



Greater Cambridge Partnership

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**CAMBOURNE TO CAMBRIDGE  
BETTER PUBLIC TRANSPORT AND  
ACTIVE TRAVEL ENVIRONMENTAL  
IMPACT ASSESSMENT - PUBLIC  
CONSULTATION**

Report of Consultation Findings





Greater Cambridge Partnership

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# **CAMBOURNE TO CAMBRIDGE BETTER PUBLIC TRANSPORT AND ACTIVE TRAVEL ENVIRONMENTAL IMPACT ASSESSMENT - PUBLIC CONSULTATION**

Report of Consultation Findings

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**WSP**

**Level 2**

**100 Wharfside Street**

**Birmingham**

**B1 1RT**

**Phone: +44 121 352 4700**

**WSP.com**

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## ***APPENDICES***

Link to Appendices [here](#)





# EXECUTIVE SUMMARY

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Between 16 May and 11 July 2022 Greater Cambridge Partnership (GCP) held a consultation on the Cambourne to Cambridge Better Public Transport and Active Travel (C2C) proposals, the focus of which was how to best manage and mitigate impacts as part of an Environmental Impact Assessment (EIA).

GCP received 580 responses to the online survey, with an additional 17 hard copies also received. A further 54 written responses were received from individuals or organisations.

Feedback from the consultation identified that respondents:

- were generally supportive of the active travel aims and active travel investment;
- were keen to see segregation between buses and pedestrians/cyclists/equestrians to ensure their safety;
- had concerns about the demand or need for the scheme;
- had concerns that the design was not sustainable, or that the environmental impacts were not fully considered;
- had concerns about the impact of additional traffic, congestion and parking on local residents;
- had concerns about the impact of construction on environment, air quality, traffic and congestion;
- were keen to see integration with EWR plans; and
- had issues over the potential loss of agricultural and greenbelt land.

Just over half of all respondents (52%, n:234) supported the proposals for an active travel path between the Travel Hub and Dry Drayton.

Where feasible, additional analyses based on postcode data were carried out to determine the views of those most likely to be impacted by the C2C scheme, i.e. those living within close proximity to the proposed route.

A higher proportion of comments from Cambourne residents were concerned about congestion/parking/traffic when compared to comments from all respondents (12% compared with 5%).

Just under half of all respondents (46%, n:213) were in favour of an additional bus stop at Highfields Caldecote; when considering just those respondents who gave a Highfields postcode (n:18), 87% were in favour of an additional bus stop. Although this sample size is small it shows strong local support.

Overall, 38% of respondents supported the modification of the proposals to an on-road route via St Neots Road. Considering the responses from those who live nearby, 27% of Hardwick residents were supportive.



Views on the route refinement proposals north of Coton also showed differences in responses based on where respondents were residing. 31% of all respondents were supportive or strongly supportive of the refinements proposed north of Coton, whereas only 17% of Coton residents felt similarly supportive (although the sample size is small). 60% of Coton respondents also felt that there should not be a bus stop where the route crosses Cambridge Road in Coton, compared with 17% of all respondents.

Analysis of the geographical spread and the breadth of responses from different demographic groups demonstrates that GCP has delivered a robust consultation.

# 1 INTRODUCTION

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## 1.1 ABOUT THIS DOCUMENT

- 1.1.0. This document describes the engagement and consultation activities undertaken by the Greater Cambridge Partnership (GCP) for the fourth public consultation on the proposals for Cambourne to Cambridge Better Public Transport and Active Travel (C2C), the focus of which was how to best manage and mitigate impacts as part of an Environmental Impact Assessment (EIA).
- 1.1.1. The C2C project is a proposed new public transport route linking Cambourne to Cambridge via the new Bourn Airfield development, the Scotland Farm Travel Hub, Hardwick and the West Cambridge campus.
- 1.1.2. The consultation took place between 16 May and 11 July 2022. As well as documenting the process by which the consultation was completed, this report also presents the feedback that was received during the consultation period.

## 1.2 CONTEXT

- 1.2.0. Through the City Deal, the GCP is delivering a comprehensive programme of sustainable transport projects, working with local authority partners to create a world-class transport network that can meet the needs of the area both now and into the future.
- 1.2.1. The C2C project is one of four corridor schemes which, together with measures to free up the congested city centre and a network of cycling and walking Greenways, along with other infrastructure improvements, aim to create more sustainable, accessible and reliable ways to travel into and around Cambridge.
- 1.2.2. Each of these routes is intended to be served by modern, electric public transport vehicles that can be adapted as technology changes.
- 1.2.3. The scheme is developed with regular input from stakeholders, gathered through three previous public consultations (in 2015, 2017/18 and 2019), and continuing community and stakeholder groups and meetings. Wherever feasible, feedback has been reflected in developing plans.
- 1.2.4. In autumn 2015, the Cambourne to Cambridge: Better Bus journeys initial stage consultation asked people about their journey experiences, proposed options and associated provision. More than 2,000 comments were received, with many agreeing in principle to better bus journeys between Cambourne and Cambridge, emphasising that 'reliable journey times' would be key to making bus travel a better alternative to the car.
- 1.2.5. In winter 2017/2018, the Cambourne to Cambridge Phase 1 consultation, on the section of proposed route between the city and Madingley Mulch Roundabout, was held. Consultation on proposals for the Phase 2 section of the route, from Madingley Mulch to Bourn Airfield and on to Cambourne, and for updated proposals for Park and Ride sites followed in early 2019.
- 1.2.6. Whilst a preference between Travel Hub sites options was clear (54% in 2017/18 and 63% in 2019 preferring Scotland Farm), this was not the case for transport route options.
- 1.2.7. In 2015, options proposing a bus lane from Madingley Mulch Roundabout to Cambridge via Madingley Road and bus-only route from Cambourne to Bourn Airfield received majority support

(66.8% and 58.1% respectively). In 2017/18, from over 2,000 responses there was no overall majority: an on-road tidal bus lane was the most preferred route option from Cambridge to Madingley Mulch Roundabout (40%) and an off-road route was preferred by 33% of respondents.

- 1.2.8. In 2019, from just under 1,000 responses, just under half (48%) of respondents indicated that 'off-road' would be preferred between Madingley Mulch and Bourn Airfield. 20% preferred 'on-road with public transport priority lanes.' 19% preferred 'on-road with junction improvements' and 9% indicated that they didn't want any of the options.
- 1.2.9. Detailed responses were received from consultees including the National Trust and Historic England, and from landowners, as well as from individuals, businesses and organisations, highlighting prevailing views, suggestions and concerns. Working groups involving stakeholders including Cambridge Past, Present and Future and CamCycle were convened to give regular input and devised principles for scheme design.
- 1.2.10. Following significant engagement including three public consultations and extensive technical work to assess options, plan and refine the route, (all detailed in the Outline Business Case), the GCP Executive Board agreed in 2021 to undertake an Environmental Impact Assessment (EIA) including a public consultation on the preferred scheme.
- 1.2.11. This more qualitative consultation looks in more detail at the scheme's effects on the environment and local communities, considering ways to reduce impacts, both temporarily during construction and in the long term.

## 1.3 ABOUT THE PROPOSALS

- 1.3.0. The proposals put forward as part of this consultation include:
  - A public transport route between Cambourne and Cambridge, providing reliable and sustainable services bypassing general traffic congestion
  - A new travel hub site off the A428/A1303
  - New cycling and walking facilities
- 1.3.1. The recommended C2C route starts by running on existing roads through Cambourne. The GCP is working closely with East West Rail to make sure that the route would connect with the proposed Bedford to Cambridge rail link and location for a Cambourne station.
- 1.3.2. After leaving Cambourne the route continues off-road on a purpose-built track away from general traffic. It will pass through Bourn Airfield and run south along the A428/A1303 via a new Travel Hub site at Scotland Farm.
- 1.3.3. From the Travel Hub, the route continues off-road from Madingley Mulch roundabout and passes to the north of Coton. It then goes via the West Cambridge site and the Rifle Range up to the closest possible point within central Cambridge. Public transport services would continue on-road to the city centre, to employment sites such as Cambridge Biomedical Campus, Addenbrooke's Hospital and Cambridge Science Park.

Figure 1-1 - Overview of the proposed C2C route



## 2 CONSULTATION

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### 2.1 INTRODUCTION

- 2.1.0. Public consultation on the preferred route and its potential environmental impact is essential to inform the EIA. Public consultations allow all those with an interest in the proposals including local people and organisations, as well as statutory bodies, to give their views about the scheme, identifying issues and opportunities which are, wherever feasible, fed into plans for the scheme. There has already been extensive consultation through the previous three consultations on the development of the scheme.
- 2.1.1. Consultation launched on 16 May 2022 and closed on 11 July 2022. This was the fourth public consultation on proposals to best manage and mitigate the scheme's impacts as part of an Environmental Impact Assessment (EIA). The GCP sought views on detailed scheme proposals and possible impacts, as well as ways to manage and mitigate those impacts.
- 2.1.2. Consultation materials were prepared to help people understand the environmental impacts and mitigations. The consultation was promoted extensively via a number of communication channels to raise awareness and encourage participation.

### 2.2 WHO WAS CONSULTED

- 2.2.0. The GCP wanted to give all stakeholders the opportunity to provide feedback on the proposals, regardless of whether they participated in earlier consultations. The consultation was open to anyone interested in the proposals. All views were welcomed, and Chapter 5 of this report provides details of the feedback received. GCP will take all feedback into consideration when developing the design.
- 2.2.1. There is a duty to consult the local community and information was sent to a consultation zone of almost 12,000 addresses in the vicinity of the scheme.
- 2.2.2. In preparation for the consultation, early engagement was held with the following stakeholders:
- Landowners and impacted communities were contacted before the launch of public consultation to provide them with information about the current proposals.
  - The Executive Board, Joint Assembly, Council partners, and other priority stakeholders were also briefed in advance about the proposals.
- 2.2.3. The GCP also identified the following groups to consult:
- Local groups / representatives
  - Business groups and local businesses
  - Hospitals, Colleges and Universities
  - Transport groups
  - Schools
  - Environmental groups
  - Youth and seldom heard community groups
  - Residents of Greater Cambridge and anyone with an interest in the scheme.

## 2.3 HOW GCP CONSULTED

2.3.0. GCP is committed to ensuring that any consultation process and associated communications are made accessible to as many parts of the community as possible. Consultation activities included:

- Publishing the Consultation Brochure
- Setting up a project specific page (online portal) on ConsultCambs website
- Publishing the survey (online and hard copy)
- Holding online event webinars
- Promotion through print media advertising and social media posts
- Mailing a leaflet to almost 12,000 properties
- Holding information events and in-person presentations

2.3.1. Information about the proposed scheme was designed to be accessible and easy to understand. Copies of the consultation material can be found in Appendix A.

## 2.4 MATERIALS PRODUCED TO SUPPORT CONSULTATION

### Consultation Brochure

2.4.0. The consultation brochure outlined the historical development, described the detailed scheme proposals and possible impacts, as well as ways to manage and mitigate those impacts. Content described the EIA process and general information for the scheme, including Operating standards, Considering Carbon footprint, Biodiversity Commitment, Land and Property, the Active Travel Path, Bus Stops, Travel Hub and Construction. See Appendix A.1.

2.4.1. The brochure was published on the consultation website.

2.4.2. Print copies of brochures, surveys and leaflets were also available on request and at in-person events.

### Online Portal

2.4.3. All consultation material was available via the ConsultCambs portal, GCP's online engagement platform. The URL was <https://consultcambs.uk.engagementhq.com/c2c-eia-2022>

2.4.4. There had been 3791 hits on the ConsultCambs consultation page as of 19 July 2022.

### Survey

2.4.5. An online survey, hosted on the ConsultCambs website for the duration of the consultation period, was the main mechanism through which respondents could comment on the proposals. Written responses, via email or hard copy, were also accepted. See Appendix A.2.

### Leaflet

2.4.6. A leaflet signposting local residents and businesses was distributed directly to almost 12,000 properties. Copies were also available at community meetings. See Appendix A.3.

### Alternative formats

2.4.7. As well as being available online, all materials were available in print and in other print formats (large print, braille, alternative languages) upon request to ensure that the process was fully inclusive and that everyone who wished to participate had the opportunity to do so. No requests were received for information in an alternative format.

## 2.5 CONSULTATION ACTIVITIES

2.5.0. The consultation was promoted through a variety of channels:

- Emails to the scheme’s distribution list (viaGovDelivery)
- Emails and letters to landowners and key stakeholders
- Social media posts
- Press release and media advertising
- Bus stop advertising
- leaflet distribution to residents and businesses
- Online webinars and in-person events

### Emails and letters

2.5.1. Emails were sent out to 2933 stakeholders at the start of the consultation period on 16 May 2022 using the GovDelivery channel; a list can be found in Appendix C. Notification of the consultation was also distributed to landowners, local businesses and schools and other key stakeholder groups, via letter, described in Table 2-1. Letters invited key landowners to meetings which took place during the consultation period. Copies of the letters and emails can be found in Appendix B.

2.5.2. An email was also sent from Rachel Stopard, Chief Executive of the Greater Cambridge Partnership to key business and political leaders including newly appointed local councillors following local District and City Council elections.

**Table 2-1 – Stakeholder groups**

Stakeholder group	Date of communication	Mechanism
Impacted landowners	12 May 2022	Tracked letter via Royal Mail
Stakeholder organisations: Auto Cycle Union Ltd British Driving Society British Horse Society Byways and Bridleways Trust Cambridge Rambling Club Cambridge University Riding Club* Cambridge Water Cambridgeshire Local Access Forum* Cambridgeshire, Bedfordshire and Northants Wildlife Trust Cambs Archaeology* CamCycle Cyclists Touring Club DEFRA DVLA East West Rail	14 May 2022	Letter via Royal Mail



Stakeholder group	Date of communication	Mechanism
Eastern Power Networks Environment Agency* Fire & Rescue Services Historic England* Living Sport National Highways National Trust* Natural Cambridgeshire Natural England Network Rail* Office of Rail and Road* Open Spaces Society Rail Partnerships* Ramblers Association Secretary of State for Defence Secretary of State for Transport Shelford and District Bridleways group* Sports England Stagecoach* Sustrans Transport Focus		
Other stakeholders, e.g. local businesses and community groups	14 May 2022	Letter via Royal Mail
GovDelivery subscribers	16 May 2022	Email
GCP and council partners: Joint Assembly GCP Board Head of Planning Services Cambridge City Council South Cambridgeshire District Council Cambridgeshire County Council	Prior to launch of consultation	Pre-consultation engagement

\*Emails were also sent to named contacts for these organisations

- 2.5.3. Emails provided links to the consultation materials on the online portal, dates of public consultation events and instructions on how to attend

### Social media

- 2.5.4. Information about the consultation was posted throughout the consultation period on GCP's social media channels through Facebook, Nextdoor and Twitter. This included details of the online and in-

person information events and how to provide feedback. Examples of the posts can be found in Appendix D.4.

**Press release**

- 2.5.5. An advance press briefing and press release gave information about the scheme, the consultation and how to get involved. The news release was added to the GCP webpages on 16 May 2022 and distributed to the media. See Appendix D.1 for a copy of the press statement.

<https://www.greatercambridge.org.uk/news/public-can-help-shape-final-design-of-cambourne-to-cambridge-scheme>

**Press advertisements**

- 2.5.6. Advertisements were also placed in local press as detailed in Table 2-2. Copies of the advertisements can be found in Appendix D.2.

**Table 2-2 – Press advertising**

Publication name	Dates
South Cambs Magazine	Printed in Summer distribution (23 May to 4 June)
Cambridge News	3 weeks, beginning 6 June 2022
Cambridge Independent	3 weeks, beginning 1 June 2022
Cambs Times and Hunts Post	3 weeks, beginning w/c 6th June 2022

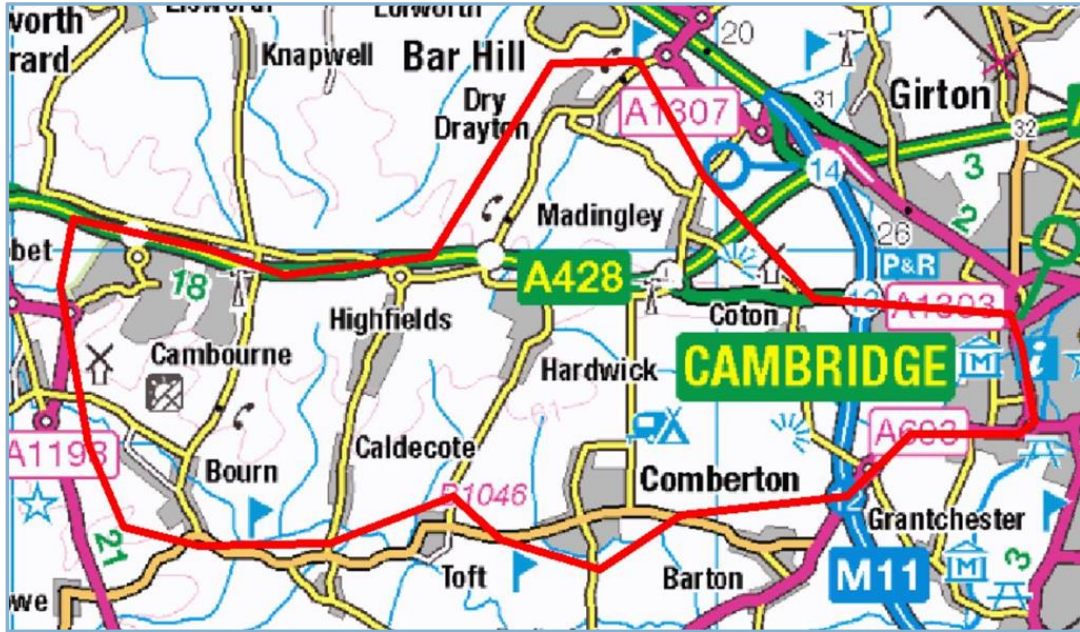
**Bus stop advertising**

- 2.5.7. Advertisements were also placed on bus shelters at key locations at the CB1 bus/rail interchange and at 8 stops at the Park and Rides. These were in place between 6 June and 4 July 2022.

**Leaflet mailing**

- 2.5.8. The consultation was advertised through the distribution of leaflets to almost 12,000 addresses within the Greater Cambridge area. This contained details of the consultation dates and how to view the consultation material and provide feedback. The distribution area is shown in Figure 2-1.

Figure 2-1 - Map illustrating the leaflet distribution area



2.5.9. The leaflets were circulated to almost 12,000 residential and business addresses

2.5.10. Online webinars and in-person events

2.5.11. A combination of virtual and face-to-face events were held to give people the opportunity to find out more about the proposals and put questions directly to the project team. In-person events were held in line with public health guidance in place at the time. Wherever possible, the project team attended community forums, council or parish meetings. Project-specific events were also held. A powerpoint presentation was delivered which outlined the current proposals, followed by a question and answer session. The presentation can be found in Appendix A.4.

**Community forum, council or parish meetings**

2.5.12. Parish Councils were asked to share notification of the consultation and local events on their village or town social media channels and websites. Table 2-3 details the meetings attended by the project team. All meetings were open to the public.

Table 2-3 – Community forum, council or parish meetings

Date	Venue/channel	Audience
16 May 2022	online via Zoom	Cambridgeshire County, Cambridge City and South Cambridge District Council (SCDC) Councillor briefing
17 May 2022	online via Zoom	Cambridgeshire County, Cambridge City and SCDC Councillor briefing
6 June 2022	online via Zoom	West Area Community Forum

7 June 2022	In person	Cambourne Full Council meeting
7 June 2022	In person	Dry Drayton Parish Council
8 June 2022	In person	Comberton Parish Council
14 June 2022	In person	Coton Parish Council meeting
15 June 2022	In person	Hardwick Parish Council
15 June 2022	In person	Bourn Parish Council meeting
16 June 2022	online via Zoom	West Central Area Committee
6 July 2022	online via Zoom	A428 Development Cluster Community Forum: Cambourne West and Bourn Airfield

### Project specific events

2.5.13. Four project-specific events were held, outlined in Table 2-4.

**Table 2-4 – Project information events**

Date	Venue/channel	Audience
26 May 2022	online via Zoom	Public
14 June 2022	Cambourne Village College In person	Public
20 June 2022	Online via Zoom	Public
30 June 2022	Selwyn College In person	Public

2.5.14. GCP also supplied information and materials relating to the consultation to Cambridgeshire and Peterborough Combined Authority and to East West Rail who were running their own transport consultations at the same time.

