

Produced by the Cambridgeshire Research Group



Foxton Travel Hub: Summary Report of Consultation Findings

Version 1

January 2020

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For more information about the team phone 01223 715300

Document Details	
Title:	Foxton Travel Hub: Summary Report of Consultation Findings
Date Created:	02/01/2020
Description:	
Produced by:	Cambridgeshire County Council Business Intelligence Service
On behalf of:	Greater Cambridge Partnership
Geographic Coverage:	Cambridge City and South Cambridgeshire
Format:	PDF
Key Contact	Aaron.Rowinski@cambridgeshire.gov.uk
Status:	V1
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Executive Summary

Between 09 September and 21 October 2019 the Greater Cambridge Partnership (GCP) held a consultation on a scheme to develop a Travel Hub in Foxton. The Cambridgeshire and Peterborough Combined Authority defines Travel Hubs in their Local Transport Plan as being flexible transport interchanges that will allow people greater access to sustainable transport networks.

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.
- There was no clear view on whether a Travel Hub at Foxton would improve access to sustainable transport:
 - Over two fifths indicated they thought that, 'yes', it would improve access
 - Over two fifths indicated they thought that, 'no', it would not improve access
- There was no majority of support for either of the Travel Hub locations:
 - Over two fifths preferred 'neither' option
 - Over two fifths preferred the 'Southern option'
 - Few preferred the 'Northern option'
 - Under half of respondents who were located in 'Foxton and local area' (those who provided postcodes which indicated they resided in Barrington, Fowlmere, Foxton, Melbourn, Meldreth, or Shepreth) preferred 'neither' option
- Over half of respondents indicated they would use a Travel Hub at least 'less than once a month', however, just under half of respondents indicated they would 'never' use it
 - Over half of respondents who were located in 'Foxton and local area' indicated they would 'never' use the Travel Hub at Foxton
- Respondents who were located in 'Foxton and local area' were more opposed to the development of a Travel Hub at Foxton
- A great deal of detailed comments were received. From these there was most debate/concern about:
 - The proposal's impact on the congestion around the level crossing and the plans to bypass the level crossing
 - The need for greater improvements to active travel and public transport options, including bus services, as part of the proposals for a Travel Hub
 - The negative impact the Travel Hub would have on local residents due to increased personal motorised vehicle traffic attracted to the availability of parking, lack of improvements to the level crossing, and lack of improvements to other travel options in the area

- Responses were also received on behalf of 17 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 6600 consultation leaflets.

Four 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 221 complete responses** in total recorded. A large 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 221 responses to the consultation survey and the 66 additional written responses received.

Key findings

Views on a Travel Hub at Foxton improving access to sustainable transport

Quantitative

- Similar numbers of respondents thought that, **'yes'**, it would improve access (**42%**) and, **'no'** it would not improve access (**41%**)

Preferred Foxton Travel Hub option

- Similar numbers of respondents felt that **'neither'** option (**42%**) and the **'Southern option'** (**41%**) would be their preferred option
 - Respondents who indicated they were **'employed'** indicated they had more of a preference for the **'Southern option'** (**49%**) than the overall response
 - More respondents who were located in **'Foxton and local area'** (those who provided postcodes which indicated they resided in Barrington, Fowlmere, Foxton, Melbourn, Meldreth, or Shepreth) indicated they preferred **'neither'** option (**47%**) than the overall response
- Few respondents preferred the **'Northern option'** (**13%**)

Views Foxton Travel Hub options

Qualitative

- Question 2b asked for respondents' comments on their selection of the Foxton Travel Hub options.

- The main themes for those that preferred the '**Northern Option**' were:
 - Comments about the Northern Option being easier and safer to access than the Southern Option due to it being located off the A10 and away from the level crossing
 - Debate about the impact the Northern Option would have on local residents from the increased traffic
- The main themes for those that preferred the '**Southern Option**' were:
 - Debate about the ease of site access for personal motorised vehicles, due to access being directly from the A10, and ease of access to the station from the Travel Hub for pedestrian traffic
 - Concerns about the impact on congestion around the level crossing from Travel Hub traffic and the comments about the need for some form of bypass around the level crossing
 - Comments that the Southern Option would have less of an impact on local residents due to the access road being located away from residential properties
- The main themes were for those that preferred the '**Neither Option**' were:
 - Concerns about the lack of improvement to the roads around the level crossing and potential impact on congestion the introduction of a Travel Hub would cause
 - Concerns about the Travel Hub attracting greater personal motorised vehicle use in the area due to the lack of connecting public transport
 - Concerns about the impact a Travel Hub would have on local residents due to its potential to increase congestion and bearing on the rural nature of local villages
 - Concerns the Travel Hub by itself would not improve public transport in the area
 - Concerns that the Travel Hub was unsafe or suitable for pedestrian or cycle access to/from the Travel Hub and station or surrounding area

Likelihood of use of a Travel Hub at Foxton

Quantitative

- Over half indicated they **would use** a Travel Hub at Foxton (**53%**), however, just under half of respondents indicated they would '**never**' use it (**49%**)*

*n.b. respondents could select multiple responses to this question

- More respondents who were located in '**Foxton and local area**' indicated they would '**never**' use the Travel Hub at Foxton (**58%**) compared to the overall response

Travel Hub facilities

Qualitative

- Question 4 asked respondents if there were any other facilities, other than those described in the consultation materials, which should be provided at a Travel Hub in Foxton. The main themes were:
 - Comments about the need to include bus services at the Travel Hub, connecting to nearby villages and further on into Cambridge
 - Comments about the need for pedestrian bridges or underpasses to connect the Travel Hub to the station, rather than crossing points across the A10 and level crossing, and the need for a footbridge across the station platforms
 - Comments about the need for more cycle routes from villages/employment sites to/from the Travel Hub and the need for more cycle facilities, particularly cycle parking, at the Travel Hub
 - Comments about the need for some form of bypass of the level crossing
 - Comments indicating that no further facilities were needed, particularly from those who felt that there should be no Travel Hub
 - Comments about the need for toilets
 - Comments about the need for improvements to the rail services, including: more services, reduced fares, and the development of Cambridge South Station
 - Comments about the need for refreshment facilities
 - Concerns about the amount of parking for personal motorised vehicles
 - Comments about the need for ticket machines
 - Comments about the need for sheltered waiting areas

Usage of a Travel Hub at Foxton

Quantitative

- Respondents were asked, if they were to use a Travel Hub at Foxton, how they would likely get to the Travel Hub:
 - **39%** indicated they would travel as a **'car driver'**
 - **32%** indicated they **'would not use a Travel Hub at Foxton'**
 - **26%** indicated they would **'cycle'**
 - **22%** indicated they would **'walk'**
- Respondents were asked, if they were to use a Travel Hub at Foxton, what would be the likely main purpose of their journeys:
 - **36%** indicated they would use it for **'shopping/leisure'**
 - **35%** indicated they would use it for **'commuting to work/education'**
 - **34%** indicated they **'would not use a Travel Hub at Foxton'**

Current travel in the Foxton area

- The majority of respondents usually travel through the Foxton area as a **'car driver'** (**82%**)
- The majority of respondents indicated they travel through the Foxton area **'daily'** (**60%**)

- Respondents were asked where they started their journey:
 - **29%** indicated they started their journey in **Foxton**
 - **17%** indicated they started their journey in **Barrington**
 - **14%** indicated they started their journey in **Melbourn**
- Respondents were asked where they're destination for their journey was:
 - **47%** indicated their destination was '**Cambridge city centre**'
 - **47%** indicated their destination was '**Other**'
 - **19%** indicated their destination was '**Cambridge Biomedical Campus (including Addenbrooke's Hospital)**'
 - **8%** indicated their destination was '**Cambridge Business or Science Park**'

