact on residents in nearby villages due to the increased traffic</li> <li>○ The site would have a negative impact on the environment as it is located on Greenbelt Land and nearby to the Trumpington Meadows Country Park</li> <li>○ Would increase congestion on the A10/M11 as drivers sought to access the site</li> <li>○ The site was difficult to access for pedestrians/cyclists and had limited options for people wishing to travel from the site these ways</li> </ul> </li> </ul>
<b>Public Transport Options</b>	<ul style="list-style-type: none"> <li>● Most of the stakeholders that discussed this theme indicated they supported Option A for public transport as they felt this would minimise impact on the M11 and allow the quickest movement for public transport. <ul style="list-style-type: none"> <li>○ These stakeholders indicated that the existing access, particularly for pedestrians and cyclists, needed to be maintained</li> </ul> </li> <li>● A few of the stakeholders that discussed this theme indicated they were opposed to Option B, as they felt it complicated the junction and required the use of more land</li> <li>● A few of the stakeholders that discussed this theme indicated they opposed Option A as they felt it would</li> </ul>

	<p>reduce cycle/pedestrian access, as well as have a negative impact on the Trumpington Meadows Country Park</p> <ul style="list-style-type: none"> <li>•</li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>• Most of the stakeholders that discussed this theme felt that cycling provision needed to be considered, including: <ul style="list-style-type: none"> <li>○ The availability of cycling facilities such as parking at the Park &amp; Ride site</li> <li>○ Suitable cycle routes to/from the Park &amp; Ride sites and to/from nearby villages and Trumpington Road</li> <li>○ That the development of any site and access to the site not have a negative impact on cycle routes</li> </ul> </li> <li>• Some of the stakeholders felt this also applied to pedestrian usage</li> <li>• A few stakeholders felt this also applied to equestrians</li> </ul>
<b>Private Vehicle Access Options</b>	<ul style="list-style-type: none"> <li>• Stakeholders that discussed this theme indicated they opposed Option A, feeling it would have a negative impact on congestion in the area</li> <li>• Most of stakeholders that discussed this theme indicated they supported private vehicle access Option C as it offered the best access to/from the site with the potential to reduce congestion <ul style="list-style-type: none"> <li>○ Some of these stakeholders also supported Option B but felt the signals would have a negative impact on congestion</li> </ul> </li> <li>• Some stakeholders indicated they opposed Option B for the same reason as Option A</li> <li>• A few stakeholders opposed all three Options, as they felt the site access would negatively impact on congestion</li> </ul>
<b>Impact on residents</b>	<ul style="list-style-type: none"> <li>• Most of the stakeholders that discussed this theme felt that Option 2 would have a negative impact on residents of nearby villages, such as Harston and Hauxton, as it would increase traffic travelling through them to access the site. These stakeholders indicated this was already a significant issue</li> <li>• A few of the stakeholders that discussed this theme felt that Option 1 would have a negative impact on local residents due to the sites proximity to a primary school</li> <li>• A few stakeholders felt that both Options would negatively impact on residents in Trumpington and nearby villages as they would increase the amount of traffic looking to access the sites</li> </ul>

<p><b>Improve bus service</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders that discussed this theme felt that the bus service needed improvements in order to be an effective mode of transport that attracted users. Suggestions included: <ul style="list-style-type: none"> <li>○ Increasing the routes the buses served, particularly for nearby villages as services had been cut, but also more direct services to employment sites such as Cambridge Biomedical Campus</li> <li>○ Decreasing the cost of bus tickets</li> </ul> </li> </ul>
<p><b>Guided bus route</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme felt that both Park &amp; Ride buses and other services needed to make more use of the guided bus route as it would offer a significant increase in reliability and reduce journey time <ul style="list-style-type: none"> <li>○ A few of these stakeholders felt that the guided bus route should extend to the Park &amp; Ride sites</li> </ul> </li> </ul>
<p><b>Neither Option 1 or 2</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme felt that neither Park &amp; Ride Option was suitable as they would not reduce congestion. These stakeholders felt that traffic needed to be 'caught' further down the A10/M11. These stakeholders also opposed these Options for similar reasons as other stakeholders</li> </ul>
<p><b>Park &amp; Ride facilities</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme felt that the Park &amp; Ride sites should offer sheltered waiting areas, toilets, changing facilities, lockers and cycle parking in order to attract users</li> </ul>

## Email, social media and consultation event responses

84 responses were received regarding the consultation through email; social media platforms such as Facebook and Twitter; and letters. Following a thematic analysis of these responses the following themes have been noted.

### Summary of major themes

Comment theme	Respondent comments
<b>Impact on residents</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme were concerned Option 2 would have a negative impact on residents of nearby villages due to the increase in traffic accessing the site</li> <li>• A few of the respondents who discussed this theme were concerned about the negative impact Option 1 would have on Trumpington residents due to the increase in traffic accessing the site and its proximity to a primary school</li> </ul>
<b>A10/M11 congestion</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the congestion on the A10 and M11 and felt that this may not be reduced by the proposals <ul style="list-style-type: none"> <li>○ Some of these respondents felt that the proposals would increase this congestion and that other solutions were needed</li> </ul> </li> </ul>
<b>Improve bus service</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the bus service needed to be improved <ul style="list-style-type: none"> <li>○ Most of these respondents felt that rural bus services were lacking and funding needed to be put in place to increase village access to Cambridge</li> <li>○ A few of these respondents felt that the cost of bus tickets needed to be reduced</li> </ul> </li> </ul>
<b>Option 2</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that Option 2 would have a negative impact on nearby villages, the environment, and the A10/M11</li> <li>• A few of the respondents who discussed this theme indicated they supported Option 2</li> <li>• A few of the respondents who discussed this theme felt that neither Option would be of benefit</li> </ul>

<b>Alternative Park &amp; Ride location</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the Park &amp; Ride site needed to be located further out, to remove traffic before congestion started <ul style="list-style-type: none"> <li>○ Most of these respondents suggested Foxton due to its train links</li> </ul> </li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme had concerns that Option 2 would have a negative impact on cycling provision</li> <li>• Some of the respondents who discussed this theme felt that cycling provision from nearby villages and along Trumpington Road needed to be improved</li> <li>• A few of the respondents who discussed this theme felt that cycling facilities were need at the Park &amp; Ride sites</li> </ul>
<b>Option 1</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme were concerned about the impact Option 1 would have on local residents due to the increased use and proximity to a primary school</li> <li>• A few of the respondents who discussed this theme indicated they preferred Option 1</li> <li>• A few of the respondents who discussed this theme felt that neither Option would be of benefit</li> </ul>
<b>Train links</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that links to the railway should be utilised as it would remove more traffic from the roads. <ul style="list-style-type: none"> <li>○ Many of these respondents discussed the development of a railway station near to Addenbrooke's and how a travel hub at Foxton could allow commuters to use the train</li> </ul> </li> </ul>
<b>Alternative forms of public transport</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the development of alternative forms of public transport, such as the CAM and autonomous vehicles, needed to be considered in the design of Park &amp; Ride sites <ul style="list-style-type: none"> <li>○ Some of these respondents felt that these changes may negate the need for Park &amp; Ride sites</li> </ul> </li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they were opposed to Option 2 as it was being built on Greenbelt land and close to Trumpington Meadows Country Park, which would result in the site having a negative impact on the environment</li> </ul>