## 2.6 MEDIA COVERAGE

2.6.0. A significant amount of media coverage was generated about the consultation, as summarised in Table 2-5.

2.6.1. Copies of articles can be found in Appendix D.3.

**Table 2-5 – Press coverage**

Date	Publication/channel	Themes
18 May 2022	BBC Radio Cambridgeshire: a pre-recorded interview with Councillor Elisa Meschini (Deputy Leader of Cambridgeshire County Council and Chair of GCP Executive Board)	Fourth consultation on the scheme Opportunity to see how the scheme has developed Opportunity for the public to have a say
18 May 2022	Cambridge Independent: page 8 opinion piece by Councillor Elisa Meschini	Outlines current and future consultations being carried out by GCP Encourages participation Provides link to consultation material
18 May 2022	Cambridge Independent: page 8 & 9	Describes bus gate proposals for St Neots Road Describes differing views on current proposals Provides link to consultation information and survey
21 and 22 May 2022	Cambridge Independent (online) <a href="https://www.cambridgeindependent.co.uk/news/biodiverse-habitats-will-be-destroyed-by-160m-cambourne-to-9264587/">Plans for eight lanes of traffic in Hardwick under Cambourne to Cambridge busway proposals could be scrapped (cambridgeindependent.co.uk)</a>	Opinion divided regarding bus gate proposals on St Neots Road Provides link to consultation material
13 July 2022	Cambridge Independent (print; page 19)	Presents opposition viewpoint of local charity Provides link to scheme information on GCP website
19 July 2022	Cambridge Independent (online) <a href="https://www.cambridgeindependent.co.uk/news/biodiverse-habitats-will-be-destroyed-by-160m-cambourne-to-9264587/">https://www.cambridgeindependent.co.uk/news/biodiverse-habitats-will-be-destroyed-by-160m-cambourne-to-9264587/</a>	Presents opposition viewpoint of local charity Provides link to scheme information on GCP website

## 3 RESPONSE ANALYSIS METHODOLOGY

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### Survey

- 3.1.0. The online survey was hosted on GCP's ConsultCams, the project's online consultation portal. Online responses were processed directly through the portal, while all data from paper copies, including verbatim responses to open questions, were entered manually.
- 3.1.1. The combined dataset was downloaded into a spreadsheet and a series of logic and range checks, as well as further spot checks of manually entered data, were completed prior to analysis. Microsoft Excel and GIS mapping software were both used to analyse the data, with the results of this analysis presented in the series of charts, tables and maps which are shown in subsequent sections.

### Qualitative Analysis - coding of free text responses

- 3.1.2. The survey contained both open and closed questions. Open questions invite free-text responses which provides valuable additional insight into respondents' opinions.
- 3.1.3. The free-text responses required further processing, or thematic 'coding', whereby statements within comment boxes are translated into a series of numeric codes, to identify common themes and enable the categorisation of the comments. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.
- 3.1.4. A code frame is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number. The code frame for this consultation underwent a series of reviews during the analysis to ensure that any new themes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

### Quantitative Analysis – closed questions

- 3.1.5. The survey also contained closed questions, where respondents choose their preference between multiple choices.
- 3.1.6. These provide quantitative data where the preferences of respondents can easily be compared.

### Other written responses

- 3.1.7. Emails received from individuals or groups and organisations were reviewed for content and key themes identified. These are presented in Chapter 6 with original responses presented in Appendix E. Any personal details have been redacted.

### Analysis based on postcode

- 3.1.8. Postcode data (where provided) has been used to understand and appreciate the views of those who are most likely to be impacted by the proposals. This analysis has been carried out where more than 15 respondents from a given area responded to a relevant question; caution should be used when interpreting data from small sample sizes to avoid drawing erroneous conclusions.

## 4 ABOUT THE RESPONDENTS

### 4.1 RESPONDENT PROFILE

4.1.0. GCP received 580 responses to the online survey, with an additional 17 hard copies also received. A further 54 written responses were received from individuals or organisations, either via email or by letter.

**Table 4-1 – Responses received to the consultation**

Type of responses	Number
Online survey	580
Hard copy survey	17
Written responses – from individuals	29
Written responses – from organisations	25
Total	651

#### Survey respondents' demographic data

- 4.1.1. Survey respondents were asked to complete a series of demographic-related questions and the responses are summarised in this section. Percentages are rounded to the nearest whole number and, as such, totals may not equal 100. Respondents did not have to complete this information.
- 4.1.2. Question 29 asked respondents to 'indicate your interest in the project'. A total of 594 respondents chose to answer and were able to select more than one response, resulting in a total of 815 responses to this question. These responses are provided in Table 4-2.
- 4.1.3. The largest group of respondents described themselves as residents of Hardwick, with 34% (n:275) of respondents. 19% (n:158) reported that they regularly travelled in the area. Where respondents indicated 'other' they were asked to provide additional information in a free text box. These answers are provided in Table 4-3.

**Table 4-2 – Respondents' interest in the project**

Interest in the project	Number of responses (n:815)	Percentage of responses (n:815)
Resident in Newnham	34	4%
Resident of Coton	67	8%
Resident of Madingley	5	1%
Resident of Comberton	19	2%

Interest in the project	Number of responses (n:815)	Percentage of responses (n:815)
Resident of Hardwick	275	34%
Resident of Dry Drayton	18	2%
Resident of Highfields/Caldecote	28	3%
Resident of Bourn	10	2%
Resident of Cambourne	63	8%
Resident elsewhere in South Cambridgeshire	27	3%
Resident elsewhere in Cambridge	38	5%
Resident elsewhere	13	2%
Local business owner/employer	21	3%
I regularly travel in the area	158	19%
I occasionally travel in the area	21	3%
Other	18	2%

**Table 4-3 – ‘Other’ interest in the scheme**

Nature of interest	Number of responses
Ecological and environmental	3
Work in Cambridge/West Cambridge	5
Regular user of Hardwick businesses	1
Own a house in Cambridge	1
Work for a business that may be impacted	1
Regular cyclist	1
Rights of Way volunteer	1
Interest in equestrian use	1
Professional highway engineer	1
Local political representative	2

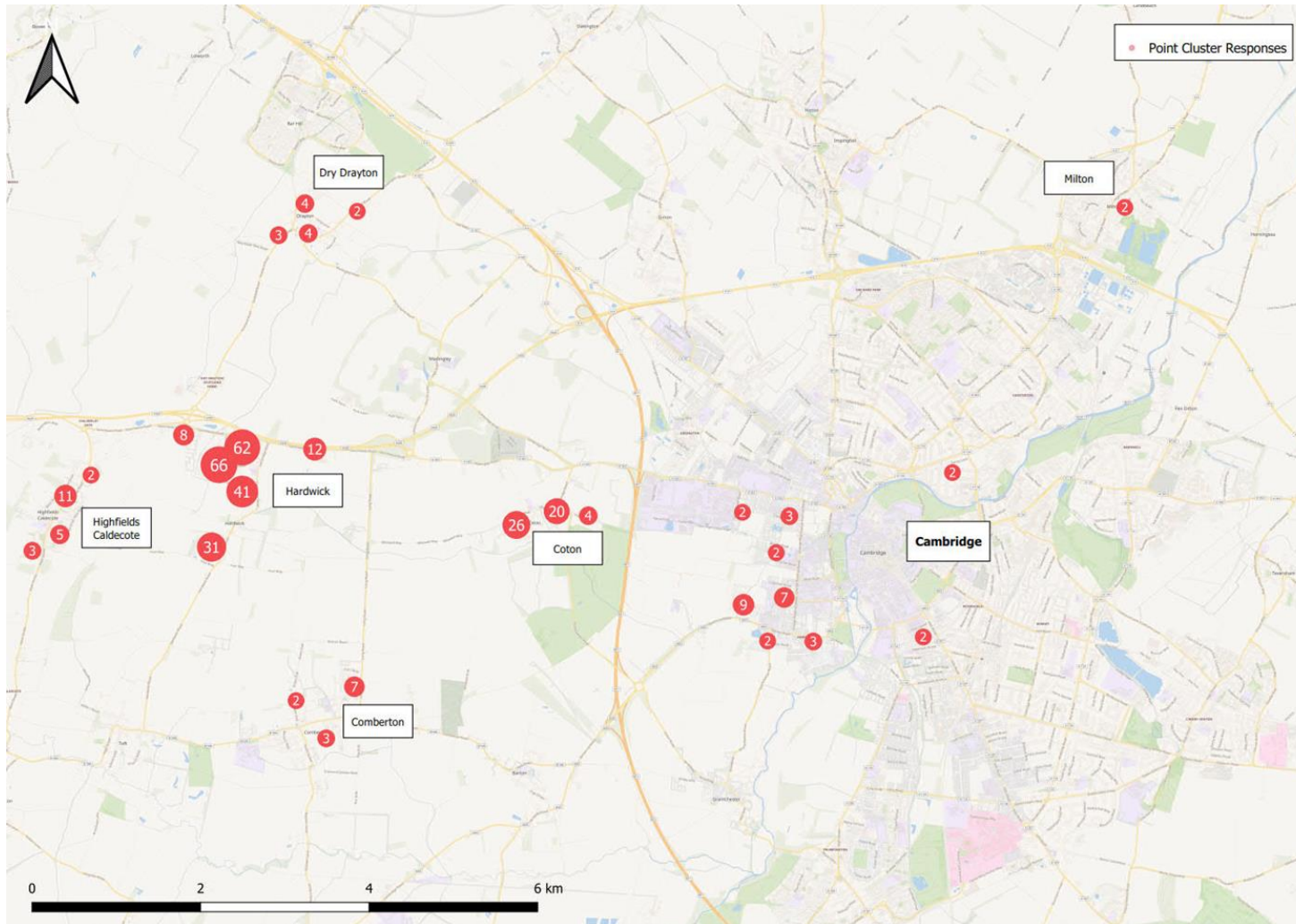


Nature of interest	Number of responses
Landowner	1

**Distribution of responses**

- 4.1.4. Respondents were asked to provide their postcode, 463 respondents supplied at least a partial postcode.
- 4.1.5. Figure 4-1 illustrates where responses were received from. 35 responses are not shown, either due to the scale of the map, or because they were responses which could potentially be attributed to a single address.

Figure 4-1 - Responses by postcode area



4.1.6. 463 respondents provided postcode data complete enough to identify the postcode district. The largest proportion of respondents (85%, n:392) were from the CB23 postcode district which covers the area close to the proposed route.

**Table 4-4 – Number of responses by postcode district**

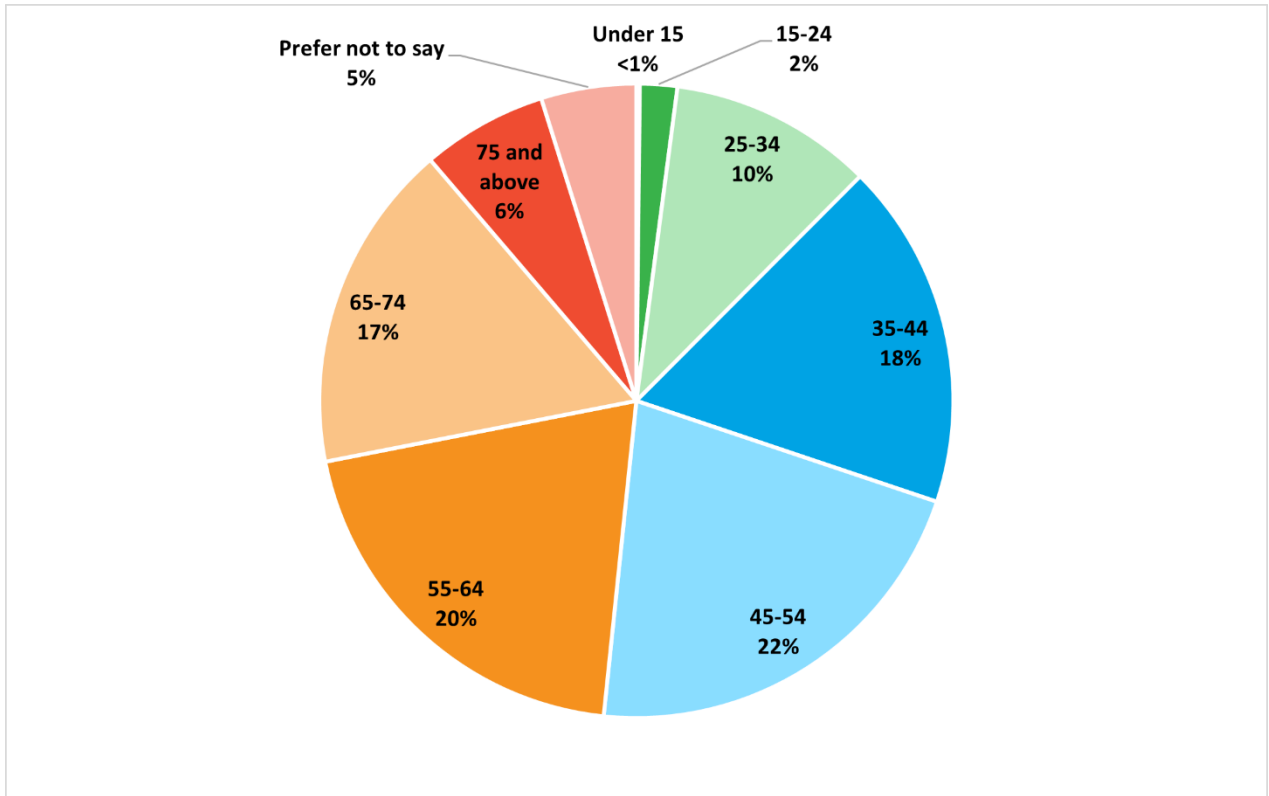
Postcode District	Post town	Coverage	Number of respondents
CB1	Cambridge	Cambridge (Central, South), Teversham (parts of)	6
CB2	Cambridge	Cambridge (West)	4
CB3	Cambridge	Cambridge (North-West), Girton	34
CB4	Cambridge	Cambridge (North)	5
CB5	Cambridge	Cambridge (East)	3
CB6	Ely	Aldreth, Apes Hall, Chettisham, Coveney, Ely (west), Haddenham, Little Downham, Little Thetford, Littleport, Mepal, Pymore, Stretham, Sutton, Wardy Hill, Wentworth, Wilburton, Witcham, Witchford	2
CB22	Cambridge	Cambourne (Great, Lower and Upper), Barton, Comberton, Harlton, Great and Little Eversden, Bourn, Highfields Caldecote, Coton, Haslingfield, Kingston, Hardwick, Toft, Longstowe, Madingley, Dry Drayton, Papworth Everard, Lolworth, Bar Hill, Elsworth, Knapwell, Conington, Boxworth, Caxton, Papworth Saint Agnes	3
CB23	Cambridge	Cambourne (Great, Lower and Upper), Barton, Comberton, Harlton, Great and Little Eversden, Bourn, Highfields Caldecote, Coton, Haslingfield, Kingston, Hardwick, Toft, Longstowe, Madingley, Dry Drayton, Papworth Everard, Lolworth, Bar Hill, Elsworth, Knapwell, Conington, Boxworth, Caxton, Papworth Saint Agnes	392
CB24	Cambridge	Impington, Histon, Oakington, Longstanton, Willingham, Swavesey, Over, Fen Drayton, Milton, Rampton, Cottenham (parts of), Northstowe	4
CB25	Cambridge	Cottenham (parts of), Landbeach, Rampton, Burwell, Swaffham Bulbeck, Swaffham Prior, Stow-Cum-Quy, Bottisham, Lode, Waterbeach, Horningsea, Chittering	2
PE28	Huntingdon	Abbots Ripton, Alconbury, Alconbury Weston, Barham, Bluntisham, Brampton, Broughton, Buckworth, Bythorn, Catworth, Colne, Coppingford, Covington, Earith, Easton, Ellington, Fenstanton, Glatton, Grafham, Great Gidding, Great Stukeley, Hamerton, Hartford, Hemingford Abbots, Hemingford Grey, Hilton, Houghton, Keyston, Kimbolton, Kings Ripton, Leighton Bromswold, Little Gidding, Little Stukeley, Lower Dean, Molesworth, Old Hurst, Old	1

Postcode District	Post town	Coverage	Number of respondents
		Weston, Perry, Pidley, Sawtry, Somersham, Spaldwick, Stow Longa, Tilbrook, Upper Dean, Warboys, Wennington, Winwick, Wistow, Woodhurst, Woodwalton, Woolley, Wyton	
CT2	Canterbury	Canterbury (Hales Place, London Road, St Stephen's and Broad Oak Road, St Dunstons and Whitstable Road), Harbledown, Rough Common, Sturry, Fordwich, Blean, Tyler Hill, Broad Oak, Westbere	1
IP13	Woodbridge	Woodbridge, Easton, Framlingham, Little Bealings, Laxfield,	1
LU2	Luton	Luton (East), Chiltern Green, Cockernhoe, East Hyde, Lawrence End, Lilley, New Mill End, Peters Green, Tea Green, The Hyde, Wandon End, Wandon Green, Winch Hill, London Luton Airport	1
SG8	Royston	Royston, Abington Pigotts, Arrington, Barkway, Barley, Bassingbourn, Chrishall, Croydon, Fowlmere, Great Chishill, Guilden Morden, Heydon, Kelshall, Kneesworth, Litlington, Little Chishill, Melbourn, Meldreth, New Wimpole, Nuthampstead, Orwell, Reed, Shepreth, Shingay, Steeple Morden, Tadlow, Therfield, Thriplow, Wendy, Whaddon	2
TA4	Taunton	Bicknoller, Bishops Lydeard, Crowcombe, Milverton, West Bagborough, Williton, Wiveliscombe	1
MK45	Bedford	Amphill, Barton-le-Clay, Clophill, Cotton End, Flitton, Flitwick, Gravenhurst, Greenfield, Haynes, Haynes Church End, Herring's Green, Houghton Conquest, How End, Kempston Hardwick, Maulden, Millbrook, Pulloxhill, Sharpenhoe, Silsoe, Steppingley, Westoning, Wilstead	1

## Age range

- 4.1.7. Question 30 asked respondents to indicate their age range and 577 respondents responded. As shown in Figure 4-2 and Table 4-5, almost two-thirds of respondents were 45 or older. According to 2011 Census data (the most recently available), 23% of people in Cambridge were between the ages of 15-24, which suggests there may be an under-representation of the city's student population, in particular, in terms of respondents to this consultation.

**Figure 4-2 - Age of respondents**



Base: all who provided a response (n:577)

**Table 4-5 – Age of respondents**

Age	Number of respondents (n:577)	Percentage of respondents (n:577)
Under 15	1	0%
15-24	11	2%
25-34	60	10%
35-44	102	18%
45-54	124	21%
55-64	117	20%
65-74	97	17%
75 and above	37	6%
Prefer not to say	28	5%

## Employment status

- 4.1.8. Question 31 asked respondents to indicate their employment status. A total of 588 responses were received as respondents were able to select more than one option. For the highest proportion of responses, 56% (331 responses), respondents advised they were employed.

**Table 4-6 – Employment status of respondents**

Employment status	Number of responses (n:588)	Percentage of responses (n:588)
In education	17	3%
Employed	331	56%
Self-employed	62	11%
Unemployed	1	0.2%
A stay-at-home parent, carer or similar	22	4%
Retired	121	21%
Prefer not to say	28	5%
Other	6	1%

- 4.1.9. Where respondents indicated 'other' they were asked to provide additional information; mentions included scientist or volunteer.

## Using the proposed scheme

- 4.1.10. Question 32 asked respondents to indicate their plans to use the proposed scheme. A total of 673 responses were received as respondents were able to select more than one option. For the highest proportion of responses, 36% (245 responses), respondents advised they would use the proposals for recreation.
- 4.1.11. A total of 161 respondents chose to provide other ideas for the use of the proposals which resulted in 170 suggestions. These are presented in Table 4-7. The most frequent 'other' response, from 61% of respondents, said that they would not use the proposals, or that the scheme had no benefits.