Qualitative

- Question 10 asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010. The main themes were:
 - Concerns about disabled access to/from the Travel Hub and station, particularly the crossing points on the A10 and the level crossing but also the length of journey required outside a personal motorised vehicle
 - Concerns about the impact on local residents from the potential increase in congestion from the introduction of a Travel Hub
 - Concerns the proposals would negatively impact on congestion in the area
- Question 11 asked if respondents had any further comments. The main themes were:
 - Concerns about the proposals' impact on the plans for the level crossing to be bypassed
 - Concerns the proposals would increase congestion in the area and have a negative impact on local residents
 - Comments indicating that they were opposed to the introduction of a Travel Hub
 - Concerns the Travel Hub would have limited usage due to a lack of public transport options and poor connections
 - Concerns the proposals were not addressing the need to reduce personal motorised vehicle use due to the amount of spaces and lack of improvements to public transport or active travel
 - Comments about the need to improve the rail services
 - Comments about the need for pedestrian improvements to station platform access and the crossing points connecting the Travel Hub to the station
 - Comments about the need for more cycling improvements to the surrounding areas as part of the proposals
 - Comments about the need for improvements to the bus services in the area

Introduction

Background

The Greater Cambridge Partnership is working on an infrastructure programme to improve connectivity and quality of life for thousands of people. A Travel Hub at Foxton station could provide up to provide in the region of 750 car parking spaces and high quality cycle parking - meaning more people can use the rail network to get into Cambridge, reducing the impact of future growth on road congestion and pollution in the city.

Foxton is served by local trains between London King's Cross and Cambridge North. Trains from Foxton reach Cambridge in 10 minutes, and Cambridge North – for Cambridge Science and Business Parks - in 17 minutes. Trains could also serve a future Cambridge South station, which would provide easy access to the Cambridge Biomedical Campus and Addenbrooke's Hospital.

The public consultation was commissioned by the Greater Cambridge Partnership to help understand public and stakeholder views on proposals for a Travel Hub close to Foxton station. The consultation forms part of the stakeholder engagement in support of the Outline Business Case development for Foxton Travel Hub.

The consultation provided information on two possible Travel Hub sites, one north, one south of the railway at Foxton, along with computer generated visualisations of how the sites could look. Basic information on the proposed number of car parking spaces, expected access arrangements and environmental impacts were included in the information pack. A questionnaire accompanied the consultation information and formed the basis of most responses.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Foxton Travel Hub 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 local residents, commuters to Cambridge, and existing users of Foxton station. 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 which Travel Hub Option they preferred, how often they would likely to use a Travel Hub at Foxton, what facilities they would like at the Travel Hub, what mode of travel they would use to access the station, the main purpose of their journey, the mode of travel usually used if they travelled in the area, how often they travelled through the area, and what their start/end destinations were) a eight 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 Foxton Travel Hub 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 Foxton Travel Hub scheme on various groups.

The main tool for gathering comments was an online survey. 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 of the information document were widely distributed with road-shows held to collect responses face to face. Paper copies of the survey were available by request. 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 of the route and leave a comment. The number of map comments received was too small to conduct a thematic analysis, however, a link to the online map where all of the comments can be viewed is included within the report.
- 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.

Survey Findings

Respondent Profile

In total, 217 respondents and 4 stakeholders responded to the consultation survey.

Respondent location

153 respondents entered recognisable postcodes, while over a quarter did not (64 respondents).

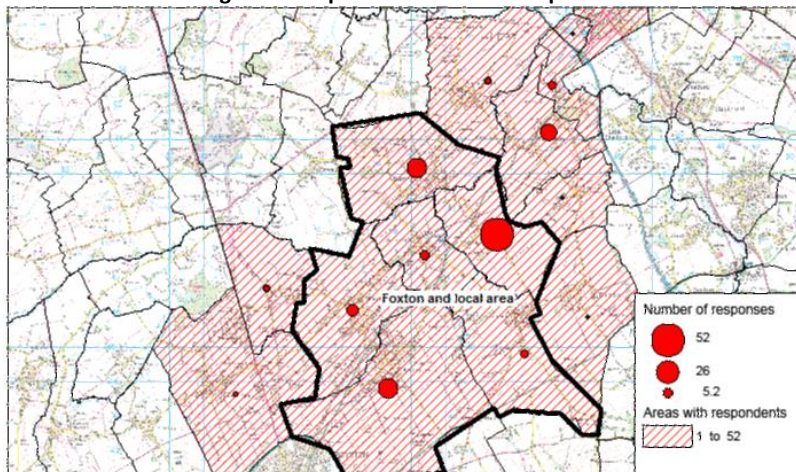
Based on the postcode data provided the largest area of response was in Foxton (24%)

These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into the category 'Foxton and local area', where significant;

- 'Foxton and local area' (covering 52% of respondents). This category covered:
 - Barrington
 - Fowlmere
 - Foxton
 - Melbourn
 - Meldreth
 - Shepreth

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

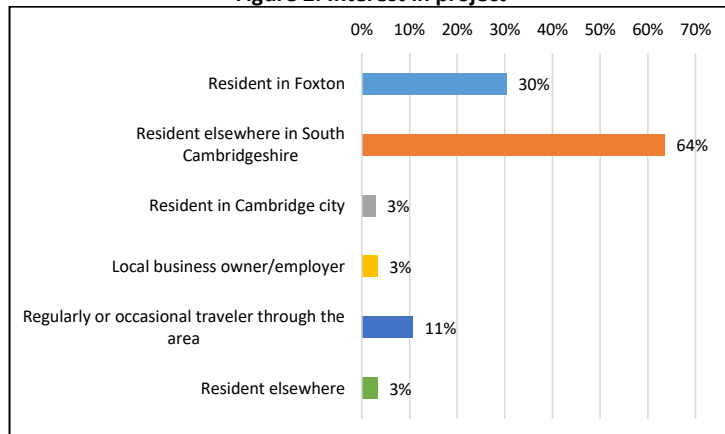
Figure 1: Map to show areas of response



Interest in Project

217 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'resident elsewhere in South Cambridgeshire' (64%).

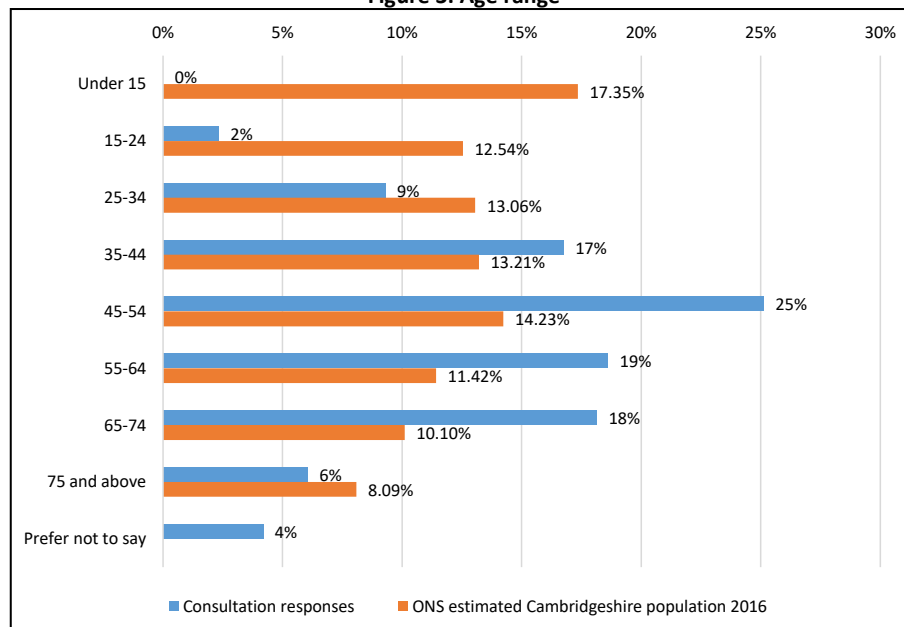
Figure 2: Interest in project



Age range

215 respondents answered the question on their age range. Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population, ages from '15-24' were slightly under represented compared to the general Cambridgeshire population, only accounting for 2% of respondents.