**Table 4-7 – Respondents' plans to use the proposals**

Scheme uses	Number of responses (n:674)	Percentage of responses (n:674)
Travel to/from work	171	25%
Travel to/from university/college/school	39	6%
Recreation	245	36%
Prefer not to say	58	9%

Scheme uses	Number of responses (n:674)	Percentage of responses (n:674)
Other	161	24%

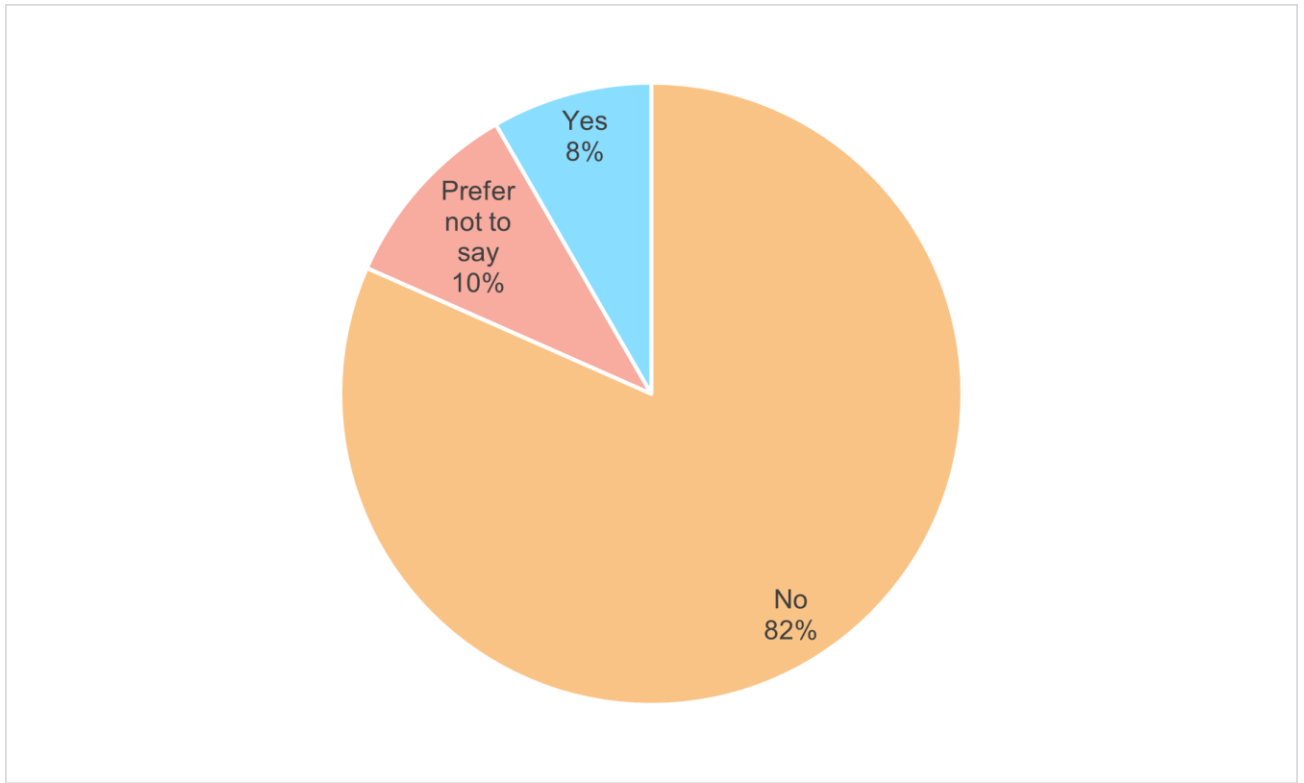
**Table 4-8 – Other suggestions for using proposals**

Scheme uses	Number of responses (n:170)	Percentage of responses (n:170)
Access by bicycle	1	1%
Access to Cambridge and Cambridge facilities	8	5%
Access to Comberton	1	1%
Access to rail/ transport links	5	3%
Access to retail	10	6%
Hospital/ Medical appointments	5	3%
No comment	6	4%
Occasional travel	13	8%
Regular travel	1	1%
School run	2	1%
Should allow traffic out of Hardwick	1	1%
Studies	1	1%
To replace existing P&R	1	1%
To volunteer	1	1%
Use existing	11	6%
Will not use/ No benefits	103	61%

### Long-term physical or mental health

- 4.1.12. Question 33 asked respondents if they have a disability that affects the way they travel, and the data is presented in Figure 4-3. A total of 528 respondents chose to answer this question, with 82% of respondents (431 respondents) advising they did not have a disability that affects the way they travel, 8% of respondents (44 respondents) advising they did and 10% of respondents (53 respondents) preferring not to say.

**Figure 4-3 - Long-term physical or mental health**



Base: all who provided a response (n:528)

**How respondents heard about the consultation**

- 4.1.13. Question 34 asked ‘*how did you hear about this consultation?*’ This information will help GCP to identify the most effective channels for communicating about future consultation and engagement activities.
- 4.1.14. A total of 885 responses were received, with the leaflet (212 responses, 24%) and local community news (209 responses, 24%) being identified as the most effective communication channels. Table 4-9 shows the percentage of all responses received (n:885.) More than one response could be selected.
- 4.1.15. Other mentions included hearing about the consultation from public or village meetings, South Cambs Magazine, poster, library, Grand Arcade or letter.

**Table 4-9 – Hearing about the consultation**

Options	Number of responses (n:885)	Percentage of responses (n:885)
Leaflet	212	24%
At Park & Ride	4	0.5%
Newspaper advert	3	0.3%
Newspaper article	28	3%



Options	Number of responses (n:885)	Percentage of responses (n:885)
Website	64	7%
Local community news	209	24%
Email	73	8%
Social media	150	17%
Word of mouth	124	14%
Other	18	2%

## 5 VIEWS ON THE PROPOSALS

### 5.1 OVERVIEW

- 5.1.0. The survey asked a series of questions to ascertain respondents' views on the proposals put forward as part of the consultation. All responses have been analysed, with the results presented in this section. Percentages have been rounded to the nearest whole number and, as such, the totals may not equal 100.
- 5.1.1. Responses to free text questions have been coded, as per the process described in Chapter 3, to identify recurring themes amongst the comments. The most frequently recurring themes are presented in tables within the report, while full frequency tables are included in Appendix F.

### DESIGN AND ENVIRONMENTAL ELEMENTS: GENERAL

#### 5.2 QUESTION 2: ACTIVE TRAVEL

- 5.2.0. Question 2 asked '*do you have any comments on the proposed Active Travel route for cyclists, pedestrians and equestrians?*' Respondents were able to provide their answer in a free text box. Table 5-1 outlines the top 10 most frequent themes identified in the 819 coded comments received from 425 respondents.
- 5.2.1. 8% of coded responses expressed support for the proposed Active Travel route, with 6% expressing opposition. 6% of coded responses were supportive of the investment in active travel, with 7% proposing alternative suggestions, while 4% were interested in having more information. 4% of coded responses related to segregation of pedestrians and cyclists, while a similar percentage expressed the concerns about the environmental aspects of the design. Full coding tables can be found in Appendix F.

**Table 5-1 – Themes from comments on the proposed Active Travel route**

Theme description	Number of coded comments	Percentage of coded comments
Support for the scheme	63	8%
Alternative suggestions	61	7%
Opposition towards the scheme	46	6%
Support for active travel investment	46	6%
Design is not sustainable or environmental aspects have not been considered	34	4%
The need for segregation between pedestrians and cyclists	33	4%
Comments about upgrading and ensuring surfaces and routes are suitable for use	33	4%
Questions, more information or more data required	31	4%

Theme description	Number of coded comments	Percentage of coded comments
Concerns with safety for pedestrians, cyclists and equestrians	31	4%
No demand, no need for the scheme, suggestions to upgrade or use the current provisions	29	4%

Base: total number of coded comments in response to this question (n: 819)

### 5.2.2. Typical comments included

- *I look forward to using it as a cyclist*
- *I believe the proposed Active Travel route will damage the village life*
- *We already have established popular, well-used "active travel" routes from Hardwick into Cambridge*
- *Whilst I support the principle of active travel route, the design must ensure that the cycle/walking sections are well protected from the vehicular routes. Also that there is a separation between walkers and cyclists for safety reasons.*
- *This does not feel representative of the damage to pretty much pristine local natural environment and the huge expense*

## 5.3 QUESTIONS 3-4: BUS STOPS

5.3.0. Question 3 asked ‘do you have any comments on the proposed facilities of the bus stops along the route?’ Respondents were able to provide their answer in a free text box.

5.3.1. Table 5-2 outlines the 10 most frequent themes identified in the 470 coded comments received from 330 respondents. 16% of coded comments were ‘no comment’.

5.3.2. 7% of coded comments related to support for the scheme, and a similar percentage mentioned that bike parking or lockers would be beneficial. Parking impact was mentioned in 4% of coded comments. 4% of the coded comments made suggestions about the design of the bus shelters, and 3% were concerned about the traffic implications and congestion. Full coding tables can be found in Appendix F.

**Table 5-2 – Themes from comments on facilities at bus stops**

Theme Description	Number of coded comments	Percentage of coded comments
The need for bicycle parking and lockers	32	7%
Support for the scheme	31	7%
Consider passenger safety (including appropriate lighting, levels of crime)	21	4%
No demand, no need for the scheme, suggestions to upgrade or use the current provisions	19	4%
Suggestions regarding the bus stop design (having off road bus stops, floating bus stops, incorporating sustainable features, ticket sales, zebra crossings in proximity, natural materials)	19	4%

Theme Description	Number of coded comments	Percentage of coded comments
The need to plan for appropriate parking to ensure impact on villages, houses and residents is minimal	18	4%
The need for sheltered stops	17	4%
The need for real time information	15	3%
Concerns with future traffic and congestion	15	3%
No demand or no need for a bus scheme	14	3%

Base: total number of coded comments in response to this question (n:470)

### 5.3.3. Typical comments included

- Fully support the provision of the facilities outlined at each proposed bus stop
- I fear that any stop in Coton will end up with the village becoming a car park for commuters
- Sufficient secure bike parking needs to be provided at each bus stop
- The shelters would need to be clean and well-lit at night
- All bus stops should be in laybys or otherwise out of the traffic routes, so the flow of traffic (including cyclists and following buses) is not repeatedly obstructed

5.3.4. Question 4 asked ‘do you have any comments on proposed bus stop locations?’ Respondents were able to provide their answer in a free text box.

5.3.5. Table 5-3 outlines the 10 most frequent themes identified in the 531 coded comments received from 361 respondents. 14% of coded comments were ‘no comment’.

5.3.6. Some respondents took the opportunity to make comments on the existing bus stop locations (8% of coded responses), to express their support for the scheme (6%), or to mention alternative suggestions (6%). 5% of coded responses alluded to a preference for more bus stops in general, while 4% of coded responses suggested that more bus stops were needed at Hardwick and between Broadway and Sterling Way. 5% of coded comments suggested that respondents were concerned about the impact of the scheme on parking. Full coding tables can be found in Appendix F.

**Table 5-3 – Themes from comments on proposed bus stop locations**

Theme Description	Number of coded comments	Percentage of coded comments
Comments about maintaining or using the current bus stop locations	40	8%
Alternative suggestions	34	6%
Support for the scheme	30	6%
More bus stops needed (general)	28	5%
The need to plan for appropriate parking to ensure impact on villages, houses and residents is minimal	26	5%
Hardwick - More bus stops needed	21	4%

Theme Description	Number of coded comments	Percentage of coded comments
Proposals for the bus route are not suitable for those it is suggested to serve	19	4%
No demand, no need for the scheme, suggestions to upgrade or use the current provisions	15	3%
Questions, more information or more data required	15	3%
Broadway to Sterling Way - More bus stops needed	14	3%

Base: total number of coded comments in response to this question (n:531)

#### 5.3.7. Typical comments included

- *Agree with proposed locations*
- *I am extremely unhappy about the location of the bus stops in West Cambridge and the prospect of heavy buses coming into Newnham*
- *In Coton only a bus stop on one side of the busway is shown, obviously people would want to make return journeys so both sides of the busway stops would be needed*
- *In practice, the bus stops will not serve the local communities*
- *Hardwick would be losing bus stops which is not useful as the main top road is long and not everybody is able to walk further to get a bus, including the elderly or disabled who may be unable to drive or take another mode of transport.*

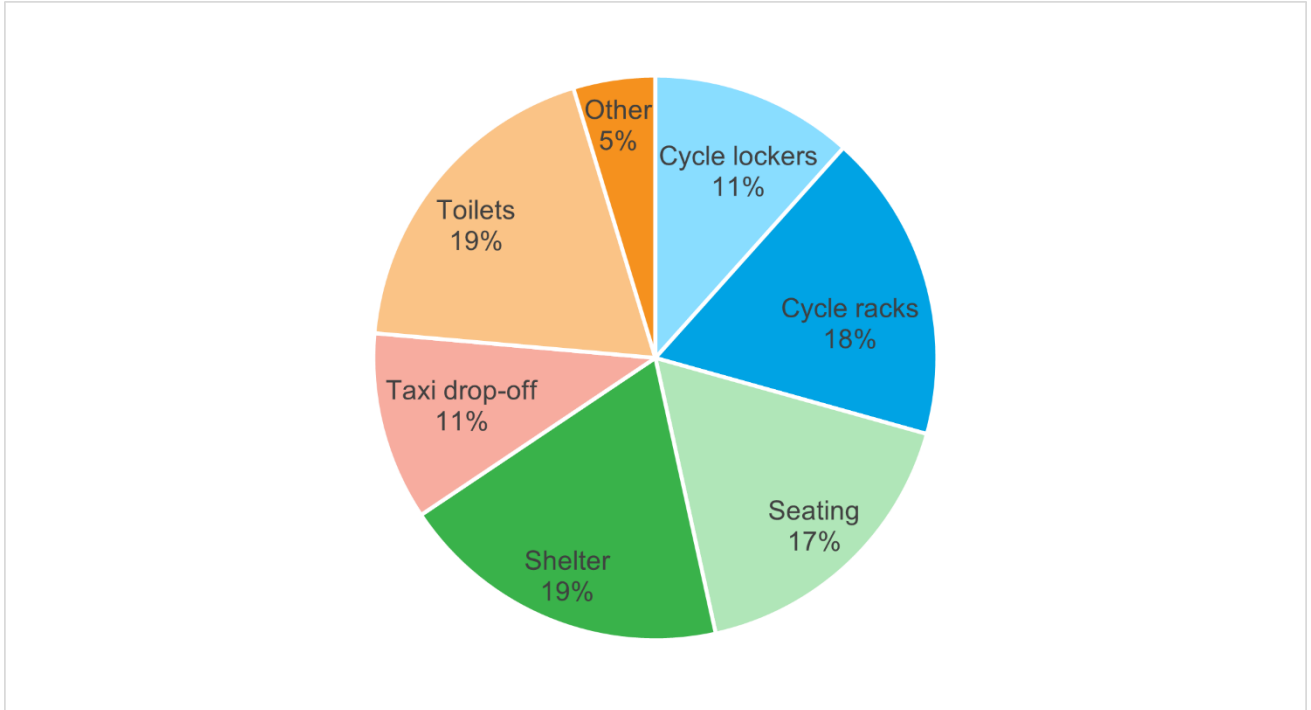
## 5.4 QUESTIONS 5-6: SCOTLAND FARM TRAVEL HUB

5.4.0. Question 5 asked ‘*what facilities are needed at the Travel Hub?*’ Respondents were able to select more than one option from a list of facilities and were also able to use a free text box for their own suggestions.

5.4.1. A total of 2021 responses were received for this question, with the highest proportion of responses identifying a need for toilets and shelter (19%, 382 responses; 19%, 385 responses), closely followed by cycle racks (18%, 358 responses) and seating (17%, 348 responses).

5.4.2. Full details can be seen in Figure 5-1 and Table 5-4. A total of 95 respondents chose to provide other ideas for the facilities at the Travel Hub which resulted in 104 suggestions. These are presented in Table 5-5.

**Figure 5-1 - Facilities at the Travel Hub**



Base: all responses received (n:2021)

**Table 5-4 – Facilities at the Travel Hub**

Facilities	Number of responses (n:2021)	Percentage of responses (n:2021)
Toilets	382	19%
Shelter	385	19%
Seating	348	17%
Cycle racks	358	18%
Cycle lockers	235	12%
Taxi drop-off	218	11%
Other	95	5%

**Table 5-5 – Other suggestions for facilities at the Travel Hub**

<b>Other suggestions</b>	<b>Number of responses (n:104)</b>	<b>Percentage of responses (n:104)</b>
Charging facilities (cars/ bicycles)	26	25%
Drop-off/ Pick-up area (for cars/ no charge)	9	9%
Safety features	9	9%
Café/ Snack machines/ drinking fountains	8	8%
Provision for horses (horsebox parking)	8	8%
Not needed	7	7%
None	5	5%
Information point/maps	4	4%
Motorcycle parking (free)	3	3%
Wrong location for P&R	3	3%
Cycling facilities	2	2%
Non-standard cycle parking	2	2%
Real time information	2	2%
Seating/waiting areas	2	2%
Small market area	2	2%
Accessibility	1	1%
Allow right turn from Hardwick	1	1%
Car parking (overnight)	1	1%
Changing/ shower facility	1	1%
Collection for e-scooter and e-bikes	1	1%
Crosswords	1	1%
Direct bus to Cambridge	1	1%
Easy ticketing	1	1%
Retail	1	1%
Shuttle bus	1	1%

Other suggestions	Number of responses (n:104)	Percentage of responses (n:104)
Use of all bus stops	1	1%
Waste disposal	1	1%

- 5.4.3. Question 6 asked ‘do you have any further comments on the Travel Hub?’ Respondents were able to provide their answer in a free text box.
- 5.4.4. Table 5-6 outlines the 10 most frequent themes identified in the 527 coded comments received from 326 respondents. 9% of coded comments were ‘no comment’.
- 5.4.5. 10% of coded responses suggested that the travel hub should be in an alternative location, with 11% making alternative suggestions. 6% of coded responses expressed opposition to the scheme, while 4% expressed support. 3% of coded responses were concerned about future traffic levels and congestion and 3% related to the need for more information. Full coding tables can be found in Appendix F.

**Table 5-6 – Themes from comments on the Travel Hub**

Theme Description	Number of coded comments	Percentage of coded comments
Alternative suggestions	57	11%
Travel Hub should be in an alternative location	53	10%
Opposition towards the scheme	33	6%
Design is not sustainable or environmental aspects have not been considered	31	6%
Support for the scheme	21	4%
Travel hub is not needed	18	3%
Concerns with future traffic and congestion	18	3%
Questions, more information or more data required	16	3%
Travel Hub will need electric vehicle charging	14	3%
Parking provided will encourage too many cars to the area	14	3%

Base: total number of coded comments in response to this question (n: 527)

- 5.4.6. Typical responses included
- *The travel hub needs to be located at Camborne where the new railway station will be built. Car use needs to be discouraged not encouraged*
  - *Solar-cell roofed colonnades over the parking spaces*



- *A good plan which will alleviate rush hour traffic on Madingley Rd*
- *How can residents of other villages (Papworth Everard) connect to this travel hub?*
- *Strongly against the Travel Hub - encroaches into green belt, lengthens/delays the bus trip, not convinced it would be much used.*

## 5.5 QUESTION 7: CONSTRUCTION

- 5.5.0. Question 7 asked ‘do you have any comments on the construction approach including proposed locations for construction compounds?’ Respondents were able to provide their answer in a free text box.
- 5.5.1. Table 5-7 outlines the 10 most frequent themes identified in the 499 coded comments received from 279 respondents. 13% of coded comments were ‘no comment’.
- 5.5.2. 11% of coded comments related to concerns about the impact of construction on the environment and air quality, with 8% concerned about the impact on traffic and delays. Some respondents took the opportunity to express their opposition to the scheme, or to state their view that there is no need for the scheme (each with 4% of coded comments); others expressed their desire for existing green spaces to be retained (5% of coded comments). Full coding tables can be found in Appendix F.

**Table 5-7 – Themes from comments on the construction approach**

Theme Description	Number of coded comments	Percentage of coded comments
Construction concerns regarding the impact on environment (air and noise pollution)	53	11%
Construction concerns regarding the impact on traffic and delays	38	8%
Design is not sustainable or environmental aspects have not been considered	32	6%
Construction concerns - general	31	6%
The need to retain existing green spaces	23	5%
Construction concerns regarding the impacts on buildings, homes, structures and residents	23	5%
No demand, no need for the scheme, suggestions to upgrade or use the current provisions	22	4%
Opposition towards the scheme	20	4%
Alternative suggestions	18	4%
Concerns about noise due to loss of trees and proximity to houses	13	3%

Base: total number of coded comments in response to this question (n:499)

- 5.5.3. Typical comments included:
- *This project will vastly improve the connectivity West Cambridgeshire - as a resident some short-term inconvenience with construction and construction compounds is fine*

- *I oppose the scheme, including for Scotland Farm and the busway, so I cannot support the construction approach being proposed*
- *No construction compound or access to it should be located on formerly uncultivated ancient pastures*
- *Please be fully conscious of disruption to locals with construction traffic*

## **DESIGN AND ENVIRONMENTAL ELEMENTS: BY AREA**

### **5.6 SECTION A – CAMBOURNE**

- 5.6.0. Question 8 asked ‘do you have any comments and suggestions about the proposals for the route from Broadway to Sterling Way?’ Respondents were able to provide their answer in a free text box.
- 5.6.1. Table 5-8 outlines the 10 most frequent themes identified in the 321 coded comments received from 230 respondents. 33% of coded comments were ‘no comment’.
- 5.6.2. Data was used from an open-source Ordnance Survey dataset to determine postcode districts which allowed location-specific analyses to be carried out. Of the 231 respondents who chose to answer this question, 40 also provided sufficient postcode detail to show that they reside within the Cambourne district, resulting in 65 coded comments. These are summarised in Table 5-8.
- 5.6.3. A higher proportion of coded comments from Cambourne residents were concerned about congestion/parking/traffic when compared to the total percentage of coded comments from all respondents (12% compared with 5%). Only 5% of coded comments from all respondents said that more bus stops were needed between Broadway and Sterling Way, whereas 17% of coded comments from Cambourne residents expressed that view.
- 5.6.4. It should be noted that only 40 respondents supplied sufficient postcode data for a Cambourne address to be inferred; caution should be used when looking at the data from a small sample to avoid drawing erroneous conclusions. Full coding tables can be found in Appendix F.