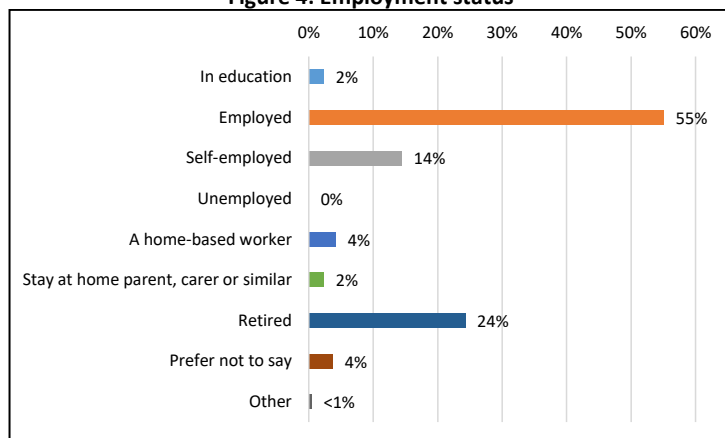
Figure 3: Age range



Employment status

214 respondents answered the question on their employment status. Respondents could select multiple answers to this question. The majority of respondents indicated they were 'employed' (55%).

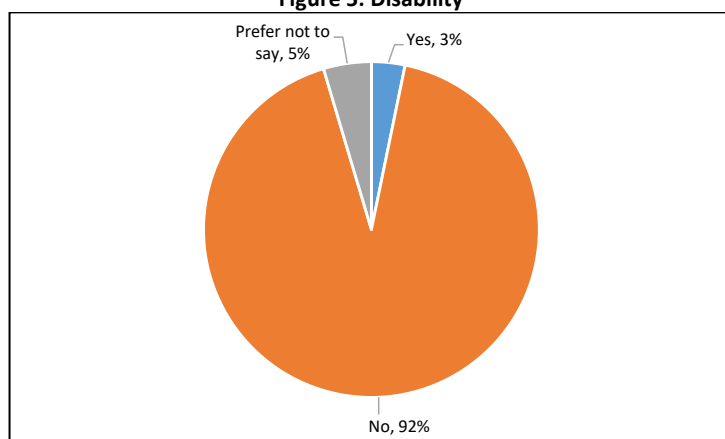
Figure 4: Employment status



Disability status

217 respondents answered the question on whether they had a disability that influences travel decisions, 3% of respondents indicated they did.

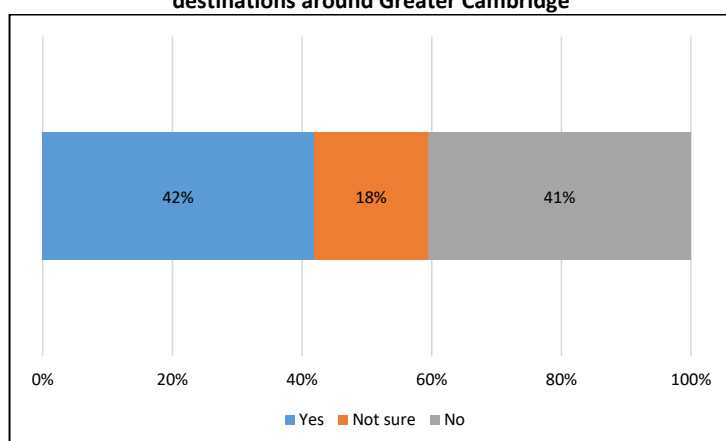
Figure 5: Disability



Question 1: Do you think that a Travel Hub at Foxton would improve access to sustainable transport for people travelling to destinations around Greater Cambridge?

215 respondents answered the question on whether they thought a Travel Hub at Foxton would improve access to sustainable transport for people travelling to destinations around Greater Cambridge. Similar numbers of respondents thought that, 'yes', it would improve access (42%) and, 'no' it would not improve access (41%).

Figure 6: Will Foxton Hub improve access to sustainable transport for people travelling to destinations around Greater Cambridge



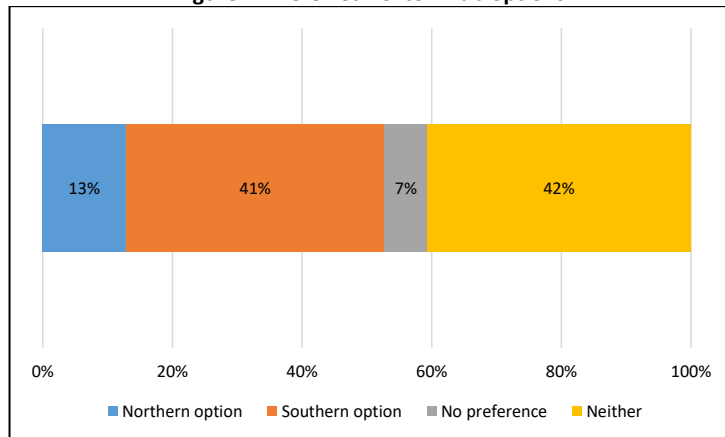
4 stakeholders answered this question.

- 2 stakeholders thought that, 'yes', it would improve access
- 2 stakeholders thought that, 'no', it would not improve access

Question 2: Considering the information presented in this consultation, which, if any, of the Foxton Travel Hub options would be your preferred option?

217 respondents answered the question on which of the Foxton Travel Hub options would be their preferred option. Respondents could select multiple answers to this question. Similar numbers of respondents felt that 'neither' option was preferable (42%) and the 'Southern option' (41%) would be their preferred option. The 'Northern option' was preferred by only a few respondents (13%).

Figure 7: Preferred Foxton Hub options



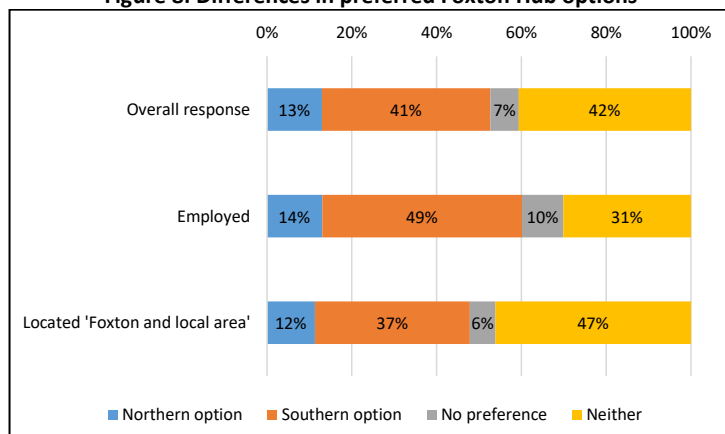
4 stakeholders answered Question 2.

- 2 stakeholders indicated they preferred the 'Southern option'
 - 1 of these stakeholders also indicated they preferred the 'Northern option'
- 1 stakeholder indicated they had 'no preference'
- 1 stakeholder indicated they preferred 'neither' option

Differences in response to Question 2

Cross-tabulation of the data showed significant differences in the levels of preference reported for the Travel Hub options by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 8.

Figure 8: Differences in preferred Foxton Hub options



- Respondents who indicated they were 'employed' indicated they had more of a preference for the 'Southern option' (49%) than the overall response
- More respondents who were located in 'Foxton and local area' indicated they preferred 'neither' option (47%) than the overall response

Question 2b: Do you have any further comments on your selection? Please continue on a separate sheet if needed.

141 respondents left comments on question 2b, which if respondents had any further comments on their selection of the Foxton Travel Hub options.