**Table 5-8 - Themes from comments on the proposals for the route from Broadway to Sterling Way**

<b>Theme Description</b>	<b>Number of coded comments from all respondents (n:321)</b>	<b>Percentage of coded comments from all respondents (n:321)</b>	<b>Number of coded comments from respondents with a Cambourne postcode</b>	<b>Percentage of coded comments from respondents with a Cambourne postcode</b>
Broadway to Sterling Way - Support or need for this section	20	6%	6	10%
Alternative suggestions	17	5%	5	8%
Broadway to Sterling Way - Concerns about cars parked on road, congestion and traffic	16	5%	7	12%
Broadway to Sterling Way - Retaining and not impacting on existing routes for pedestrians, cyclists and equestrians	15	5%	6	10%
Broadway to Sterling Way - More bus stops needed	14	4%	10	17%
Questions, more information or more data required	8	2%	1	2%
Broadway to Sterling Way - Opposition or no need for this section	8	2%	1	2%
Broadway to Sterling Way - Comments about using the existing route	8	2%	2	3%
Design is not sustainable or environmental aspects have not been considered	7	2%	0	0%
The need to consider equestrians throughout the proposals	7	2%	0	0%

Base: total number of coded comments from all respondents in response to this question (n: 321)

5.6.5. Typical comments included

- *Proposals well thought out*
- *Alternative suggestions included but were not limited to suggestions for parking restrictions, better enforcements, suggestions for the route (alternatives to Lancaster Gate, not routing it next to walking paths), suggestions for landscape, tree screening and maintenance*
- *The proposal to use the existing roads in Cambourne is a nonsense. The roads in Cambourne are not built for two-way traffic, parked cars on the road are a necessity for home-owners as the houses do not have the facilities for parking for more than two cars, even that is questionable.*
- *Please make sure that the replacement cycleway on which the bus is thought to run is replaced by segregated cycle provision that is of at least the same quality.*
- *It's a shame there are no bus stops in Upper Cambourne. It's a fair distance to walk from southern Upper Cambourne to the bus stop on the High Street or to Bourn Airfield.*

**5.7 SECTION B – BOURN AIRFIELD**

- 5.7.0. Question 9 asked ‘do you have any comments and suggestions about the proposals for the route through Bourn Airfield?’ Respondents were able to provide their answer in a free text box.
- 5.7.1. Table 5-9 outlines the 10 most frequent themes identified in the 273 coded comments received from 223 respondents. 36% of coded comments were ‘no comment’.
- 5.7.2. 9% of coded comments suggested that the new development and proximity to houses and users should be considered when deciding the location of new bus stops, while 4% of coded comments made alternative suggestions; a similar percentage of coded comments suggested that a rail alternative would be better. 2% of coded comments suggested that the location is not suitable for those is it suggested to service, and 2% were concerned about future traffic levels and congestion.
- 5.7.3. Potential future provision by East West Rail (EWR) was also mentioned, with 3% of coded comments mentioning the interaction between EWR and the proposed route, and 3% suggested that a rail alternative would be preferred. Full coding tables can be found in Appendix F.

**Table 5-9 - Themes from comments on the proposals for the route through Bourn Airfield**

Theme Description	Number of coded comments	Percentage of coded comments
Bourn Airfield - Location of bus stops should consider the new development and the proximity to houses and users	25	9%
Bourn Airfield - Support or need for this section	14	5%
Bourn Airfield - Opposition or no need for this section	12	4%
Alternative suggestions	11	4%
Proposals should plan for integration with existing bus routes and the EWR	8	3%
Bourn Airfield - Comments about the EWR/ rail would be better	8	3%

Theme Description	Number of coded comments	Percentage of coded comments
Proposals for the bus route are not suitable for those it is suggested to serve	6	2%
The need to consider equestrians throughout the proposals	6	2%
Questions, more information or more data required	5	2%
Concern with future traffic and congestion	5	2%

Base: total number of coded comments in response to this question (n: 273)

5.7.4. Typical comments included:

- *Think about where people live and making it as easy as possible to get the bus. Not having to walk a distance i.e. more than 500m or having to drive and change to a bus. Nobody does that.*
- *With the new developments the more traffic that is kept off the A428 the better.*
- *Not in favour.*
- *Alternative suggestions included but were not limited to suggestions for better cycling paths to Bourn Village, for the bus stop to be sited south of the new community, for pausing the project.*
- *Hoping EWR will happen so hope plans can be adjusted quickly and we don't end up waiting years for changes that can be made now and accounted for.*

## 5.8 SECTION C - CHILDERLEY GATE

5.8.0. Question 10 asked 'do you have any comments and suggestions about the proposals for the route through the Childerley Lodge area?' Respondents were able to provide their answer in a free text box.

5.8.1. Table 5-10 outlines the 10 most frequent themes identified in the 349 coded comments received from 230 respondents. 26% of coded comments were 'no comment'.

5.8.2. 6% of coded comments suggested that the existing route should be used in the Childerley Lodge area, and the same number made alternative suggestions. 4% of coded comments related to the active travel path in the Childerley Lodge area, while 4% suggested that the design is not sustainable, or that the environmental aspects of the scheme have not been sufficiently considered. 4% of coded comments expressed opposition to the proposals for the route through the Childerley Lodge area whereas 3% expressed support. Full coding tables can be found in Appendix F.

5.8.3. Postcode analysis was not carried out on respondents who provided a Childerley postcode, due to low numbers (n:0 for this question).

**Table 5-10 - Themes from comments on the proposals for the route through the Childerley Lodge area**

Theme Description	Number of coded comments	Percentage of coded comments
Alternative suggestions	20	6%
Childerley Lodge area - Comments about using the existing route (along St Neots)	20	6%
Design is not sustainable or environmental aspects have not been considered	15	4%
Childerley Lodge area - Opposition or no need for this section	15	4%
Childerley Lodge area - Environmental concerns	15	4%
Childerley Lodge area - Comments about the active travel path	15	4%
Childerley Lodge area - Support or need for this section	10	3%
Childerley Lodge area -The need to consider how the scheme will impact residents and access (especially Highfields Caldecote residents)	10	3%
No demand, no need for the scheme, suggestions to upgrade or use the current provisions	9	3%
The need to retain existing green spaces	9	3%

Base: total number of coded comments in response to this question (n: 349)

5.8.4. Typical comments included:

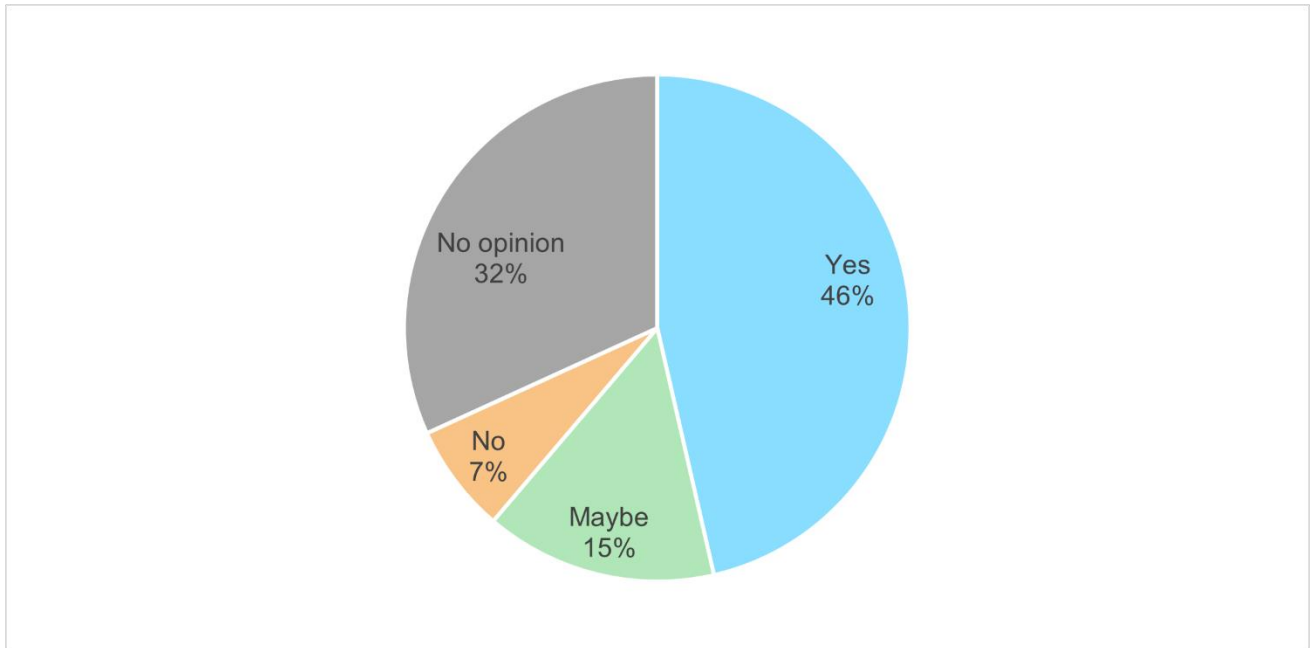
- *Alternative suggestions included but were not limited to suggestions for prioritising buses, walkers and cyclists, suggestions for the signalised level crossing (no lights, having an underpass instead), suggestions that the route is convoluted (should be more direct and avoid delays, should not use St Neots Road).*
- *Do not create a new route when existing roads can be better used (and far more cheaply)*
- *This section will destroy planting that was done to reduce the impact of the A14 and which is only just getting established. The proposed new island of habitats, including a pond is ill-concieved, since it would be cut off from other habitats, thus severely reducing the ecological benefits and also significantly raising the risk of animal road deaths.*
- *Disagree with proposal, why cross St Neots road on leaving airfield only to rejoin it at next junction, when could just improve an active travel option along the road and have shared road use.*
- *Yet more wanton destruction of wildlife/environmental areas instead of using existing old A428*

5.8.5. Question 11 asked ‘*should we provide an additional bus stop to serve Highfields Caldecote?*’ Respondents were given four options to choose from: yes, no, maybe, or no opinion. A total of 459 respondents answered this question, with the highest proportion of respondents, 46% (213 respondents) being in favour. Furthermore, 32% of respondents (146 respondents) had no opinion,

15% of respondents (68 respondents) thought maybe and only 7% of respondents (32 respondents) being against.

- 5.8.6. Postcode analysis of those respondents who provided a Highfields Caldecote postcode (n:18) showed that 3 respondents responded 'maybe' and 15 answered 'yes' to this question, see Table 5-11. Although these numbers are low they show strong local support for an additional bus stop to serve Highfields Caldecote.

**Figure 5-2 – Extent of support for an additional bus stop to serve Highfields Caldecote**



Base: all who provided a response (n:459)

**Table 5-11 – Extent of support for an additional bus stop to serve Highfields Caldecote**

Options	Number of respondents (n:459)	Percentage of respondents (n:459)	Number of Highfields Caldecote respondents (n:18)	Percentage of Highfields Caldecote respondents (n:18)
Yes	213	46%	15	84%
No	32	7%	0	0%
Maybe	68	15%	3	17%
No opinion	146	32%	0	0%

## 5.9 SECTION D - SCOTLAND ROAD - TRAVEL HUB

- 5.9.0. Question 12 asked ‘now the A14 works are substantially complete, are there any specific problems relating to through traffic from the A14 in Dry Drayton?’ Respondents were able to provide their answer in a free text box.
- 5.9.1. Table 5-12 outlines the 10 most frequent themes identified in the 260 coded comments received from 200 respondents. 22% of coded comments were ‘no comment’.
- 5.9.2. 19% of coded comments suggested that the A14 doesn’t experience congestion; slightly fewer (14%) were of the opposing view and suggested that the A14 in Dry Drayton had too much traffic and was used as a ‘rat run’. 5% suggested that the speed limits are not respected, and 3% said that road surface is poor. 2% said that the traffic has improved.
- 5.9.3. 7% of coded comments were from respondents who took the opportunity to express alternative suggestions, and 3% stated their opposition to the scheme. Concerns with future traffic and congestion, and parking provision leading to an increase in cars in the area were expressed in 4% and 2% of coded comments respectively. Full coding tables can be found in Appendix F.
- 5.9.4. Postcode analysis was not carried out on respondents who provided a Dry Drayton postcode, due to low numbers (n:11 for this question).

**Table 5-12 - Themes from comments on the specific problems relating to through traffic from the A14 in Dry Drayton**

Theme Description	Number of coded comments	Percentage of coded comments
No congestion observed on roads currently	49	19%
A14 in Dry Drayton - Concerns with traffic, number of HGVs and rat-run	36	14%
Alternative suggestions	19	7%
A14 in Dry Drayton - Speed limits are not respected	13	5%
Concern with future traffic and congestion	10	4%
A14 in Dry Drayton - The current road surface is poor/needs repair	9	3%
Opposition towards the scheme	8	3%
A14 in Dry Drayton - Suggestions for addition of a cycle path and footpath and implementing better links to cycle paths and footpaths	7	3%
A14 in Dry Drayton - Traffic has improved based on the works	5	2%
Parking provided will encourage too many cars to the area	4	2%

Base: total number of coded comments in response to this question (n: 260)

- 5.9.5. Typical comments included:

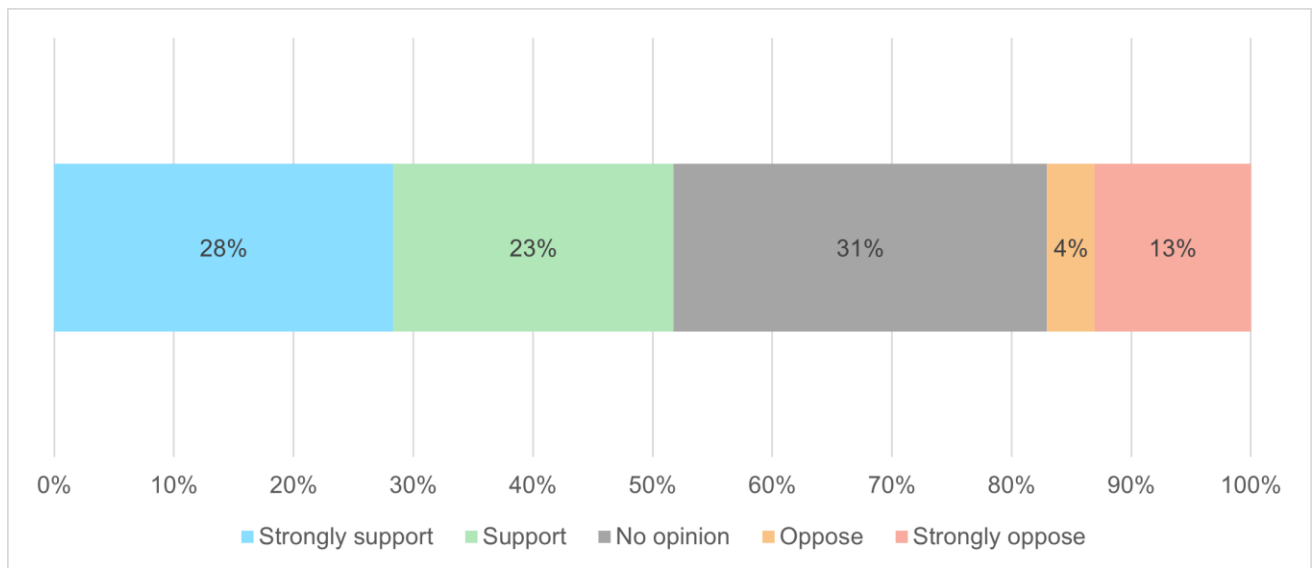


- *I use this road often as I have customers in Elsworth area and also in Hardwick area. There does not seem to be that much traffic on the roads.*
- *Still high numbers of vehicles driving through Dry Drayton at peak hours.*
- *Alternative suggestions included but are not limited to suggestions for better connections with A14 and between A428 and M11, suggestions for better signage and better maintenance.*
- *The amount of traffic through Dry Drayton has increased. There are speeding issues, despite the traffic calming barriers. People regularly crash into the traffic calming barriers as lighting around them is awful*
- *With 2000 car parking spaces planned what about traffic? And there's still that daft dual to single carriageway point as you go from a428 to a14*

5.9.6. Question 13 asked ‘how far do you support/oppose proposals for an active travel path between the Travel Hub and Dry Drayton?’ and the data is presented in Figure 5-3 and Table 5-13. A total of 459 respondents chose to answer, with 52% of respondents (234 respondents) supporting the proposals to some extent (28%, 128 respondents strongly supported; 23%, 106 respondents supported). Only 17% of respondents (77 respondents) opposed the proposals to some extent (13%, 59 respondents strongly opposed; 4%, 18 respondents opposed) and 31% of respondents (141 respondents) had no opinion.

5.9.7. Postcode analysis was not carried out on respondents who provided a Dry Drayton postcode, due to low numbers (n:12 for this question).

**Figure 5-3 - Extent of support for an active travel path between the Travel Hub and Dry Drayton**



Base: all who provided a response (n:459)

**Table 5-13 - Extent of support for an active travel path between the Travel Hub and Dry Drayton**

Extent of support	Number of respondents (n:459)	Percentage of respondents (n:459)
Strongly support	128	28%
Support	106	23%
No opinion	141	31%
Oppose	18	4%
Strongly oppose	59	13%

- 5.9.8. Question 14 asked ‘do you have any comments and suggestions about the proposals for an active travel path between the Travel Hub and Dry Drayton?’
- 5.9.9. Table 5-14 outlines the 10 most frequent themes identified in the 301 coded comments received from 207 respondents. 23% of coded comments were ‘no comment’.
- 5.9.10. 7% of coded comments were supportive of the proposals to include an active travel path between the Travel Hub and Dry Drayton, with 3% being opposed. 6% made alternative suggestions, and 4% made additional suggestions for links to other public rights of way. 3% of coded comments related to the need for an active travel path to be safe.
- 5.9.11. 3% felt that the design is not sustainable or that the environmental aspects have not been considered, and 4% suggested that the connectivity of the path should be considered. 3% of coded comments were recorded in general opposition to the scheme. Full coding tables can be found in Appendix F.
- 5.9.12. Postcode analysis was not carried out on respondents who provided a Dry Drayton postcode, due to low numbers (n:12 for this question).

**Table 5-14 - Themes from comments on the proposals for an active travel path between the Travel Hub and Dry Drayton**

Theme Description	Number of coded comments	Percentage of coded comments
Travel Hub and Dry Drayton - Support or need for this section	22	7%
Alternative suggestions	17	6%
Travel Hub and Dry Drayton - Needs to consider connectivity / direct connections	11	4%
Support for active travel investment	10	3%
Travel Hub and Dry Drayton - Needs to be safe (including appropriate lighting)	10	3%

Theme Description	Number of coded comments	Percentage of coded comments
Design is not sustainable or environmental aspects have not been considered	9	3%
Travel Hub and Dry Drayton - Opposition or no need for this section	9	3%
Travel Hub and Dry Drayton - Wrong location for those it should serve	9	3%
Questions, more information or more data required	8	3%
A14 in Dry Drayton - Suggestions for addition of a cycle path and footpath and implementing better links to cycle paths and footpaths	8	3%

Base: total number of coded comments in response to this question (n:301)

5.9.13. Typical comments included:

- *This will be significant benefit, as I would not currently cycle along Scotland Road anywhere near rush hour, let alone let my children do it.*
- *Alternative suggestions included but are not limited to suggestions for the path being longer, compulsory, at least 3m from the road or improving existing paths, suggestions for protecting farmland.*
- *All villages should be joined up with cycle walking etc. note no circular walk or cycle route around Hardwick area without walking across afield*
- *Strongly support.*
- *Active travel path should have enough distance from the busway or a proper barrier so that if someone falls off their bike, they are unlikely to fall on the busway*

5.9.14. Question 15 asked ‘do you have any comments on the Scotland Road proposals?’

5.9.15. Table 5-15 outlines the 10 most frequent themes identified in the 290 coded comments received from 201 respondents. 23% of coded comments were ‘no comment’.

5.9.16. 9% of all coded comments suggested that the Scotland Road proposals are in the wrong place for those it is intended to serve. 4% believed it should be in an alternative location, with 7% expressing opposition or that it is not needed. 4% of coded comments were concerned about using private land, and 4% made alternative suggestions to the proposals for Scotland Road. Full coding tables can be found in Appendix F.