Summary of main themes for those that preferred the 'Northern Option'

Comment theme	Respondent comments
Site access	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the 'Northern Option' for the Foxton Travel Hub site would be easier and safer for car drivers to access as users would not need to enter/exit from the A10, which they indicated was heavily congested due to the level crossing • A few of the respondents who discussed this theme felt the 'Northern Option' was preferable only if some form of mitigation for the level crossing (bridge or underpass) was put in place to offset the potential increase in traffic in the area
Impact on local residents	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the 'Northern Option' could increase traffic in nearby villages (Foxton, Barrington, and Haslingfield) • Some of the respondents who discussed this theme indicated they preferred the 'Northern Option' as it was further from Foxton

Summary of main themes for those that preferred the 'Southern Option'

Comment theme	Respondent comments
Site access	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the 'Southern Option' for the Foxton Travel Hub site would be easier for car drivers to access as it was directly linked to the A10 before the level crossing. These respondents also felt that the 'Northern Option' would cause more congestion on a minor road and more of a negative impact on nearby residents • Some of the respondents who discussed this theme felt that the 'Southern Option' had better pedestrian access to the station once users had parked than the 'Northern Option'

	<ul style="list-style-type: none"> Some of the respondents who discussed this theme had concerns about the pedestrian crossings required for the 'Southern Option' to access the station, feeling these needed to be a bridge or underpass to ensure pedestrian safety and mitigate the impact on traffic flow
Level crossing	<ul style="list-style-type: none"> Some of the respondents who discussed this theme indicated they preferred the 'Southern Option' as access to the site avoided needing to pass through the level crossing, which was felt to cause heavy congestion in the area Some of the respondents who discussed this theme felt that some form of mitigation for the level crossing (bridge or underpass) was needed to offset the potential increase in traffic in the area, as the crossing was felt to already be the cause of heavy congestion in the area
Impact on local residents	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they preferred the 'Southern Option' as it would have less of an impact on local residents

Summary of main themes for those that preferred 'Neither Option'

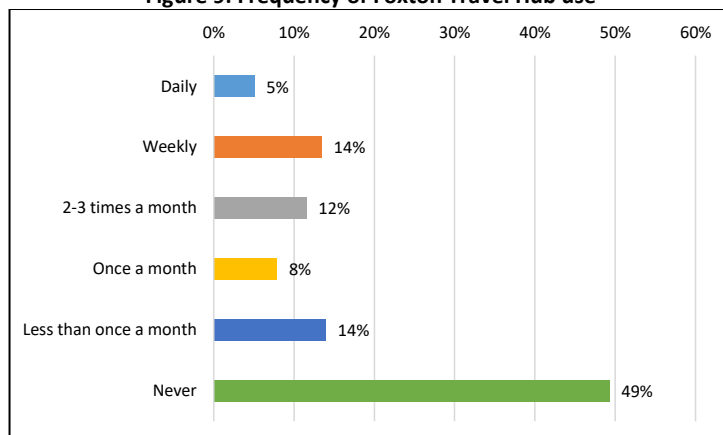
Comment theme	Respondent comments
Level crossing	<ul style="list-style-type: none"> Most of the respondents who discussed this theme felt that 'Neither Option' was suitable for the Foxton Travel Hub until issues with congestion caused by the level crossing were addressed, as they felt this was the main issue for travellers in the area Some of the respondents who discussed this theme felt that 'Neither Option' was suitable as it would increase traffic around the level crossing, which was felt to already cause problems with congestion in the area A few of the respondents who discussed this theme felt that without some form of mitigation for the level crossing, traffic (both motorised and non-motorised) travelling to/from either site would be put at risk navigating congestion caused by the crossing
Parking	<ul style="list-style-type: none"> Respondents who discussed this theme felt that the Travel Hub would attract more people to travel by car, increasing congestion in the area, due to the amount of parking available and lack of other transport options to/from the site <ul style="list-style-type: none"> Some of these respondents felt the amount of parking available was unnecessary as Foxton Station had too little public transport available to manage that many potential users Some of these respondents felt that improvements to public transport (reducing cost of use, increasing number of services) and active travel routes were

	needed over increasing the amount of parking for motorised users
Impact on local residents	<ul style="list-style-type: none"> Most of the respondents who discussed this theme were concerned that both Options would cause more congestion in the area, which would have a negative impact on local residents from increased pollution and difficulty accessing properties Some of the respondents who discussed this theme felt that both of the Travel Hub Options would be detrimental to the rural nature of local villages
Improve public transport	<ul style="list-style-type: none"> Respondents who discussed this theme felt that 'Neither Option' was suitable as the Travel Hub itself would not improve public transport pricing and number of services run, something they felt was more important
Active travel access	<ul style="list-style-type: none"> Respondents who discussed this theme felt that 'Neither Option' was safe or suitable for pedestrian or cycle access to the Travel Hub site or the station, as they did not add route improvements for active travel in the area and increased congestion

Question 3: How often would you be likely to use a Travel Hub at Foxton?

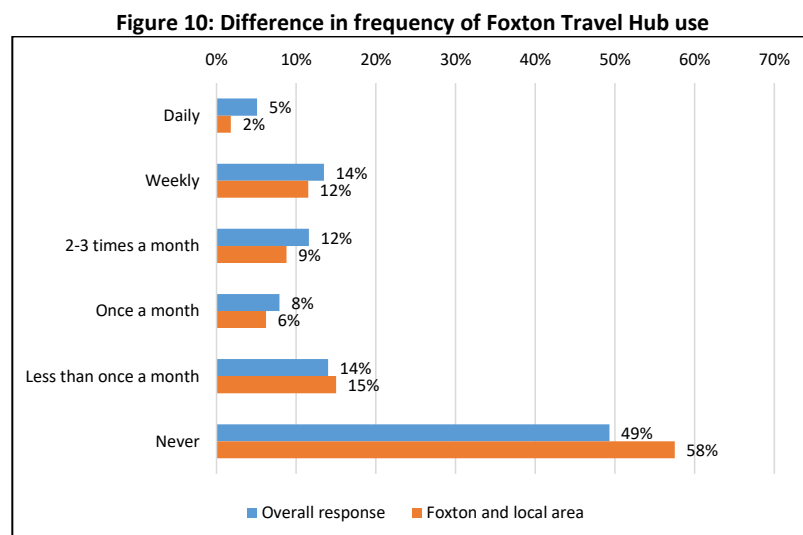
215 respondents answered the question on how often they would be likely to use a Travel Hub at Foxton. Respondents could select multiple answers to this question. Over half indicated they would use a Travel Hub at Foxton (53%), however, just under half of respondents indicated they would 'never' use it (49%).

Figure 9: Frequency of Foxton Travel Hub use



Differences in response to Question 3 for those located 'Foxton and local area'

More respondents who were located in 'Foxton and local area' indicated they would 'never' use the Travel Hub at Foxton (58%) compared to the overall response.



Question 4: Other than the facilities described in the consultation materials, are there any other facilities that you think should be provided at a Travel Hub in Foxton?

158 respondents left comments on question 4, which asked respondents if there were any other facilities, than those described in the consultation materials, which should be provided at a Travel Hub in Foxton.