**Table 5-15 - Themes from comments on the Scotland Road proposals**

Theme Description	Number of coded comments	Percentage of coded comments
Scotland Road - Wrong location for those it should serve	26	9%
Scotland Road - Opposition or no need for this section	19	7%

Theme Description	Number of coded comments	Percentage of coded comments
Travel Hub should be in an alternative location	13	4%
Scotland Road - Support	13	4%
Scotland Road - Concerns with taking private land and ruining the countryside	13	4%
Alternative suggestions	12	4%
Opposition towards the scheme	10	3%
Questions, more information or more data required	8	3%
Design is not sustainable /environmental aspects have not been considered	8	3%
Proposals should plan for integration with existing bus routes and the EWR	6	2%

Base: total number of coded comments in response to this question (n:290)

5.9.17. Typical comments included:

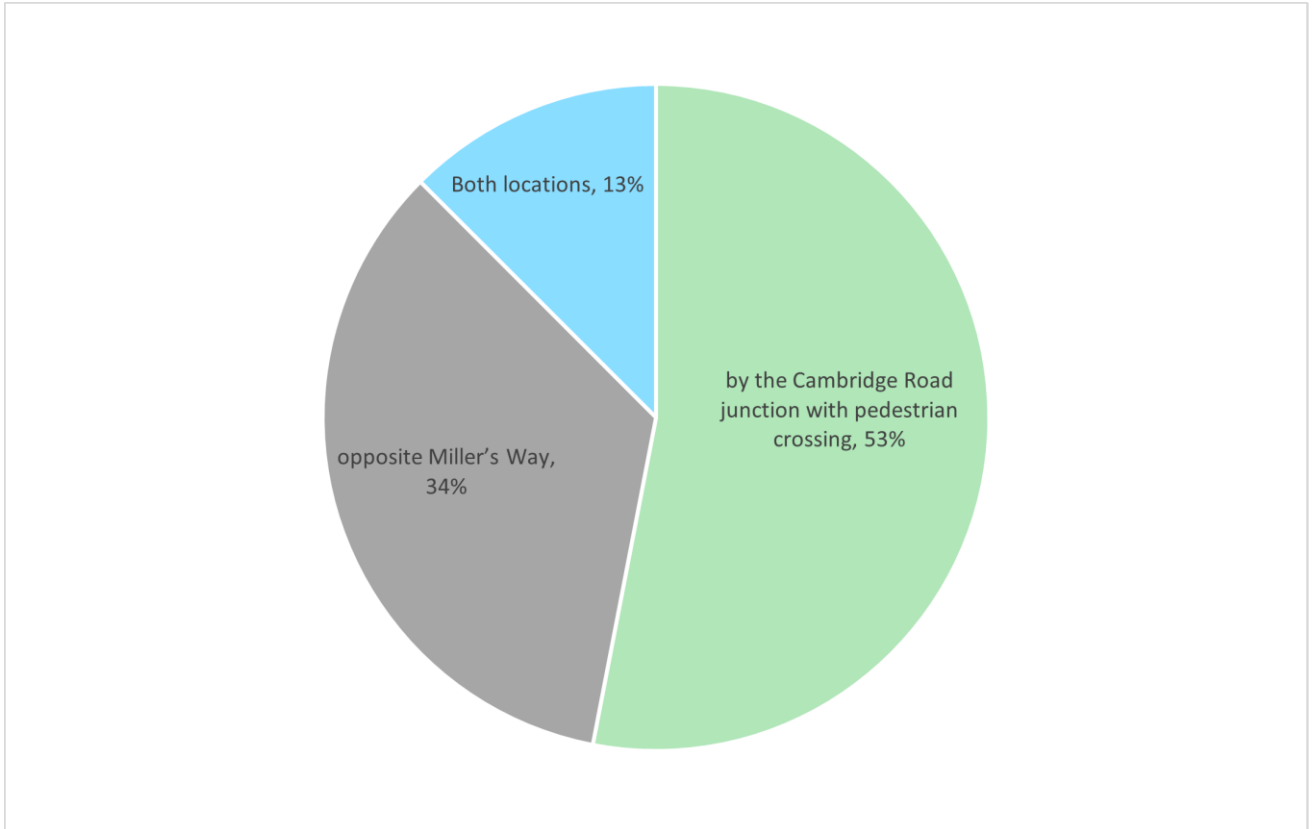
- *Think about where people live and making it as easy as possible to get the bus. Not having to walk a distance i.e. more than 500m or having to drive and change to a bus. Nobody does that.*
- *This adds a delay to bus times. Why is a travel hub required? The busway should be able to transport people from Cambourne.*
- *The travel hub should be situated near Cambourne, where most of the Busway users would originate, and not at Scotland Farm.*
- *No - makes perfect sense.*
- *Taking away more Greenland is a bad thing when we have a bunch of park and rides that can act as hubs*

## 5.10 SECTION E – HARDWICK

5.10.0. Question 16 asked ‘where should we site the bus stop?’ Respondents could choose either or both of two suggested locations and could also provide their own suggestion. 304 responses were provided. Figure 5-4 and Table 5-16 show the results; 53% of respondents believe that a bus stop in Hardwick should be located by the Cambridge Road junction with a pedestrian crossing. A third (34%) of respondents believe the bus stop should be located opposite Miller’s Way, with 13% indicating that bus stops in both locations would be preferable.

5.10.1. 18% of those who provided an ‘elsewhere’ response (n:65) suggested an alternative location for a bus stop in Hardwick, with locations including Blue Lion, Long Road, Main Road, Queens Road, Scotland Farm, Meridan, Waterworks, north of A428, and closer to the village centre. 22% of those who provided an ‘elsewhere’ response believed the bus stop should be ‘as it is’, while 20% said they were against having a bus stop, or that it is not needed. This data is presented in Table 5-17.

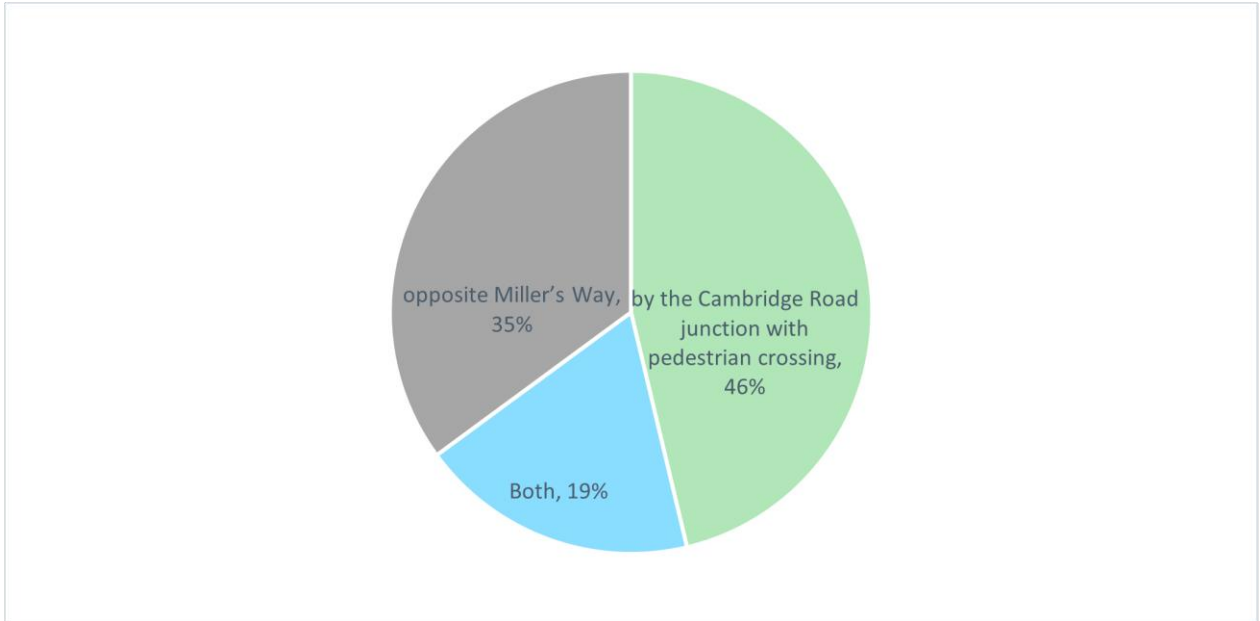
**Figure 5-4 – Hardwick bus stop locations (all respondents)**



5.10.2. Of the 304 respondents who chose to answer this question, 44% (n:134) provided a postcode from a Hardwick address, based on an open-source Ordnance Survey dataset, which allowed location-specific analyses to be carried out.

5.10.3. 46% of Hardwick respondents expressed a preference for a bus stop by the Cambridge Road junction, with 35% preferring opposite Miller's Way. Both locations were preferred by 19%, as shown in Figure 5-5.

**Figure 5-5 - Hardwick bus stop locations (Hardwick respondents)**



**Table 5-16 – Hardwick bus stop locations**

Location of bus stop	Number of responses from all respondents (n:304)	Percentage of responses from all respondents (n:304)	Number of responses from Hardwick respondents (n:134)	Percentage of responses from Hardwick respondents (n:134)
By the Cambridge Road junction with pedestrian crossing	157	53%	62	46%
Opposite Miller's Way	102	34%	47	35%
At both locations	45	13%	25	19%

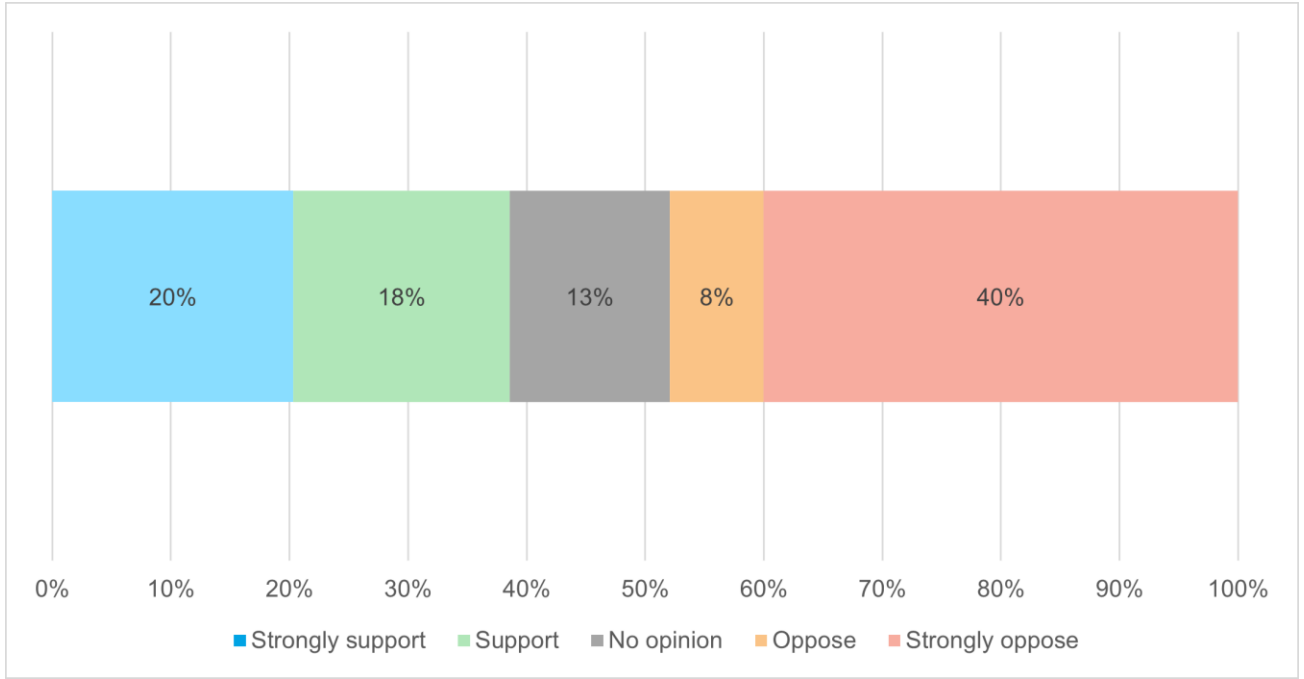
**Table 5-17 – ‘Elsewhere’ responses to Question 16**

‘Other’	Number of responses from all respondents (n:65)	Percentage of responses from all respondents (n:65)	Number of responses from Hardwick respondents (n:34)	Percentage of responses from Hardwick respondents (n:34)
Additional bus stop (Blue Lion, Long Road, Main Road, Queens Road, Scotland Farm, Meridan, Waterworks, North of A428, closer to village centre)	12	18%	7	21%
Against/Not needed	13	20%	11	32%
Allow cars from Hardwick	1	2%	0	0%
As it is	14	22%	5	15%
Away from homes	1	2%	0	0%
Bus should go into village	1	2%	1	3%
Frequency	1	2%	1	3%
More stops	2	3%	1	3%
n/a	7	11%	0	0%
No bus stop in Hardwick	5	8%	0	0%
On demand	1	2%	0	0%
P&R	1	2%	1	3%
Stops should be near potential passengers	1	2%	1	3%
Use A428	5	8%	3	9%

- 5.10.4. Question 17 asked respondents ‘how far do you support or oppose the modification to an on-road route via St Neots Road?’ As shown in Figure 5-6, a total of 482 respondents chose to answer, with 38% of respondents (186 respondents) supporting the proposals to some extent (20%, 98 respondents strongly supported; 18%, 88 respondents supported). However, 48% of respondents (231 respondents) opposed the proposals to some extent (40%, 193 respondents strongly opposed; 8%, 38 respondents opposed) and 8% of respondents (38 respondents) had no opinion.
- 5.10.5. Considering the responses from those respondents who gave a Hardwick postcode (n:191), 69% opposed the proposals to some extent (61%, n: 116 strongly opposed; 8%, n:15 opposed) compared with 27% of Hardwick respondents who supported the proposals to some extent (17%

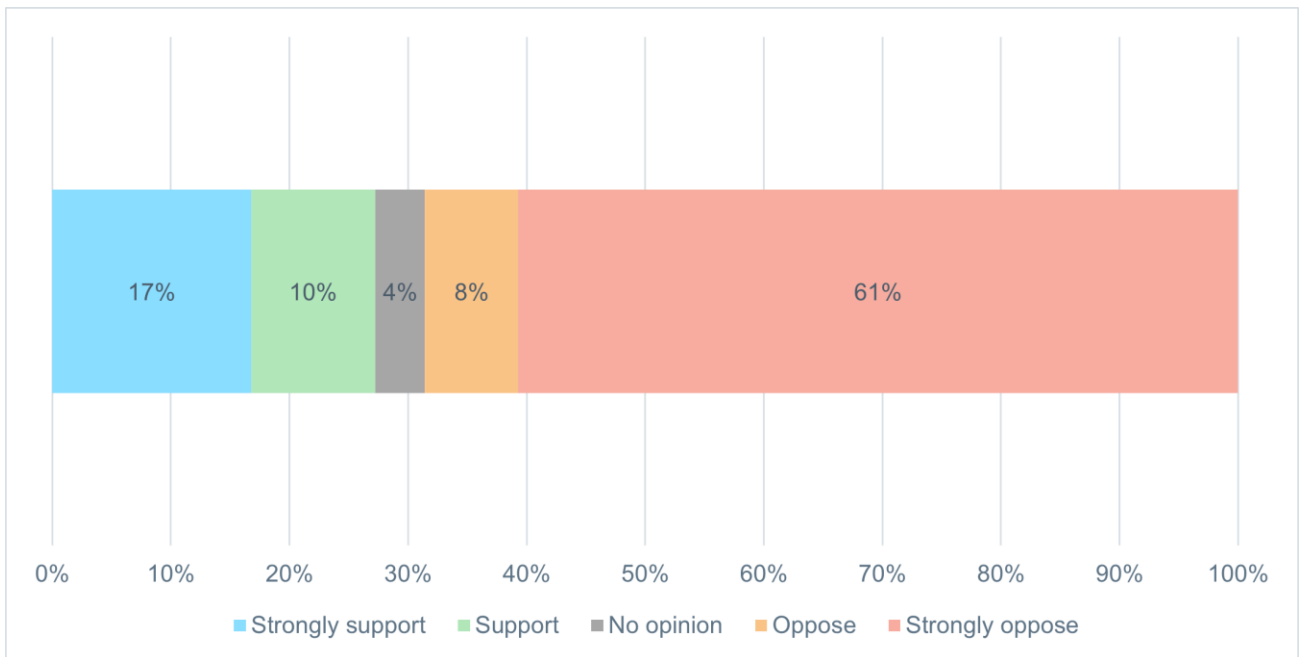
n:32 strongly supported, 10% n:20 supported). 4% of Hardwick respondents (n:8) had no opinion, as shown in Figure 5-7 and Table 5-18.

**Figure 5-6 - Extent of support for the modification to an on-road route via St Neots Road**



Base: all who provided a response (n:482)

**Figure 5-7 - Extent of support for the modification to an on-road route via St Neots Road (Hardwick respondents)**



Base: all Hardwick residents who provided a response (n:191)

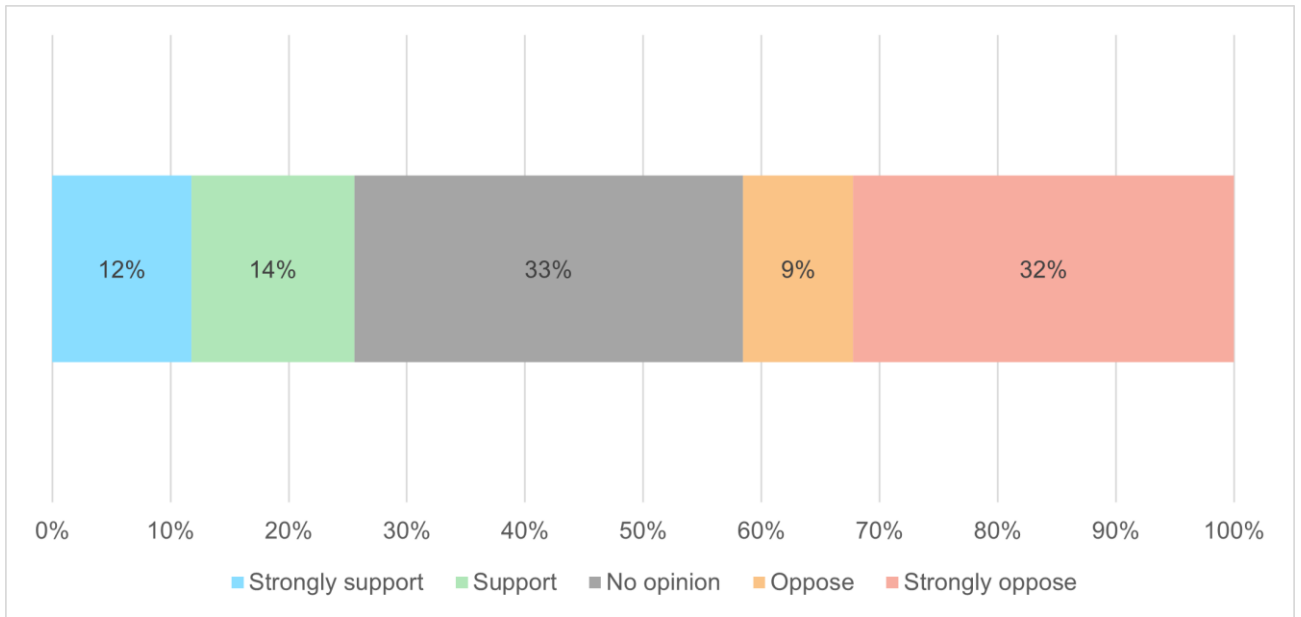


**Table 5-18 - Extent of support for the modification to an on-road route via St Neots Road**

Extent of support	Number of responses from all respondents (n:482)	Percentage of responses from all respondents (n:482)	Number of responses from Hardwick respondents (n:191)	Percentage of responses from Hardwick respondents (n:191)
Strongly support	98	20%	32	17%
Support	88	18%	20	10%
No opinion	65	13%	8	4%
Oppose	38	8%	15	8%
Strongly oppose	193	40%	116	61%

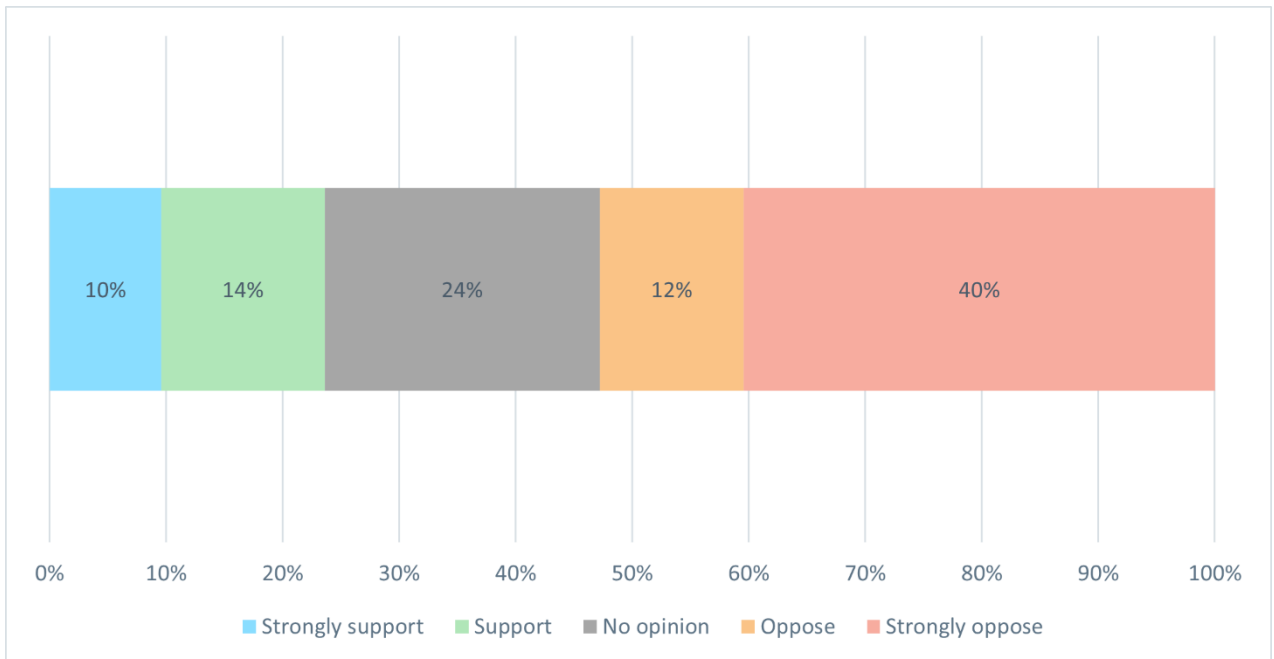
- 5.10.6. Question 18 asked ‘*how far do you support or oppose the modification to the route, running south of the Waterworks site?*’ As shown in Figure 5-8, 450 respondents chose to answer this question, with a third expressing that they had no opinion. 32% of respondents reported they were strongly opposed, while 9% were opposed. 14% of respondents supported the modification, and 12% were strongly supportive.
- 5.10.7. Figure 5-9 shows the extent of support from those respondents who answered this question who also supplied a Hardwick postcode. 40% of Hardwick respondents were strongly opposed to the modification of the route south of the Waterworks site, and 12% opposed. A quarter of Hardwick respondents were supportive to some extent (10% strongly supportive and 14% supportive). Table 5-19 shows the data from all respondents and from those who gave a Hardwick postcode

**Figure 5-8 - Extent of support for the modification to the route, running south of the Waterworks site (all respondents)**



Base: all who provided a response (n:450)

**Figure 5-9 - Extent of support for the modification to the route, running south of the Waterworks site (Hardwick respondents)**



Base: all respondents who provided a Hardwick postcode (n:178)

**Table 5-19 – Extent of support for the modification of the route running south of the Waterworks site**

Extent of support	Number of responses from all respondents (n:450)	Percentage of responses from all respondents (n:450)	Number of responses from Hardwick respondents (n:178)	Percentage of responses from Hardwick respondents (n:178)
Strongly support	53	12%	17	10%
Support	62	14%	25	14%
No opinion	148	33%	42	24%
Oppose	42	9%	22	12%
Strongly oppose	145	32%	72	40%

- 5.10.8. Question 19 asked ‘do you have any comments and suggestions about the proposals for the route through Hardwick?’
- 5.10.9. Table 5-20 outlines the 10 most frequent themes identified in the 1065 coded comments received from 387 respondents. 2% of coded comments were ‘no comment’. Full coding tables can be found in Appendix F.
- 5.10.10. 602 coded comments were received from 185 respondents who gave a Hardwick postcode. 15% of coded comments from Hardwick residents were opposed to a bus gate or restricting car access, with 11% expressing opposition to the scheme. 11% were also concerned about the implications for traffic flow/congestion and potential ‘rat-running’.
- 5.10.11. Typical comments include:
- *The bus gate will be a major problem for many wanting to travel between local villages north south, and will massively increase traffic through Hardwick to and from Toft, a route used by very many primary school children.*
  - *Neither option is acceptable. Don’t support the removal of trees or an on-road route with closure to through traffic. The on-road option would be the worst of the two options.*
  - *There will be a lot more traffic using the roads as a rat run because they can’t turn into at Neots road*
  - *Would an inbound bus lane on the A428 using existing infrastructure with a stop at the blue bridge not serve Hardwick residents better than a busway passing close to houses on St Neots Road?*
  - *The route should not go through Hardwick. Option 1 destroys the environment, option 2 clogs up all the roads causing pollution to the environment and will cause great traffic hold ups at busy times.*

**Table 5-20 - Themes from comments on the proposals for the route through Hardwick**

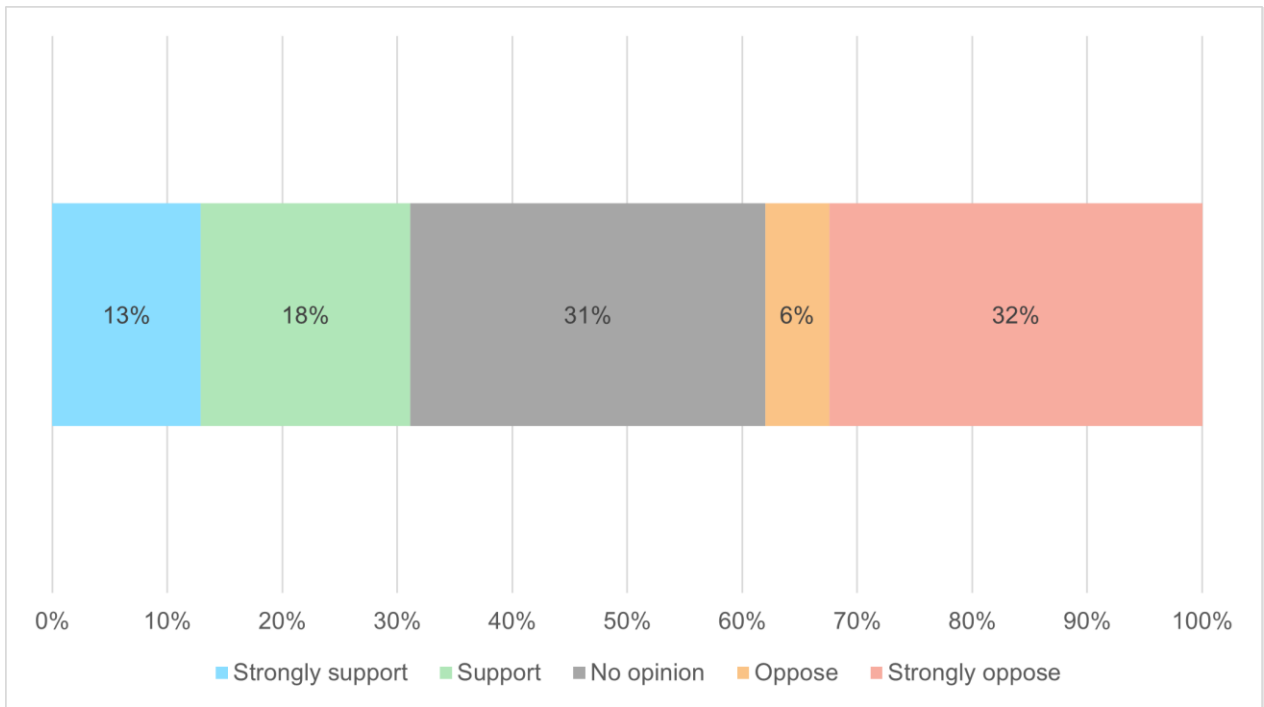
<b>Theme Description</b>	<b>Number of coded comments from all respondents (n:1065)</b>	<b>Percentage of coded comments from all respondents</b>	<b>Number of coded comments from Hardwick respondents (n:602)</b>	<b>Percentage of coded comments from Hardwick respondents</b>
Hardwick - Opposition towards the bus gate and restricting car access	135	13%	92	15%
Hardwick - Opposition or no need for this section	96	9%	64	11%
Hardwick - Concerns with traffic, congestion and rat-run	92	9%	68	11%
Hardwick - Comments about using the existing route (along St Neots/ A428)	79	7%	37	6%
Hardwick - Environmental concerns (including air and noise pollution, as well as loss of trees)	71	7%	44	7%
Hardwick - The need to consider how the scheme will impact residents (especially Hardwick residents)	64	6%	36	6%
No congestion observed on roads currently	42	4%	27	4%
Design is not sustainable or environmental aspects have not been considered	36	3%	20	3%
Hardwick - Comments about the active travel provisions and the on-road cycling provisions	36	3%	17	3%
The need to retain existing green spaces	33	3%	19	3%

Base: total number of coded comments in response to this question (n:1065)

## 5.11 SECTION F – NORTH OF COTON

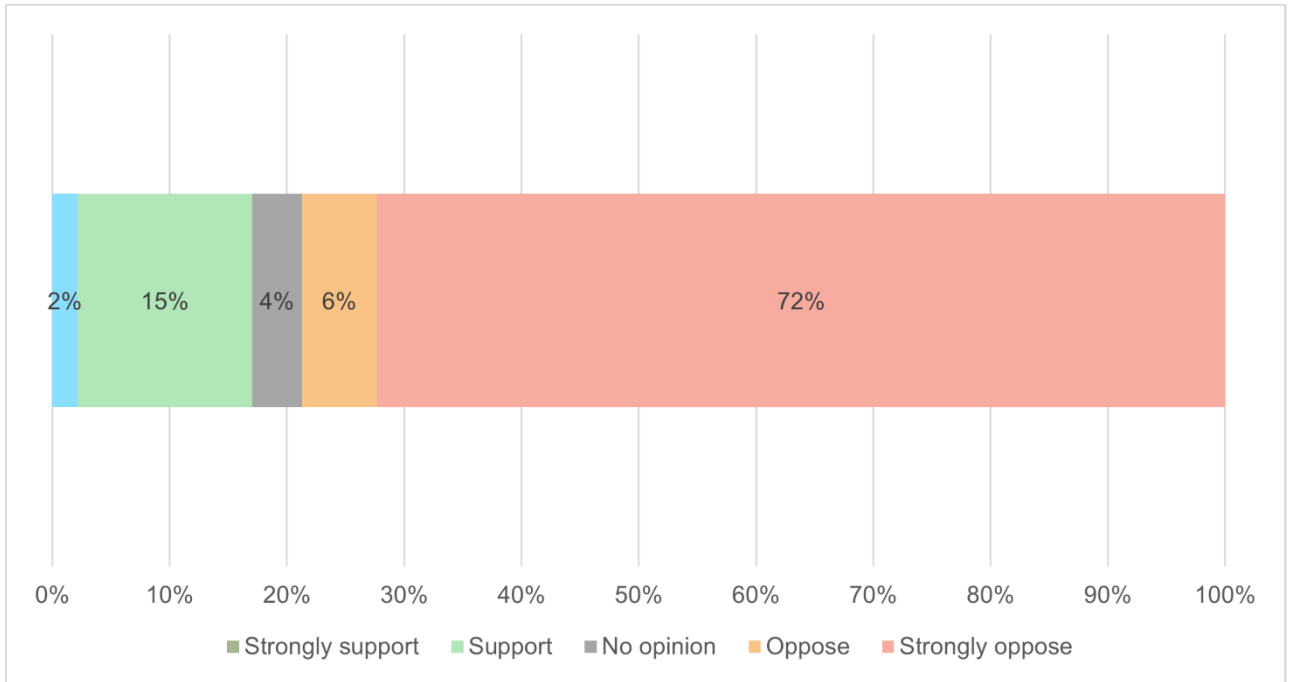
- 5.11.0. Question 20 asked ‘how far do you support or oppose the refinement to the C2C route alignment north of Coton?’ 430 responses were received from all postcode areas. Just under a third of responses stated they were strongly opposed to the refinement to the route north of Coton, with 13% being strongly supportive. Details of the responses across all postcode areas are provided in Figure 5-10.
- 5.11.1. Considering the responses from those who provided a postcode from Coton (n=47), 72% were strongly opposed to the alignment refinement to the north of Coton. Details of responses from those who provided a Coton postcode are provided in Figure 5-11.
- 5.11.2. 72% of those who provided a Coton postcode strongly oppose the refinement to the alignment north of Coton (compared to 32% of all respondents).

**Figure 5-10 - Extent of support for the refinement to the C2C route alignment north of Coton for all respondents**



Base: all who provided a response (n:430)

**Figure 5-11 - Extent of support from respondents with a Coton postcode**



Base: all who provided a response (n:47)

- 5.11.3. Question 21 asked ‘we would like to carry out proposed landscaping and biodiversity measures north of Coton. Do you have comments on this?’ and respondents were able to answer using a free text box.
- 5.11.4. Table 5-21 outlines the 10 most frequent themes identified in the 414 coded comments received from 230 respondents. 10% of coded comments were ‘no comment’.
- 5.11.5. 14% of coded comments from all respondents who chose to answer this question expressed concerns relating to the scheme and the impact on existing wildlife, fauna and flora, and a similar percentage opposed the proposed measures. 11% of coded comments, however, supported the proposals for landscaping and biodiversity measures. 9% of coded comments expressed the view that the landscaping proposals did not go far enough and 8% thought that the environmental impact had not been considered sufficiently.
- 5.11.6. 132 coded comments were received from 44 respondents who gave a Coton postcode, based on open source ONS data. This is a small sample size and results should be interpreted with caution, however 19% of coded comments from Coton respondents expressed concerns with the impact of the scheme on existing wildlife, fauna and flora, and 17% felt that proposals for mitigation for landscaping in insufficient.

**Table 5-21 - Themes from comments on the proposed landscaping and biodiversity measures north of Coton**

<b>Theme Description</b>	<b>Number of coded comments from all respondents</b>	<b>Percentage of coded comments from all respondents</b>	<b>Number of coded comments from Coton respondents</b>	<b>Percentage of coded comments from Coton respondents</b>
North of Coton - Concerns with existing fauna and flora, existing wildlife habitats and a preference for natural landscapes are better	60	14%	25	19%
North of Coton - Oppose measures	56	14%	20	15%
North of Coton - Support measures	45	11%	3	2%
North of Coton - Concerns about the impact of view and that landscaping is not sufficient	38	9%	22	17%
Design is not sustainable or environmental aspects have not been considered	35	8%	20	15%
Alternative suggestions	20	5%	5	4%
North of Coton - Busway should use Madingley Road (less environmental impact, better option)	20	5%	6	5%
The need to retain existing green spaces	16	4%	6	5%
North of Coton - The need to consider how the scheme will impact residents (especially Coton residents)	13	3%	7	7%
Opposition towards the scheme	9	2%	2	2%

Base: total number of coded comments in response to this question (n: 414)

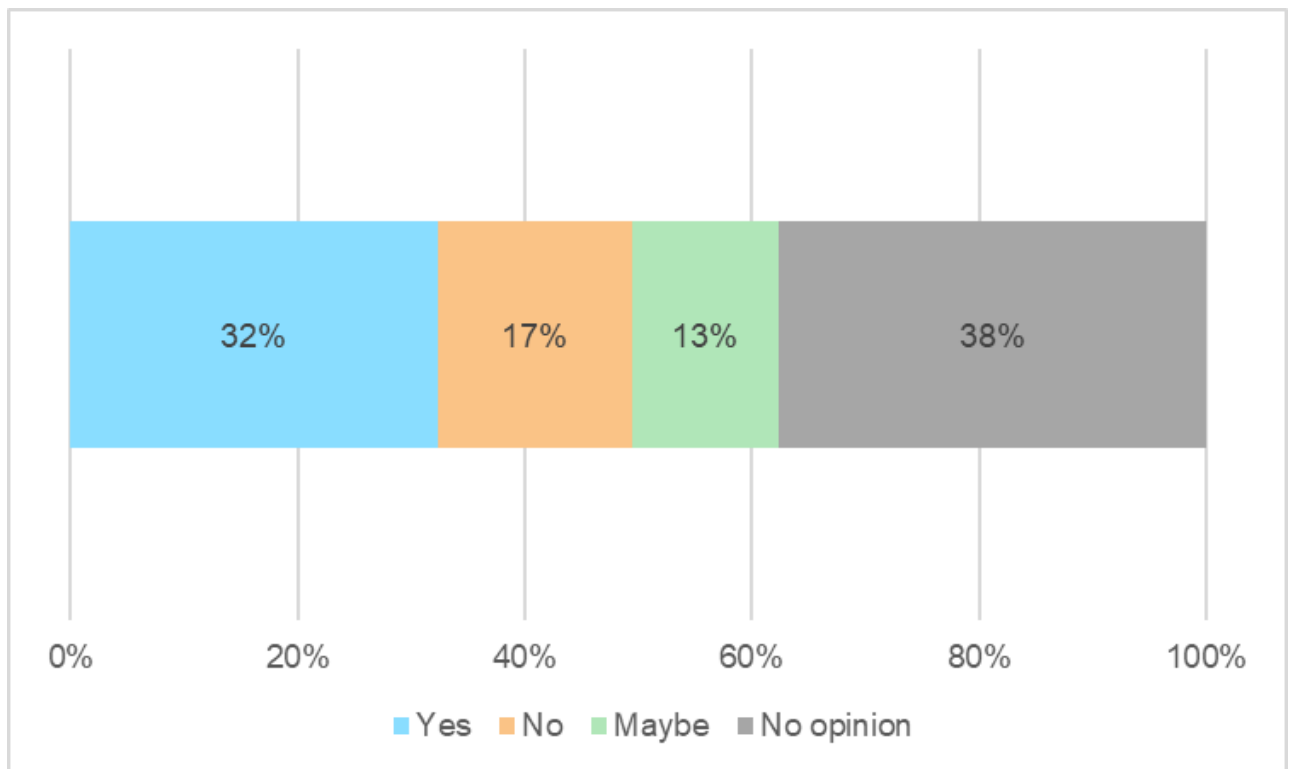
5.11.7. Typical comments included:

- *The idea that biodiversity measures can somehow replace lost biodiversity like for like is farcical. The aim should be to preserve all current biodiversity and then add habitats to this. The orchard should not be lost.*
- *Do not do this in my name, there is no longer a need.*
- *They look great, should enhance the area*
- *What possible biodiversity measures will make up for a 'road' through ancient orchard that has been left as it is for years - a real haven for wildlife? (I note that there is very little mention of the orchard in the discussions.)*
- *Entirely inadequate greenwashing on an environmentally destructive scheme.*

5.11.8. Question 22 asked ‘would you like to see a bus stop where the route crosses Cambridge Road in Coton?’ and the results are presented in Figure 5-12 and Table 5-22. A total of 430 respondents chose to answer, with the highest proportion of respondents, 38% of respondents (n:162) having no opinion. Furthermore, 32% of respondents (n:139) were supportive, 13% of respondents (n:55) thought maybe and 17% of respondents (n:74) being against.

5.11.9. 48 respondents provided sufficient postcode data to identify that they resided in Coton, based on ONS Open Source data. Considering these responses, 15% (n:7) were supportive of a bus stop at this location, 60% (n:29) were opposed, 15% (n:7) were undecided and 10% (n:5) had no opinion, as shown in Figure 5-13.