Summary of main themes

Comment theme	Respondent comments
Improve bus service	<ul style="list-style-type: none"> Respondents who discussed this theme felt that bus services were needed at the Travel Hub, connecting to nearby villages and further on into Cambridge <ul style="list-style-type: none"> Some of these respondents felt that bus services connecting nearby villages would limit the need for private vehicles to access the Travel Hub Some of these respondents felt that without bus services the site would not be considered a Travel Hub
Pedestrian routes	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that a bridge or underpass over the routes connecting the Travel

	<p>Hub to the station, particularly across the A10 and level crossing, were needed for safe pedestrian access</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the station needed a bridge across the platforms for safe pedestrian access • A few of the respondents who discussed this theme felt that there should be improvements to pedestrian routes leading from the Travel Hub to nearby villages/employment sites
Cyclist improvements	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more cycle routes from villages/employment sites to the Travel Hub should be part of the proposals <ul style="list-style-type: none"> ◦ Some of these respondents felt that without these routes the site would not be considered a Travel Hub • Some of the respondents who discussed this theme felt there needed to be more cycling facilities provided, particularly more cycle parking but there were also mentions of locker spaces, cycle maintenance and changing facilities <ul style="list-style-type: none"> ◦ Some of these respondents felt cycle facilities would also be needed at the station as some users would travel on the trains with cycles • A few of the respondents who discussed this theme felt that cycle hire facilities would be beneficial at the Travel Hub
Level crossing	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that measures should be put in place to avoid the need to travel through the level crossing, such as a bridge or underpass, as it caused congestion issues in the area and was a safety concern <ul style="list-style-type: none"> ◦ Some of these respondents indicated this should be for motorised vehicles and some indicated this should be for non-motorised transport ◦ Some of these respondents felt that mitigation of the level crossing should be a priority over the Travel Hub
No further facilities	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that no further facilities than those described in the consultation materials were needed <ul style="list-style-type: none"> ◦ Some of these respondents indicated they did not want the Travel Hub
Toilets	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that toilet facilities, including baby changing, should be at the Travel Hub <ul style="list-style-type: none"> ◦ Some of these respondents felt that toilets were needed at the station
Improve rail service	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that improvements to the rail services (increased services, reduced fares, development of Cambridge South Station) were needed to reduce personal vehicle usage

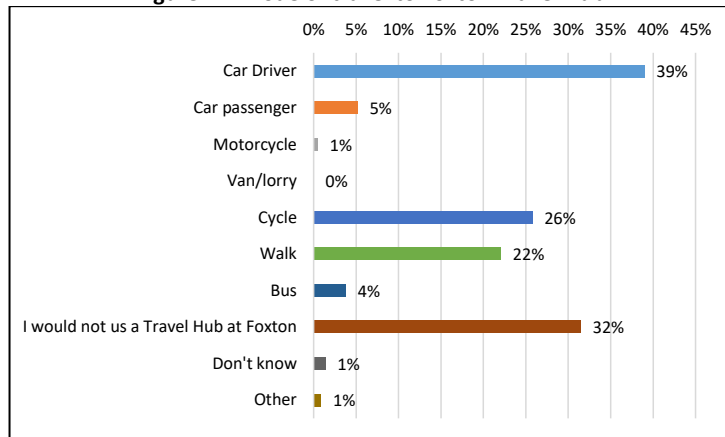
Refreshment facilities	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that refreshment facilities, such as vending machines and manned shops/cafes, should be at the Travel Hub <ul style="list-style-type: none"> ○ Some of these respondents felt these would be needed at the station
Reduced parking	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated that fewer parking spaces should be available at the Travel Hub, as they felt the number proposed was unsuitable for the area and would encourage increased personal vehicle use <ul style="list-style-type: none"> ○ Some of these respondents felt that the spaces should be converted to provide more cycle parking and electric vehicle charging points
Ticket machines	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that ticket machines should be at the Travel Hub <ul style="list-style-type: none"> ○ Some of these respondents felt that more, better maintained, ticket machines, were needed at the station
Sheltered waiting areas	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that sheltered waiting areas should be at the Travel Hub <ul style="list-style-type: none"> ○ Most of these respondents felt that sheltered waiting areas were needed at the station

Question 5: If you were to use a Travel Hub at Foxton, how would you be likely to get to the Travel Hub?

213 respondents answered the question on how, if they were to use a Travel Hub at Foxton, they would likely get to the Travel Hub. Respondents could select multiple answers to this question.

- 39% indicated they would travel as a 'car driver'
- 32% indicated they 'would not use a Travel Hub at Foxton'
- 26% indicated they would 'cycle'
- 22% indicated they would 'walk'

Figure 11: Mode of travel to Foxton Travel Hub

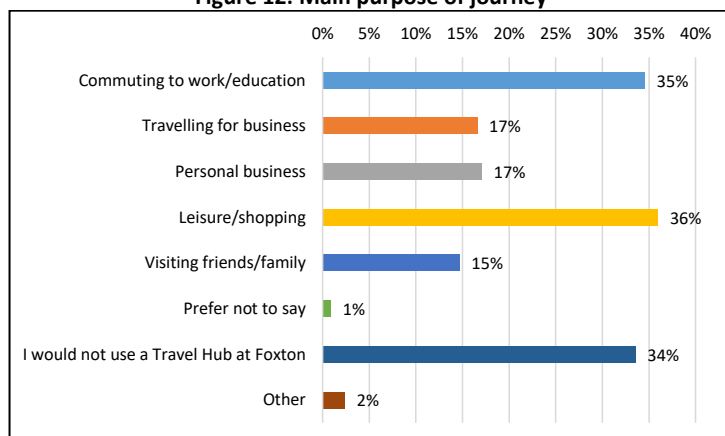


Question 6: If you were to use a Travel Hub at Foxton, what would be the likely main purpose of your journeys?

211 respondents answered the question on what the main purpose of their journeys would be, if they were to use a Travel Hub at Foxton. Respondents could select multiple answers to this question.

- 36% indicated they would use it for 'shopping/leisure'
- 35% indicated they would use it for 'commuting to work/education'
- 34% indicated they 'would not use a Travel Hub at Foxton'

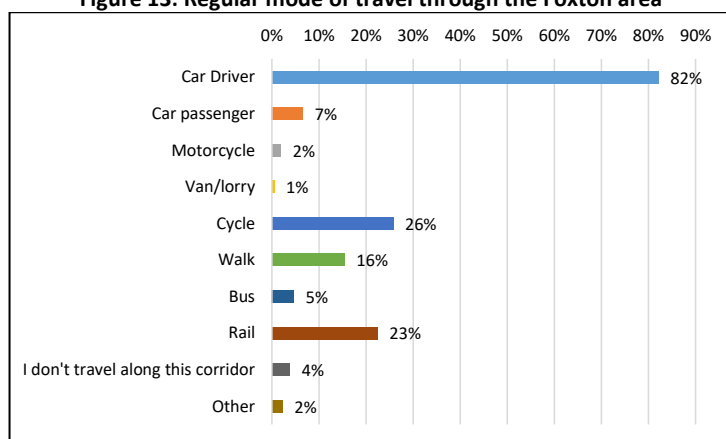
Figure 12: Main purpose of journey



Question 7: If you regularly travel through the Foxton area, please tell us how you usually travel?

213 respondents answered the question on how they usually travel through the Foxton area. Respondents could select multiple answers to this question. The majority of respondents usually travel as a 'car driver' (82%).

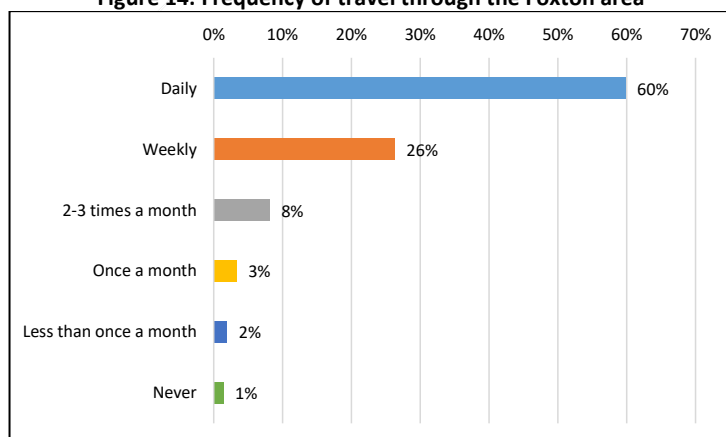
Figure 13: Regular mode of travel through the Foxton area



Question 8: How often do you currently travel through the Foxton area?