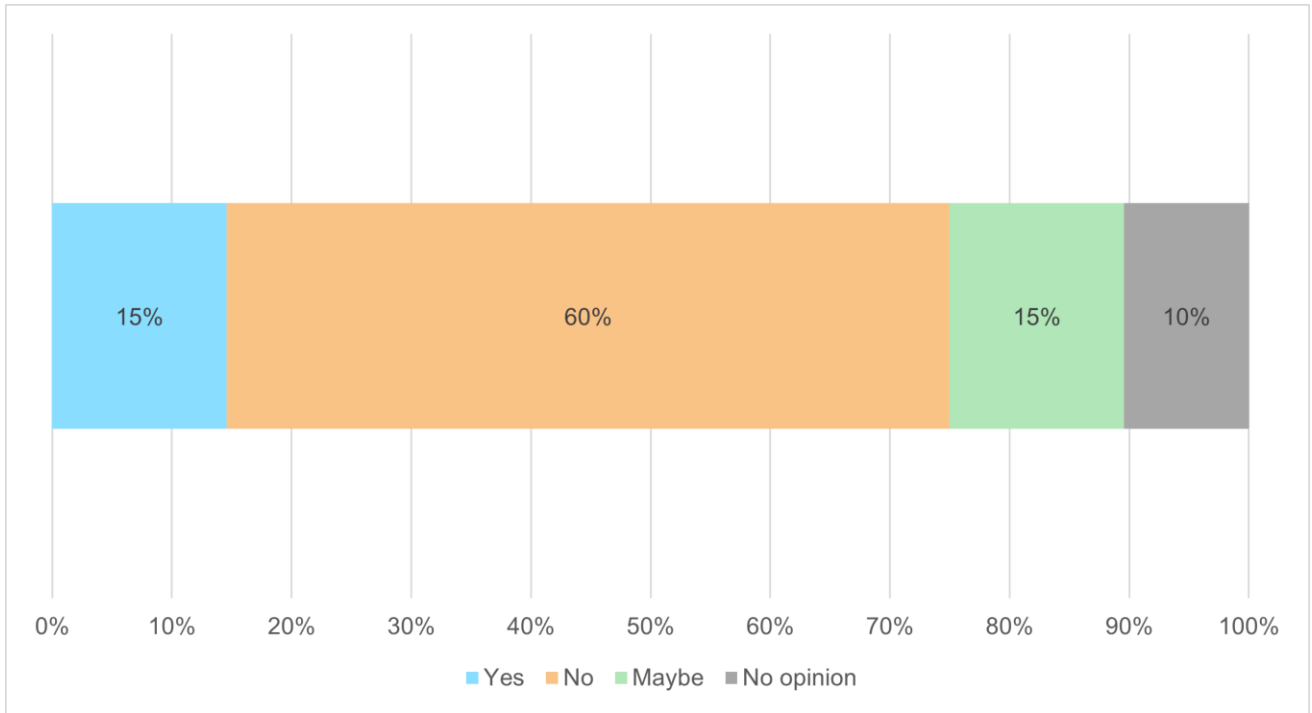
**Figure 5-12 – Extent of support for a bus stop where the route crosses Cambridge Road Coton (all respondents)**





Base: all who provided a response (n:430)

**Figure 5-13 - Extent of support for a bus stop where the route crosses Cambridge Road Coton (Coton respondents)**



Base: all Coton residents who provided a response (n:48)

**Table 5-22 – Extent of support for a bus stop where the route crosses Cambridge Road in Coton**

Options	Number of all respondents (n:430)	Percentage of all respondents (n:430)	Number of Coton respondents (n:48)	Percentage of Coton respondents (n:48)
Yes	139	32%	7	15%
Maybe	55	13%	7	15%
No	74	17%	29	60%
No opinion	162	38%	5	10%

Base: all who provided a response (n:48)

5.11.10. Question 23 asked ‘do you have any comments on North of Coton proposals?’

- 5.11.11. Table 5-23 outlines the 10 most frequent themes identified in the 598 coded comments received from 262 respondents. 8% of coded comments were 'no comment'.
- 5.11.12. 11% of coded comments from all respondents suggested that the busway should use Madingley Road with 9% expressing they opposed the measures for North of Coton.
- 5.11.13. 50 respondents provided sufficient postcode data to identify that they resided in Coton, based on ONS Open Source data. 213 coded comments were received. Percentages were very similar to those from all respondents, with 11% suggesting the busway should use Madingley Road, and 8% opposing the measures. Full coding tables can be found in Appendix F.
- 5.11.14. Typical comments included:
- *There should not be a busway to the north of Coton. It should use the existing Madingley Road*
  - *It will be detrimental to the village, which already is suffering from becoming a 'ghost' commuter town into Cambridge and London.*
  - *I do not support the proposed C2C off road route through the North of Coton, it is an environmental disaster.*
  - *This part of the proposals should be rejected - unnecessary harm to Green Belt when a better route via Girton Interchange is possible*
  - *The route is NOT 'north of Coton', it passes THROUGH the village. It seriously damages the local environment, and destroys a valuable rural landscape.*

**Table 5-23 - Themes from comments on the North of Coton proposals**

<b>Theme Description</b>	<b>Number of coded comments from all respondents</b>	<b>Percentage of coded comments from all respondents</b>	<b>Number of coded comments from Coton respondents</b>	<b>Percentage of coded comments from Coton respondents</b>
North of Coton - Busway should use Madingley Road (less environmental impact, better option)	64	11%	23	11%
North of Coton - Oppose measures	51	9%	18	8%
Design is not sustainable or environmental aspects have not been considered	47	8%	22	10%
North of Coton - Concerns with existing fauna and flora, existing wildlife habitats and a preference for natural landscapes are better	37	6%	18	8%
North of Coton - The need to consider how the scheme will impact residents (especially Coton residents)	31	5%	16	8%
Alternative suggestions	25	4%	8	4%
The need to retain existing green spaces	19	3%	9	4%
Concern with future traffic and congestion	19	3%	8	4%
Questions/more information/more data required	17	3%	7	3%
North of Coton - Support measures	14	2%	1	0%

Base: total number of coded comments in response to this question (n: 598)

## 5.12 SECTION G - M11 BRIDGE AND WEST CAMBRIDGE SITE

- 5.12.0. Question 24 asked ‘do you have any comments and suggestions about the route over the M11 and through West Cambridge?’
- 5.12.1. Table 5-24 outlines the 10 most frequent themes identified in the 479 coded comments received from 262 respondents. 13% of coded comments were ‘no comment’.
- 5.12.2. 10% of coded comments expressed the opinion that the busway should use Madingley Road as it would have less environmental impact and a similar percentage expressed opposition to the scheme. Full coding tables can be found in Appendix F.

**Table 5-24 - Themes from comments on the route over the M11 and through West Cambridge**

Theme Description	Number of coded comments	Percentage of coded comments
M11 through West Cambridge - Busway should use Madingley Road (less environmental impact, better option)	48	10%
M11 through West Cambridge - Opposition or no need for this section	46	10%
M11 through West Cambridge - Environmental concerns	31	6%
M11 through West Cambridge - Support or need for this section	25	5%
Design is not sustainable or environmental aspects have not been considered	24	5%
The scheme is too expensive	23	5%
Questions, more information or more data required	21	4%
Alternative suggestions	20	4%
The need to retain existing green spaces	17	4%
No demand, no need for the scheme, suggestions to upgrade or use the current provisions	9	2%

Base: total number of coded comments in response to this question (n: 479)

5.12.3. Typical comments include:

- *The route should follow Madingley Road.*
- *Oppose a new bridge across M11. Should use existing routes. There is no need to loose more land to transportation routes, instead existing corridors should be use, and link up with Madingley Park and Ride.*
- *This route is plainly unacceptable on environmental grounds.*
- *good, especially for cyclists*
- *Environmental effect of yet another road and bridge will be disastrous.*

## 5.13 SECTION H - WEST CAMBRIDGE TO GRANGE ROAD

- 5.13.0. Question 25 asked *'do you have any comments and suggestions about the proposals for the route from West Cambridge to Grange Road?'*
- 5.13.1. Table 5-25 outlines the 10 most frequent themes identified in the 519 coded comments received from 258 respondents. 13% of coded comments were 'no comment'.
- 5.13.2. 12% of coded comments expressed the view that the route was not appropriate and would lead to a loss of connectivity into the city centre, with 5% suggesting that the location was not suitable for those it is suggested to serve. 5% of coded comments made alternative suggestions, with the same percentage suggesting using Madingley Road. 4% of coded comments expressed support for the route proposals between West Cambridge and Grange Road.
- 5.13.3. Using open source ONS data, it was possible to identify postcodes from the Newnham area. 24 respondents from Newnham answered Question 25. Table 5-25 shows the data from all respondents and from those with a Newnham postcode. The highest percentage of coded comments from those with a Newnham postcode related to the view that the design is not sustainable, or that the environmental aspects have not been fully considered (13%, n:11), but caution should be used when interpreting data from small sample sizes.
- 5.13.4. Typical comments included:
- *It seems a little odd to terminate the route on Grange Road, as this will through the bus out into a congested city, but not close enough to the city centre to be off any use.*
  - *This is another eg of how this scheme costs a lot of £ and as huge environmental impact for minimum travel gain.*
  - *It does not provide transport to the parts of Cambridge most people actually want to get to. The harder and longer the route (and the higher number of bus changes required), the fewer people will actually use it.*
  - *Alternative suggestions included but are not limited to consideration of major employment sites, the narrowness of the roads, suggestions that residents' opinions should be given more weight.*
  - *No plans have been produced to explain how traffic at this major junction will be managed nor on how ongoing routes for the buses will be managed*



**Table 5-25 - Themes from comments on the proposals for the route from West Cambridge to Grange Road**

<b>Theme Description</b>	<b>Number of coded comments (all respondents, n:519)</b>	<b>Percentage of coded comments (all respondents, n:519)</b>	<b>Number of coded comments (Newnham respondents, n:24)</b>	<b>Percentage of coded comments (Newnham respondents, n:24)</b>
West Cambridge to Grange Road - Wrong location and end point, leading to loss of connectivity into city centre	62	12%	6	7%
Design is not sustainable or environmental aspects have not been considered	28	5%	11	13%
Proposals for the bus route are not suitable for those it is suggested to serve	28	5%	0	0%
Alternative suggestions	28	5%	2	2%
West Cambridge to Grange Road - Concern with traffic and congestion	28	5%	4	5%
West Cambridge to Grange Road - Environmental concerns	27	5%	10	12%
West Cambridge to Grange Road - Busway should use Madingley Road/ existing roads	24	5%	6	7%
West Cambridge to Grange Road - Support	22	4%	2	2%
Connections to other travel options - not included in design	17	3%	0	0%
West Cambridge to Grange Road - Oppose/ Waste of money/ Not needed	17	3%	4	5%

Base: total number of coded comments in response to this question (n: 519)

- 5.13.5. Question 26 asked *'do you have any comments about the junction with Grange Road?'*
- 5.13.6. Table 5-26 outlines the 10 most frequent themes identified in the 408 coded comments received from 227 respondents. 16% of coded comments were 'no comment'. The most frequently expressed view from the coded comments (12%) was of concern about the junction relating to traffic, congestion or traffic management. This view was also the highest number of coded comments from Newnham residents (22%) although it should be noted that the number of Newnham residents is small (n:26).
- 5.13.7. Typical comments included:
- *The proposed junction is, unbelievably, the narrowest pinch point on Grange Road, which will inevitably create extra traffic problems. Accidents are likely to happen as Grange Road is an important cycling route for students, school children and their parents. It is also quite narrow and unsuitable for the proposed number of buses an hour.*
  - *A most unsatisfactory and confined locality for buses to be manoeuvring, and a poor choice of destination.*
  - *Alternative suggestions included but are not limited to concerns about space for buses, impacts on Grange Road, suggestions for addressing school traffic and re-thinking the route.*
  - *Careful design is required here to ensure safety of all road users*
  - *What a daft place to end a route into Cambridge!*

**Table 5-26 - Themes from comments on the junction with Grange Road**

<b>Theme Description</b>	<b>Number of coded comments (all respondents, n:346)</b>	<b>Percentage of coded comments (all respondents, n:346)</b>	<b>Number of coded comments (Newnham respondents, n:26)</b>	<b>Percentage of coded comments (Newnham respondents, n:26)</b>
Junction with Grange Road - Concern with traffic, congestion and traffic management	49	12%	17	22%
Junction with Grange Road - Opposition or no need for this section	31	8%	6	8%
Alternative suggestions	28	7%	4	5%
Junction with Grange Road - Safety concerns	27	7%	7	9%
Junction with Grange Road - Wrong location and end point, leading to loss of connectivity into city centre	25	6%	1	1%
Concerns with safety for pedestrians, cyclists and equestrians	23	6%	6	8%
Junction with Grange Road - Concerns with the impact on the school	16	4%	8	10%
Questions, more information or more data required	14	3%	2	3%
Concerns with future traffic and congestion	12	3%	4	5%
West Cambridge to Grange Road - Opposition or no need for this section	10	2%	2	3%

Base: total number of coded comments in response to this question (n: 408)



## 5.14 RESPONDENTS' THOUGHTS

- 5.14.0. Under the Equality Act 2010, the GCP will be looking at the proposed scheme to ensure that it does not impact adversely on people or groups with protected characteristics. Question 27 asked respondents to comment if they felt any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.
- 5.14.1. Table 5-27 outlines the 10 most frequent themes identified in the 408 coded comments received from 213 respondents. 12% of coded comments were 'no comment'.
- 5.14.2. 8% of coded comments expressed alternative suggestions for the scheme. 8% of coded comments related to the impact of the scheme on those with limited mobility and the same percentage had concerns about the impact on the elderly. 3% of coded comments stated the respondents' belief that the scheme would have a negative impact on mental and physical health.

**Table 5-27 - Themes from comments on Question 27**

Theme Description	Number of coded comments	Percentage of coded comments
Alternative suggestions	33	8%
Negative impact on people with limited mobility	33	8%
Opposition towards the scheme	32	8%
Negative impact on old people	23	6%
Design is not sustainable or environmental aspects have not been considered	18	4%
Hardwick - Opposition towards the bus gate and restricting car access	18	4%
Hardwick - Opposition or no need for this section	16	4%
Negative impact on non-drivers	11	3%
Negative impact on mental and physical health	11	3%
Support for the scheme	10	2%

Base: total number of coded comments in response to this question (n: 408)

- 5.14.3. Typical comments included
- *Alternative suggestions - respondents took the opportunity to comment on wider scheme issues rather than specifically on protected groups/characteristics.*
  - *The elderly and disabled in those areas will be disproportionately affected by the noise of the building and the negative effect of the busway on the environment*
  - *The whole plan negatively affects the people of Hardwick and Coton.*
  - *The proposals don't necessarily help older people.*
  - *This is unacceptable and will have a negative impact causing further pollution, congestion and compromise the safety of our community.*
- 5.14.4. Question 28 asked if they had any other comments on the proposals.

- 5.14.5. Table 5-28 outlines the 10 most frequent themes identified in the 827 coded comments received from 278 respondents. 3% of coded comments were 'no comment or n/a'. Full coding tables can be found in Appendix F.
- 5.14.6. 10% of coded comments related to alternative suggestions to the scheme, with 7% stating their opposition. 6% expressed their views that the environmental aspects of the scheme have not been fully considered.

**Table 5-28 - Themes from comments on Question 28**

Theme Description	Number of coded comments	Percentage of coded comments
Alternative suggestions	84	10%
Opposition towards the scheme	62	7%
Design is not sustainable or environmental aspects have not been considered	53	6%
No demand, no need for the scheme, suggestions to upgrade or use the current provisions	48	6%
The scheme is a waste of money	33	4%
Fundamental design change needed (re-routing or re-design)	26	3%
Comments about the consultations (including comments about materials, events, survey)	26	3%
Questions, more information or more data required	25	3%
The scheme is too expensive	24	3%
The need to consider previous or alternative proposals (for public transport, road developments)	21	3%

Base: total number of coded comments in response to this question (n: 827)

5.14.7. Typical comments included

- *Alternative suggestions included but were not limited to considerations should be given to car drivers, as well as less consideration should be given to car drivers, examples of successful infrastructure, the need for affordable services, the need for construction to start imminently, consideration should be given to travel patterns (impacted by global warming, covid, working patterns), the need to re-think the plans, residents' opinions should have more weight.*
- *This scheme will devastate the village of Hardwick. We do not need it!!!*
- *There is so much wasted resources time, money, carbon and biodiversity in this project. The Citi 4 could be adequate.*
- *Just scrap the whole plan, the roadways work fine as they are.*
- *Please don't use public funding in this way. I fail to see how it actually serves the communities it will most affect. Instead the funding could be used to improve existing infrastructure and bus services*

## 6 STAKEHOLDER RESPONSES

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### 6.1 FROM GROUPS, ORGANISATIONS AND ELECTED REPRESENTATIVES

6.1.0. Responses were received on behalf of 25 different groups, organisations and elected representatives.

- Cambridge Biomedical Campus
- Cambridge Connect
- Cambridge Past, Present & Future
- Cambridge University Hospitals
- Camcycle
- Chivers Farm
- Clare Hall College
- Comberton Parish Council
- Coton Busway Action Group
- Coton Loves Pollinators
- Coton Orchard
- Coton Parish Council
- Countryside
- CURUFC
- Dry Drayton
- East West Rail Company
- Hallam Land Management Limited
- Jesus College
- Martin Grant Homes
- Ministry of Defence
- National Trust
- Natural England
- North Newnham Residents Association
- RO Property Management
- Wildlife Trust

6.1.1. A further 16 responses were received on behalf of different groups, organisations and elected representatives via the ConsultCambs survey.

- Barton Parish Council
- British Horse Society
- BDS Area 24
- Cambridge Green Party
- Callnex UK
- Coton Orchard Limited
- East Anglian Haulage Ltd / Madingley Mulch
- Hardwick Climate Action Group
- Haslingfield Parish Council
- Hill Group
- National Highways

- RO Property Management
- Representative of South Cambs District Council Caldecote Ward comprising Caldecote, Bourn, Childerley, Kingston, Longstowe and Little Gransden
- St John’s College Cambridge
- University of Cambridge
- Vistry Group

6.1.2. The main themes identified are summarised in Table 6-1.

**Table 6-1 – Stakeholder Responses: common themes**

Stakeholder	Respondent themes
Barton Parish Council (Received via ConsultCambs)	<ul style="list-style-type: none"> <li>• Believes modifying St Neots will increase traffic running through Barton on B1046. Need to rethink or not go ahead until A428 and M11 is built.</li> <li>• Believes looking at buses is short sighted, should go underground. Also need to use EWR to have light rail between Cambourne and Cambridge.</li> <li>• Travel hub should have a taxi pick up, emergency call, CCTV, delivery collection point, facilities for small children and parents.</li> </ul>
British Horse Society (Received via ConsultCambs)	<ul style="list-style-type: none"> <li>• Equestrians should be considered, and not excluded from any of the route</li> <li>• Design should consider horse box parking spaces and links to the Active Travel route</li> <li>• Strongly in favour of NMU link to Dry Drayton</li> <li>• Existing right of way access should be maintained through construction</li> <li>• Any crossings should be full Pegasus crossings</li> <li>• Surfaces should be suitable for equestrian use</li> </ul>
BDS Area 24 (Received via ConsultCambs)	<ul style="list-style-type: none"> <li>• Needs of carriage drivers should be taken into account</li> <li>• Should include horse box parking in order for horse riders and carriage drivers to access the active travel route</li> <li>• Suggests that construction compounds should not interfere with public access routes</li> <li>• Would support an active travel route that includes ALL equestrians, both horse riders and carriage drivers</li> <li>• Strongly in favour of NMU link to Dry Drayton</li> <li>• Any crossings should be full Pegasus crossings</li> </ul>
Cambridge Biomedical Campus	<ul style="list-style-type: none"> <li>• expresses support for the proposals associated with the scheme to improve the public transport network between Cambourne and Cambridge, freeing up road space for better walking, cycling and improving air quality.</li> <li>• encouraged to see that there are proposals to minimise the carbon footprint and that there is a strong biodiversity statement.</li> <li>• Pleased to see a BNG minimum target of 10% but would urge working towards 20%</li> </ul>

Stakeholder	Respondent themes
	<ul style="list-style-type: none"> <li>In favour of the approach to planting mitigation and retention of trees where possible</li> </ul>
Cambridge Connect	<ul style="list-style-type: none"> <li>States that alternative routes have been insufficiently considered with the proposed route having an unacceptable impact on surrounding green belt</li> <li>Considers the mitigations outlined in the proposals to be insufficient</li> <li>Would prefer a light rail solution rather than buses</li> <li>Suggests that the scheme has been developed using out of date population projections</li> </ul>
Cambridge Green Party (Received via ConsultCams)	<ul style="list-style-type: none"> <li>Supports active travel routes being created but oppose the C2C project.</li> <li>Supports Cambridge Past, Present and Future plan and suggest GCP follows that.</li> <li>Believes there are not the statistics or need for this scheme.</li> <li>Suggests existing problems can be relieved by an in-highway proposal which includes 1,135m of bus lanes so buses can take advantage of the bus priority measures along Madingley Road. Buses north to east can use the A428 and A14. These proposals would fully satisfy the local pan and achieve the best benefit to cost ratio.</li> <li>The project has high embedded carbon costs counteractive to the councils net zero target and it will destroy precious green belt land</li> <li>The project does not have a democratic mandate.</li> <li>Current bus way has many safety flaws and repairs which drained taxpayer funds.</li> </ul>
Cambridge Past, Present & Future	<ul style="list-style-type: none"> <li>Supports the improvement of public transport and active travel between Cambourne and Cambridge but strongly objects to the route chosen</li> <li>believes that a route alignment within the corridor of the A1303 can meet the needs for a high-quality public transport system with much less harm to ecology, landscape and green belt</li> </ul>
Cambridge University Hospitals	<ul style="list-style-type: none"> <li>expresses support for the proposals associated with the scheme to improve the public transport network between Cambourne and Cambridge, freeing up road space for better walking and cycling and contribute to improved air quality.</li> <li>welcomes the consideration of the realignment around the waterworks site, to minimize impact on trees and habitats, and at the Scotland Farm Travel hub, where existing trees and hedgerows are to be retained</li> <li>pleased to see that the biodiversity commitment being made as part of the scheme is to deliver a minimum of 10% gain, with a goal of 20% overall. The Trust would urge the Greater Cambridge Partnership to do all it can to meet the goal target, rather than settle for less</li> </ul>