209 respondents answered the question on how often they currently travel through the Foxton area. Respondents could select multiple answers to this question. The majority of respondents indicated they travel through the Foxton area 'daily' (60%).

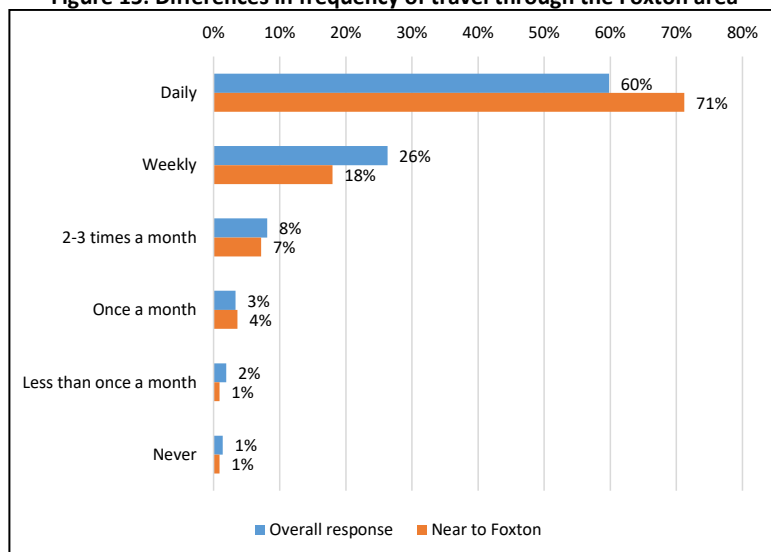
Figure 14: Frequency of travel through the Foxton area



Differences in response to Question 8 for those located 'Foxton and local area'

More respondents who were located in 'Foxton and local area' indicated they currently travel through the Foxton area 'daily' (71%) compared to the overall response

Figure 15: Differences in frequency of travel through the Foxton area

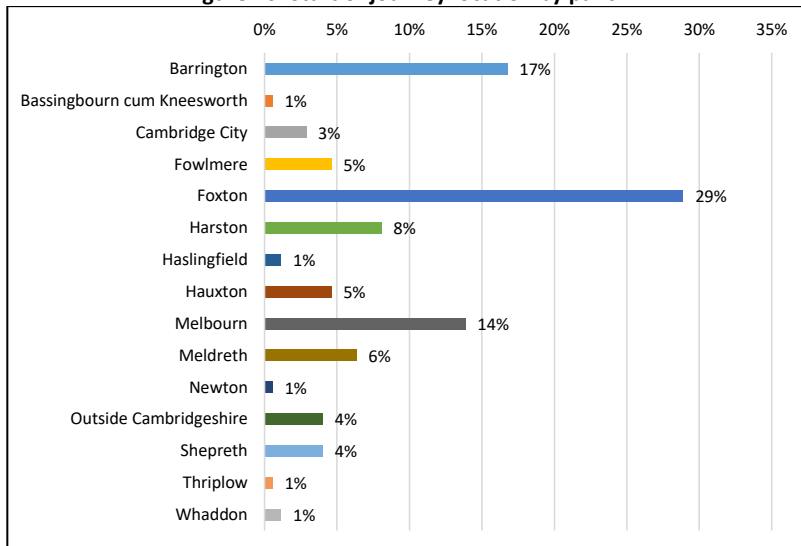


Question 9 a & b: Postcode/area of where you start your journey

173 respondents answered the questions on where they start their journey. Question 9a asked for the postcode of the starting area of a respondent's journey and question 9b asked for the area, where respondents were able to leave a free text response. These have been categorised into parish areas.

- 29% indicated they started their journey in Foxton
- 17% indicated they started their journey in Barrington
- 14% indicated they started their journey in Melbourne

Figure 16: Start of journey location by parish



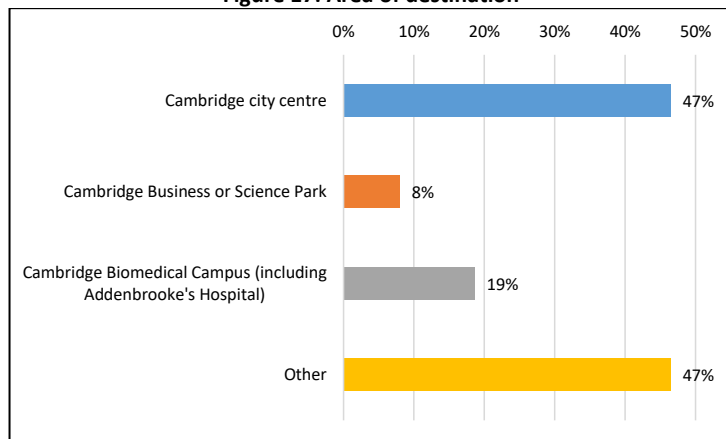
Question 9 c & d: Postcode/area of your destination

187 respondents answered the question on the area of their destination. Respondents could select multiple answers to this question. Under half of respondents indicated their destination was 'other' (47%) and under half indicated it was 'Cambridge city centre' (47%).

87 respondents left comments specifying what their 'other' destination was. These included:

- Accessing A14
- Accessing M11
- Babraham
- Baldock
- Barrington
- Bourn
- Cambourne
- Cambridge city
- Edinburgh
- Foxton
- Fulbourn
- Girton
- Great Shelford
- Harston
- Letchworth
- London
- Melbourn
- Milton
- Multiple locations outside Cambridgeshire
- Multiple locations within Cambridgeshire
- Newton
- Royston
- Shepreth
- Trumpington Park & Ride
- Wimpole

Figure 17: Area of destination



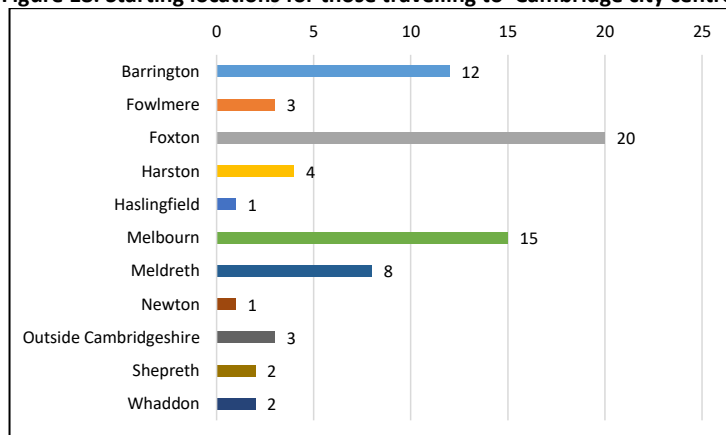
Question 9: Origin to destination of journey

160 respondents answered both the 'start of journey' and 'destination' parts of Question 9.

For those travelling to 'Cambridge city centre':

- 71 respondents answered both parts of Question 9
 - 20 respondents travelled from 'Foxton'
 - 15 respondents travelled from 'Melbourn'
 - 12 respondents travelled from 'Barrington'

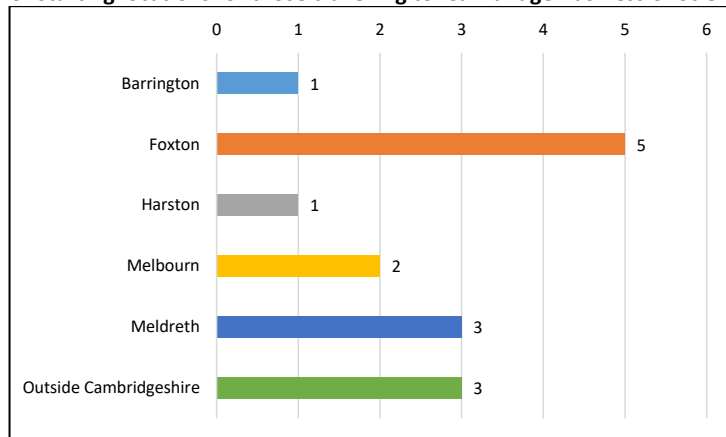
Figure 18: Starting locations for those travelling to 'Cambridge city centre'



For those travelling to 'Cambridge Business or Science Park':

- 15 respondents answered both parts of Question 9
 - 5 respondents travelled from 'Foxton'

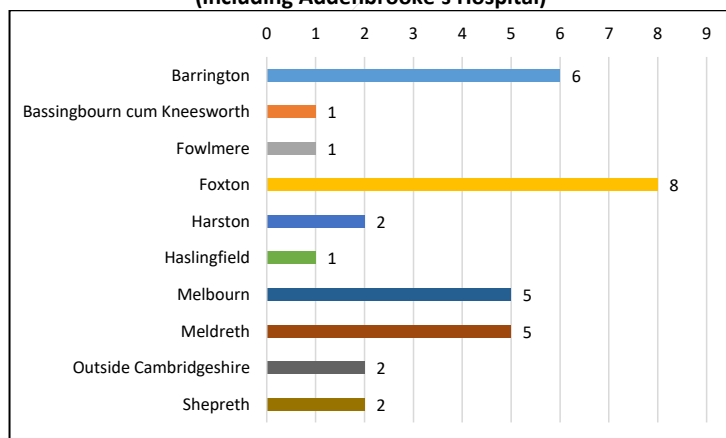
Figure 19: Starting locations for those travelling to 'Cambridge Business or Science Park'



For those travelling to 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)':

- 33 respondents answered both parts of Question 9
 - 8 respondents travelled from 'Foxton'
 - 6 respondents travelled from 'Barrington'
 - 5 respondents travelled from 'Melbourn'
 - 5 respondents travelled from 'Meldreth'

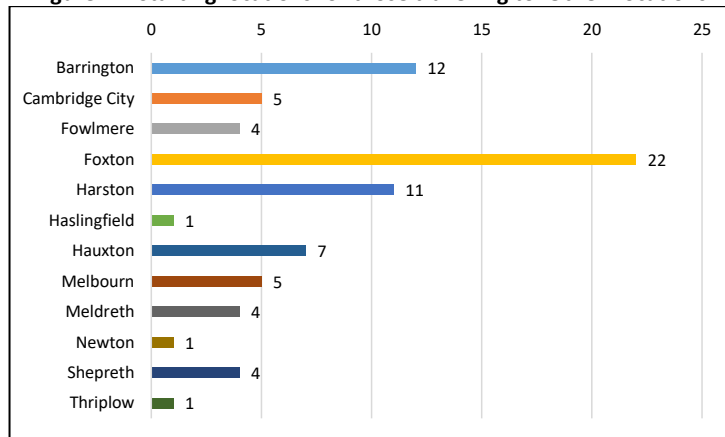
Figure 20: Starting locations for those travelling to 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)'



For those travelling to 'other' locations:

- 77 respondents answered both parts of Question 9
 - 22 respondents travelled from 'Foxton'
 - 12 respondents travelled from 'Barrington'
 - 11 respondents travelled from 'Harston'

Figure 21: Starting locations for those travelling to 'Other' locations



Question 10: Please comment if you feel any of these proposals would either positively or negatively affect or impact on any such person/s or group/s.

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

Summary of main themes related to the Equality Act 2010

Comment theme	Respondent comments
Disability	<ul style="list-style-type: none"> Most of the respondents who discussed this theme were concerned about disabled access from/to the Travel Hub and station, particularly the crossing points on the A10 and the level crossing but also the length of journey required outside a personal vehicle. <ul style="list-style-type: none"> Some of these respondents thought this would also be an issue for younger/older users A few of the respondents who discussed this theme felt that the proposals would have a negative impact on nearby villages, particularly Foxton, from the increased traffic and congestion they felt it would cause. These respondents felt this would have a significant impact on residents with disabilities and long-term health conditions <ul style="list-style-type: none"> Some of these respondents felt this would also be an issue for younger/older residents

Summary of other main themes

Local residents	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would have a negative impact on residents of nearby villages, particularly Foxton. These respondents felt the proposals would increase traffic and congestion in the area, increasing noise and air pollution <ul style="list-style-type: none"> ○ Some of these respondents also felt the proposals would have a negative impact on the local environment and wildlife
Congestion	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would increase congestion in the area <ul style="list-style-type: none"> ○ Most of these respondents felt this would result in a negative impact on local residents and the environment due to increased noise and air pollution ○ A few of these respondents felt this would have a negative impact on those using personal motorised vehicles or cycles

Question 11: We welcome your views. Please use the space below if you have any further comments on the project or proposals.

111 respondents left comments on question 11, which asked respondents if they had any comments on the project or proposals.

Summary of main themes

Comment theme	Respondent comments
Level crossing	<ul style="list-style-type: none"> • Respondents who discussed this theme had concerns about the proposals' impact on the level crossing <ul style="list-style-type: none"> ○ Some of these respondents were concerned the proposals would negatively impact on plans for the level crossing to be bypassed. These respondents felt the level crossing bypass needed to be done before a Travel Hub was developed here, as the Hub would increase the amount of traffic in an already congested area ○ Some of these respondents were concerned the Travel Hub would increase traffic in the area, which was already congested due to the level crossing
Impact on local residents	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned that the proposals would cause more congestion in the area, which would have a negative impact on local residents from increased pollution and difficulty accessing properties

	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that the proposals would be detrimental to the rural nature of local villages
Opposed to the Travel Hub	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they were opposed to the development of a Travel Hub in Foxton <ul style="list-style-type: none"> Some of these respondents indicated they opposed the Travel Hub as they felt it would increase traffic in the area, making it unsafe and negatively impact on local residents Some of these respondents indicated they opposed the Hub as they felt it would interfere with the plans to bypass the level crossing, which they felt was more important Some of these respondents indicated they were opposed as they felt the Travel Hub would not be well used due to its poor connections to Cambridge and lack of public transport options Some of these respondents felt that other Park & Ride sites should be improved instead or that a Travel Hub should be developed elsewhere, such as Meldreth
Lack of usage	<ul style="list-style-type: none"> Respondents who discussed this theme were concerned the Travel Hub would not be well used by commuters travelling to Cambridge due to a lack of public transport options and poor connections <ul style="list-style-type: none"> Some of these respondents felt the Travel Hub would mostly attract London commuters looking for cheaper places to park
Need to reduce private vehicle usage	<ul style="list-style-type: none"> Respondents who discussed this theme felt the proposals were not addressing the need to reduce private vehicle usage. These respondents felt the amount of parking spaces proposed would attract more private vehicle use in the area, as the proposals lacked improvements to public transport or active travel
Improve rail service	<ul style="list-style-type: none"> Respondents who discussed this theme felt that improvements to the rail services (increased services, reduced fares, development of Cambridge South Station) were needed to reduce personal vehicle usage and justify the development of a Travel Hub in Foxton <ul style="list-style-type: none"> A few of these respondents were concerned an increase in rail services would increase the amount of time the level crossing barriers were down, increasing congestion in the area. These respondents felt a bypass for the level crossing was needed to address this
Pedestrian improvements	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt there needed to be a pedestrian bridge over the railway line

	<p>in order for users to access both platforms safely and promptly</p> <ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that a bridge or underpass over the routes connecting the Travel Hub to the station, particularly across the A10 and level crossing, were needed for safe pedestrian access and to reduce the crossings' impact on traffic flow
Cycling improvements	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that more cycle routes from villages/employment sites to the Travel Hub should be part of the proposals <ul style="list-style-type: none"> Some of these respondents were concerned the proposals would impact on existing and planned cycling routes, such as the Greenway Some of the respondents who discussed this theme felt a bridge or underpass over the routes connecting the Travel Hub to the Station, particularly across the A10/level crossing and between the station platforms, were needed for cyclists to cross safely
Improve bus service	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that bus services were needed at the Travel Hub, connecting to nearby villages and further on into Cambridge Some of the respondents who discussed this theme felt that improvements to the bus services around Cambridgeshire would be a better investment than the Travel Hub

Map comments

Four respondents left a total of 4 comments on the 'places' interactive map. The map comments received were too singular to be grouped together for analytical purposes but can be viewed at: <https://consultcambs.uk/engagementhq.com/foxton-consultation-2019/maps/foxton-travel-hub>

Stakeholders responses

Background

17 responses were received on behalf of a number of different groups and organisations. 4 of these stakeholders responded through the survey.

A10 Corridor Cycle Campaign	Foxton Parish Council
Axis Land Partnerships	Govia Thameslink Railway
Barrington Parish Council	Meldreth, Shepreth and Foxton
Cambridge Biomedical Campus	Community Rail Partnership
Cambridge PPF	Network Rail
Cambridge University Hospitals	Railfuture East Anglia
Cllr Susan van de Ven	Reed Autos
CPRE Cambridgeshire and Peterborough	Shepreth Parish Council
EFS Technology LTD	Whaddon Parish Council

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 main themes

Comment theme	Stakeholder comments
Level crossing	<ul style="list-style-type: none"> Most of the stakeholders who discussed this theme were concerned about how these proposals would impact on the plans for the level crossing to be bypassed. These stakeholders felt this needed to be addressed as part of these proposals or before they were implemented Some of the stakeholders who discussed this theme were concerned the Travel Hub would increase traffic in the area, which was already congested due to the level crossing. There were particular concerns raised around the safety for pedestrian and cycle traffic travelling to/from the Travel Hub, as there was the potential for conflict with other traffic around the level crossing
Cycling improvements	<ul style="list-style-type: none"> Most of the stakeholders who discussed this theme felt that more cycle routes connecting villages/employment sites to the Travel Hub and each other should be part of the proposals Most of the stakeholders who discussed this theme felt that more cycle parking, with security measures such as CCTV, was needed at the Travel Hub in order to encourage more active travel in the area. These stakeholders felt that less personal vehicle parking was

	<p>needed in order to accommodate this and attract residents to use active travel alternatives</p> <ul style="list-style-type: none"> Some of these stakeholders felt that more cycle parking was needed closer to the station Some of the stakeholders who discussed this theme were concerned cycle routes around and to/from the Travel Hub and station would be made less safe by these proposals, particularly around the Hub's entrance/exit and around the level crossing. These stakeholders felt that these issues could be mitigated with cycle priority and underpasses/bridges
Pedestrian improvements	<ul style="list-style-type: none"> Most of the stakeholders who discussed this theme were concerned about pedestrian safety to/from the Travel Hub and station, particularly around the level crossing and crossing points across the A10. These stakeholders felt these issues could be mitigated by using underpasses or bridges Some of the stakeholders who discussed this theme felt that more pedestrian routes connecting villages/employment sites to the Travel Hub and each other should be part of the proposals
Travel Hub usage	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt the Travel Hub would not attract users travelling to/from Cambridge due to a lack of public transport options and poor connections. These stakeholders felt increasing bus services in the area and to/from the Travel Hub, as well as improving the frequency and size of rail services at Foxton, were needed to make the Travel Hub viable <ul style="list-style-type: none"> Some of these stakeholders felt the Travel Hub would increase congestion in the area, as London commuters who would normally travel to other stations would be attracted by the reduced cost of parking and reduced rail fares A few stakeholders felt the Travel Hub would be beneficial to those travelling to Cambridge
Impact on local residents	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned that the proposals would cause more congestion in the area, which would have a negative impact on local residents from increased pollution and difficulty accessing properties. These stakeholders also felt that the proposals would be detrimental to the rural nature of local villages
Congestion	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt the number of car parking spaces and lack of transport alternatives in the area, both active travel and public transport, would encourage more personal motorised vehicles to the area. This alongside the lack of improvements to the level

	crossing would increase congestion along the A10 and in nearby villages
Opposed to the Travel Hub	<ul style="list-style-type: none"> Stakeholders who discussed this theme indicated they were currently opposed to the introduction of a Travel Hub at Foxton. These stakeholders felt that the proposals needed to be integrated with the plans for a bypass of the level crossing and the East-West rail project, alongside more improvements cycling/pedestrian/public transport connectivity in the area before the Travel Hub was developed

Email, social media, and consultation event responses

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

Summary of main themes

Comment theme	Respondent comments
Level crossing	<ul style="list-style-type: none"> Most of the respondents who discussed this theme were concerned about how these proposals would impact on the plans for the level crossing to be bypassed. These respondents felt this needed to be addressed as part of these proposals or before they were implemented Some of the respondents who discussed this theme were concerned the Travel Hub would increase traffic in the area, which was already congested due to the level crossing. There were particular concerns raised around the safety for pedestrian and cycle traffic travelling to/from the Travel Hub, as there was the potential for conflict with other traffic around the level crossing. Some of these respondents suggested the development of a bridge/underpass to mitigate this
Pedestrian improvements	<ul style="list-style-type: none"> Respondents who discussed this theme were concerned about pedestrian access to/from the Travel Hub and station. These respondents felt the proposals would put pedestrians at risk and increase congestion, particularly around the level crossing, and a bridge/underpass was needed to mitigate this
Travel Hub usage	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt the Travel Hub would not attract users travelling to/from Cambridge due to a lack of public transport options and poor connections. Some of the respondents who discussed this theme felt the Travel Hub would increase congestion in the area, as London commuters who would normally travel to other stations would be attracted by the reduced cost of parking and reduced rail fares
Number of parking spaces	<ul style="list-style-type: none"> Respondents who discussed this theme felt the proposals were not addressing the need to reduce private vehicle usage. These respondents felt the amount of parking spaces proposed would attract more private vehicle use in the area, as the proposals lacked improvements to public transport or active travel

Opposed to the Travel Hub	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were currently opposed to the introduction of a Travel Hub at Foxton. <ul style="list-style-type: none"> ○ Some of these respondents felt that the proposals needed to be integrated with the plans for a bypass of the level crossing and the East-West rail project, alongside more improvements cycling/pedestrian/public transport connectivity in the area before the Travel Hub was developed ○ Some of these respondents felt the proposals would only attract usage from those seeking cheaper parking/travel to London, who do not usually travel in the area currently and so would increase congestion and negatively impact on local residents
Impact on local residents	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that the proposals would cause more congestion in the area, which would have a negative impact on local residents from increased pollution and difficulty accessing properties. <ul style="list-style-type: none"> ○ Some of these respondents also felt that the proposals would be detrimental to the rural nature of local villages
Improvements to public transport	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the proposals needed to improve public transport connectivity, frequency, and cost in order to be viable <ul style="list-style-type: none"> ○ Some of these respondents felt the current rail service was too expensive, unreliable, and lacked connectivity to key locations. These respondents felt that these would need improving for the Travel Hub to be attractive ○ Some of these respondents felt that more bus services could be run in the area, connecting villages and places of employment. <ul style="list-style-type: none"> ▪ Most of these respondents felt the Travel Hub should include bus services in order for it to be considered a Travel Hub
Travel Hub access	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that access to either Travel Hub site (some discussed in relation to the Southern Option, some to the Northern Option) to/from the A10 would be difficult without measures in place to mitigate current levels of congestion caused by the level crossing