Stakeholder	Respondent themes
Camcycle	<ul style="list-style-type: none"> <li>Needs more detail on the proposed Active Travel routes but emphasises importance of using Local Transport Note (LTN) 1/20 to inform the design</li> <li>Safety for cyclists and other users should be a priority, through segregation and better lighting. Where segregation is not possible, bus speeds should be limited</li> </ul>
Cellnex UK (Received via ConsultCams)	<ul style="list-style-type: none"> <li>States they have apparatus adjacent to the proposal and request more information on the impact.</li> </ul>
Chivers Farm	<ul style="list-style-type: none"> <li>Strongly opposes the route alignment and the proposal to instal a bus gate</li> <li>Proposes that buses should travel the existing St Neots Road</li> <li>Asks for more engagement regarding the location of environmental mitigation measures</li> </ul>
Clare Hall College	<ul style="list-style-type: none"> <li>Concerns over the route alignment and impact of the proposals on future development plans of the college</li> <li>Objects to the scheme route as it considers that alternatives to the alignment between West Cambridge to Grange Road have not been thoroughly explored</li> <li>Concerns that the new route will adversely impact on the college's cultural, historical and environmental setting</li> </ul>
Comberton Parish Council	<ul style="list-style-type: none"> <li>Concerns over negative impact of the bus gate</li> <li>Appears to be no benefit of the scheme for residents of Comberton</li> </ul>
Coton Busway Action Group	<ul style="list-style-type: none"> <li>supports improvement in travel links from the West of Cambridge to commuter and leisure destinations around the city but believes that a viable on-road solution down Madingley Hill using existing infrastructure has never been openly and transparently explored</li> <li>concerns that the scheme has not considered the history of flooding or the existing drainage systems, or include measures to mitigate flooding along the north side of Whitwell Way and Coton High Street</li> <li>does not believe that any mitigation measures would compensate for the destruction caused by the scheme</li> <li>does not believe that the claims made regarding biodiversity net gain are robust</li> <li>does not support a bus stop in Coton and believes it will have an unacceptable impact on the village</li> </ul>
Coton Loves Pollinators	<ul style="list-style-type: none"> <li>Accepts the need for improved transport solutions but can see no justification for the proposed off-road scheme which will damage landscape and ecology</li> </ul>

Stakeholder	Respondent themes
	<ul style="list-style-type: none"> <li>• Deeply concerned about the impacts of the proposed Coton section of the busway will have on the biodiversity of Coton</li> <li>• Opposes the proposed busway route at Coton due to unacceptable and irreversible damage it will cause to the entire character and physical integrity of Coton and Coton Orchard</li> </ul>
Coton Orchard Limited (2 responses received)	<ul style="list-style-type: none"> <li>• Believes the consultation material to be leading</li> <li>• Believes the scheme costs are extortionate and represents poor value for money</li> <li>• Believes the scheme does not take into account the changes in travel patterns</li> <li>• Believes the scheme will cause ecological damage that will not be mitigated sufficiently by new planting</li> <li>• Believes the construction of the road will have a negative impact in the form of light and air pollution</li> <li>• Opposes the scheme route, particularly through Coton</li> <li>• Does not support a bus stop at Coton, &amp; objects to the phrase 'north of Coton' as it is misleading</li> <li>• Believes constructing another bridge is an expensive folly</li> </ul>
Coton Parish Council	<ul style="list-style-type: none"> <li>• Supports the improvement of bus connections between Cambourne and Cambridge</li> <li>• Believes that changing working practices mean that there is no case for an outbound bus lane</li> <li>• Recommends that the off-road busway and cycle route is not taken forward</li> <li>• Does not agree that CPPF land at the northern end of village is a suitable location for a compound</li> <li>• Concerns around village being impacted by parking by commuters, as well as undesirable urbanisation</li> <li>• Supports responses to the consultation made by Coton Loves Pollinators, Cambridge Past Present and Future and the Coton Busway Action Group</li> </ul>
Countryside	<ul style="list-style-type: none"> <li>• Supportive of the C2C project and committed to continuing the dialogue.</li> <li>• Will comment further when the scheme is fully developed.</li> <li>• Believes it is imperative that electric charging points be provided within the car parking allocation</li> <li>• The scheme will run alongside a new housing development and school</li> <li>• Requests on-going dialogue on the siting of the construction compound. Also notes that Countryside will have employment facilities on site.</li> <li>• Requests a full and up to date baseline of data for surveys</li> <li>• Request a review of a planning application to consider projects that are "existing and approved".</li> </ul>

Stakeholder	Respondent themes
CURUFC	<ul style="list-style-type: none"> <li>• Notes arrangement for daily access to grounds and training facility including emergency access. Expresses need for access for parking vehicles during set up.</li> <li>• Access to be maintained during construction of busway.</li> <li>• Raised concerns about the proximity of busway to boundary, notes build over rights and trees need for mitigation.</li> <li>• Notes impact on drainage in the grounds.</li> <li>• Suggestion for enhanced security arrangement for the ground including safety netting.</li> <li>• Request details of intentions regarding retention or enhancement of bus stop facilities in proximity of the ground</li> </ul>
Dry Drayton	<ul style="list-style-type: none"> <li>• Existing footpath is too narrow but could be widened if street lights are relocated.</li> <li>• Proposed crossing point is exposed to high-speed traffic around chicane.</li> <li>• Access from Park Lane/Oakington Road requires users to cross twice</li> <li>• Proposes alternative route crossing opposite Southernwood House, join the road opposite Oak Crescent. Provide crossing point for pedestrians at the end of High Street and Rectory Farm end. Permits cyclists to join after using roundabout.</li> <li>• Suggests there will be some loss of mature hedgerow but can be mitigated by screening from new Church Farm Buildings and path could also follow this development.</li> <li>• The bank alongside the roundabout may require a retaining wall.</li> <li>• A regular shuttle bus is essential for Dry Drayton to ensure travel hub is fully inclusive.</li> <li>• Suggests that balancing pond would not mitigate fuel spillages, request what protection would be in place after construction.</li> <li>• Strict protocols should be in place for contractors and suppliers to ensure they only use routes from A428 roundabout and avoid C-roads.</li> <li>• Designing out light and noise pollution is essential for residents.</li> </ul>
East Anglian Haulage Ltd / Madingley Mulch (Received via ConsultCams)	<ul style="list-style-type: none"> <li>• Request information on whether cars are allowed between Cambridge Rd junction and Madingley Mulch and whether the route cross their land.</li> <li>• Does not agree with removing existing bus stops and believes at least two bus stops are required in Hardwick</li> </ul>



Stakeholder	Respondent themes
	<ul style="list-style-type: none"> <li>Does not support St Neots Road proposal, believes tripling distance will cause harm to the environment which will override the effect of losing trees.</li> <li>Believes the extra cost caused by this for both drivers and the proposal in general is non-sensical.</li> </ul>
East West Rail Company	<ul style="list-style-type: none"> <li>Confirms support in principle for the C2C public transport route and the opportunities it presents for the delivery of a direct active travel link to and from the new EWR Cambourne Station connecting to the C2C network</li> <li>Supports C2C bus links to key destinations in Cambridge</li> <li>Continued wish to work closely with GCP as likely to be interface between EWR and C2C at Bourn Airfield and Childerley Gate</li> <li>Supports close working and ongoing communication with GCP to ensure EWR proposals are fully integrated</li> <li>Will wish to submit a further representation once the TWAO application is submitted</li> </ul>
Hardwick Climate Action Group (Received via ConsultCams)	<ul style="list-style-type: none"> <li>Concerns re safety of shared surfaces with equestrian users</li> <li>Concerns re safety at night, and suggests lighting at night with lights that don't disturb surrounding areas</li> <li>Suggests relocation of the Hub to Cambourne</li> <li>Suggests that materials and means of transporting them should be as environmentally friendly as possible</li> <li>Need to ensure cycle path is maintained</li> <li>Strongly supports the active travel path between the Hub and Dry Drayton</li> <li>Strongly opposes the refinement of the route north of Coton</li> </ul>
Haslingfield Parish Council (Received via ConsultCams)	<ul style="list-style-type: none"> <li>Agrees with providing pedestrian, cyclist and equestrian access.</li> <li>Do not support removing mature trees/woodland to provide bus stop facilities.</li> </ul>
Hallam Land Management Limited	<ul style="list-style-type: none"> <li>Support the selection of Scotland Farm as an active travel hub.</li> </ul>
Hill Group (Received via ConsultCams)	<ul style="list-style-type: none"> <li>Fully support active travel provision for key employment areas.</li> <li>States that crossing needs to be compliant with the Department for Transport's Local Transport Note 1 / 20 "Cycle Infrastructure Design"</li> <li>Supports proposed facilities at bus stops</li> <li>Supports choice of Scotland Farm as it can intercept vehicular traffic from Cambourne and St Neots.</li> <li>States "local area compound" may cause visual and noise disruption and suggest location southeast of St Neots Rd be discounted.</li> </ul>

Stakeholder	Respondent themes
	<ul style="list-style-type: none"> <li>No objection to C2C public transport as this would remove the need for new public transport route between St Neots Road and A28.</li> <li>States the need for properties along St Neots Road to maintain their access, that bus gate technology is expensive to implement and prone to misuse.</li> <li>Does not support restricting traffic on Long Road as there is no evidence to support this and it would have a severe impact on surrounding roads.</li> </ul>
Jesus College	<ul style="list-style-type: none"> <li>General support of any scheme which resolves transport and congestion issues within the city</li> </ul>
Martin Grant Homes	<ul style="list-style-type: none"> <li>GCP has not adopted the optimum solution and should rethink the location of the park and ride. Must include other options such as park and ride at North Cambourne.</li> <li>Support principle of C2C and welcomes travel hub at North Cambourne as preferred option.</li> <li>Believes the decision-making process was flawed as key criteria changed from assessment 1 to 2.</li> <li>Scotland Farm is an undesirable location as it would require a detour to get onto the network.</li> <li>Believes the uncertainty regarding future spatial development patterns may hinder effectiveness of scheme.</li> <li>Believes changed circumstances make rise to a re-evaluation of the locations and that further EIA assessment should be done on previously rejected options</li> <li>Request that GCP fully demonstrates that the current option is the superior option.</li> </ul>
Ministry of Defence	<ul style="list-style-type: none"> <li>No objections to current proposed route.</li> </ul>
National Highways (Received via ConsultCambs)	<ul style="list-style-type: none"> <li>Supportive of proposed measures as it will relieve pressure on the corridor.</li> <li>Supports that Bourn Airfield is somewhat predicated on GCP delivery of public transport</li> <li>Appreciates discussions which have been had particularly regarding M11 overbridge.</li> </ul>
National Trust	<ul style="list-style-type: none"> <li>Objects to proposal of an off-road busway due to its impact on valued landscapes and the urbanising effect on the Western side of the city.</li> <li>Concern about decision making on high-level assessments.</li> <li>States multiple points which need to be properly assessed including loss of ecological connectivity, impact on mobile species, impact of noise and vibration, cumulative effects of developments and states any mitigation must be supported by evidence.</li> <li>Concern about new housing development which will impact nature. Suitable green space must be attached to this development</li> </ul>

Stakeholder	Respondent themes
	<ul style="list-style-type: none"> <li>• Hardwick – supports that route avoids mature woodland but raised concern on difficulties of managing small patches of grass and suggests that woodland may be more appropriate.</li> <li>• Ancillary infrastructure should be kept to a minimum.</li> <li>• North Coton – states there is loss of priority habitat at Coton Orchard.</li> <li>• Request if route will be 5G enabled.</li> <li>• Request more clarity on access to agricultural land holdings.</li> <li>• More analysis needs to be done on visual effects from skyline, suggests a curved route would eliminate direct views.</li> <li>• Support low mounding if designed with landscape character in mind.</li> <li>• Support north-south planting schemes but must maintain views</li> <li>• Who will manage proposed green infrastructure?</li> <li>• States that the naming matrix in the materials was misleading</li> </ul>
Natural England	<ul style="list-style-type: none"> <li>• The EAS should provide a robust assessment of effects including a range of ecological surveys.</li> <li>• States sites and surrounding landscape are important for bats and welcomes the extensive surveys.</li> <li>• Supports following aspects; objectives for cleaner greener transport, deliver biodiversity net gain, realignment for route to protect trees, limiting impact on Local Nature Reserve, proposed habitat creation, incorporation of active travel path and embedding ecologically beneficial drainage infrastructure.</li> <li>• Environmental enhancement must contribute towards delivery of Nature recovery framework, and reference made to greater Cambridge biodiversity supplementary planning document.</li> </ul>
North Newnham Residents Association	<ul style="list-style-type: none"> <li>• Support the urgent need for improved public transport links to reduce congestion and pollution.</li> <li>• Supportive of environmental impact considerations on pages 35/36.</li> <li>• Supports segregated space for pedestrians and cyclists</li> <li>• Trust GCP to replace trees and hedge which may be lost because of the route.</li> <li>• Support segregating public transport from ordinary traffic as proven by the guided bus experience.</li> <li>• Request lessons learnt from the Adams Road project to enable cycle safety to be improved and motorized traffic to be minimised.</li> <li>• Should consider speed calming measure, reduce parking space, charges for daily commuters.</li> <li>• Notes that traffic volumes on grange Road junction spike with schools at drop of and pick up. This should not affect bus reliability or worsen congestion. Could discuss alternative drop of and pick up measures.</li> </ul>
RO Property Management (2 responses received)	<ul style="list-style-type: none"> <li>• Suggestion of new bus stop location immediately south of Madingley Mulch commercial. This is an</li> </ul>

Stakeholder	Respondent themes
	<p>excellent opportunity to serve the commercial site and adjoining residential development</p> <ul style="list-style-type: none"> <li>• This site could enable maintenance access to the busway and assist in planting and habitat creation.</li> <li>• Suggests the proposal for Madingley Mulch should include busway for cyclist and pedestrian as well as future cycle storage, car parking and EV charging facilities.</li> </ul>
<p>Representative of South Cambs District Council Caldecote Ward comprising Caldecote, Bourn, Childerley, Kingston, Longstowe and Little Gransden (Received via ConsultCambs)</p>	<ul style="list-style-type: none"> <li>• Support the principle of a travel route and separation between walkers and cyclist for safety reasons. The design must protect cycle/walking sections from vehicular routes.</li> <li>• Believes bus stops must have cycle parking/lockers to encourage cyclist to use their bikes.</li> <li>• States second stop at Bourn Airfield must have good access to local communities and requests clarification if this will affect existing C4 bus stop on St Neots Road. Request information on how the City Bus 4 is affected.</li> <li>• Support taking route south of waterworks but oppose closing Long Road to cars as this will lead to rat running through Cambridge Riad in Hardwick.</li> <li>• Suggests extension from Comberton greenway to Highfield Caldecote, Kingston and Bourn so young people can get to college.</li> </ul>
<p>St John's College Cambridge (Received via ConsultCambs)</p>	<ul style="list-style-type: none"> <li>• Supports broad principles of the C2C project to improve accessibility to the city.</li> <li>• Does not support the “uncontrolled crossing point” north of Coton Primary school.</li> <li>• Cycle path needs to be of high quality as it is being diverted from existing route.</li> <li>• Urges for route alignment to be as close to North and South boundaries as possible to minimise land take and disruption to land holdings.</li> <li>• Land is part of a large consortium as a part of a larger development as part of Local plan. Proposals only suggest one potential bus stop no further stops are shown.</li> <li>• It is important the route plans for long term such as the potential for another bus stop and sufficient flexibility, extensions possibilities south and drainage ponds should be considered accordingly.</li> </ul>
<p>University of Cambridge (Received via ConsultCambs)</p>	<ul style="list-style-type: none"> <li>• Supports use of solar panels or similar on roof spaces at bus stops or travel hubs</li> <li>• Need to ensure that construction and compounds do not impact on the drainage for the West Cambridge site</li> <li>• Supports the active travel path between the Hub and Dry Drayton</li> <li>• Further information is needed about how different schemes in the central Cambridge area are being integrated; would welcome discussions</li> <li>• Where does the route go after West Road?</li> </ul>

Stakeholder	Respondent themes
Vistry Group (Received via ConsultCambs)	<ul style="list-style-type: none"> <li>• Supports the proposals.</li> <li>• States the need to provide easy foot/cycle access to second bus stop near Childerley Gate.</li> <li>• Wants to see traffic modelling to know the impact of re-routing traffic away from St Neots.</li> <li>• Suggests attention needs to be paid to future Westward extension of Better Public Transport Scheme as it would significantly increase the non-car accessibility and travel opportunities for St Neots to Cambourne residents.</li> </ul>
Wildlife Trust	<ul style="list-style-type: none"> <li>• Welcomes the movement to less carbon intensive travel patterns, however, feels that this scheme does not avoid impacts on natural environment or mitigate for them</li> <li>• Objects to route bisecting area of city wildlife site east of M11. Also, an area of traditional orchard priority will be lost.</li> <li>• States there will also be disturbance from air, noise, and light pollution.</li> <li>• Welcomes the change in route to avoid waterworks site as it meets the requirements of mitigation hierarchy.</li> <li>• Believes scheme fails to set out full scale ecological impacts, which is a recurring concern.</li> <li>• Believes the current scheme will not achieve 20% biodiversity net gain without offsite habitat creation.</li> <li>• Mitigation areas are small and hard to manage and do not give the benefits which are needed.</li> <li>• Recommends creating a larger grassland habitat or habitats which are more easily maintained.</li> <li>• Believes the scheme should be adapted based on the habitat types and corridor linkage identified through the Cambridge Nature Network.</li> </ul>

6.1.3. Full content of submissions can be found in Appendix E, with the exception of any personal information which has been redacted. Furthermore, responses received via the survey have not been included in the appendix as the full survey data is available on the GCP website.

## 6.2 EMAILS FROM INDIVIDUALS

6.2.0. During the consultation period, 29 individuals provided a response by email and the main themes identified are summarised in Table 6-2.

**Table 6-2 – Summary of themes identified from emails from individuals**

Stakeholder Reference Number	Respondent themes
#1, #2, #3	States the map is too small/unclear/unreadable to see clearly

#4	States they have lost interest in the number of consultations which have taken place. Believes a lot of taxpayer money is spent on consultations and would like to know the amount of money which has been used.
#5	States issues with providing views on the website.
#6	Could only find low quality images on the website. Doubts the reliability of ecology surveys as ponds were indicated as no access even though they have a high density of Great Crested newts.
#7	Asks for clarification on the two scenarios for St Neots Road and expresses concerns on the way questions are ask during the consultation as not a single yes/no can be given. Comments on off-road green corridor on St Neots Road suggest that trees would need to be removed or traffic taken out east of Cambridge Road. East of Cambridge Road – states that it is not mentioned that the traffic will be pushed onto narrower roads with increased pollution and noise for road users. Question 17 only asks about whole road (on or off road) not about East or west Cambridge Road. Requests information about lay-bys on St Neots as have received contradictory information.
#8	Concern about effect on residents of Hardwick, will it affect the citi4 which currently runs. Scotland Farm is good for those by car but not of those that rely on citi4.
#9	Suggests there is too much detail on design rather than EIA. Review of the past 7 years of decisions relating to C2C. Believes the results of these shows that response to consultation is largely ignored. Consultations are a charade and reports present data in a biased view. States the outline business case provided has a very controversial scoring for off-road and on-road options. Landscape scores are the same even though one introduces tarmac onto fields. Noise scores the same even though one runs through a village and by a school. Air quality scores the same even though off road introduces air-borne particles. Biodiversity on-road scored lower even though off-road introduces tarmac on fields. Heritage scores the same even though one introduces tarmac through village and close to church. Green belts only scored one lower for off-road even though it introduces tarmac to greenbelt land. Public Acceptability scores the same even though on-road received far greater support.
#10	Doesn't understand need of a dedicated busway on St Neots Road as traffic is not heavy. If necessary, this should start on Comberton Long Rd junction. More consideration given to traffic which will be forced into Cambridge Rd. Currently the shop causes hold ups in the morning and the evening. Closing St Neots will cause rat running on Cambridge Road. Suggests St Neots should become one way westward from Madingle turn to reduce traffic for non-hardwick residents using Cambridge Rd as a short cut. Believes more concern needs to be given to Hardwick residents.

#11	<p>Requests information on the carbon footprint of the development and methodology to reducing this (short, medium, long term).</p> <p>Suggests there are no traffic issues along St Neots Road so why not run the buses along existing carriageway.</p>
#12	<p>Disappointed to see route still goes over a new bridge.</p> <p>Suggest current issues with congestion on Silver Street as it is not wide enough for buses.</p> <p>Suggests using Madingley Road as a more viable alternative.</p>
#13	<p>Requests information on whether the active travel route will affect rights of access to house. As well as requesting more information on “Enhance Footways New Public Right of Way”.</p>
#14	<p>Support going through Bourn, particularly regarding joining up of Cambourne.</p> <p>States current route is too long, and that people would not use bus route if it was longer.</p>
#15	<p>Requests information on whether the link passes along the St Neots Rd.</p> <p>Expresses concerns about the rail link, BP Service station expansion, St Neots Road roundabout alterations and the Bourn airfield East site</p>
#16	<p>Suggests plan would ruin West Cambridge and that public opinion is that it should run North of Cambridge. This option has been imposed on residents.</p> <p>Believes the cost is too much. The additional bridge is a waste of money causing damage to environment (both visual and natural). Suggests proper answer is running a bus on Madingley road and A428.</p> <p>Suggests that a smaller operation is needed now due to the increased number of people working from home.</p> <p>States areas of damage as historic cotton orchard and village, effect of Bin Brook crossing on rural stream, destruction of cotton footpath, damage to Gren Belt land west of Wilberforce Road.</p> <p>Expresses concern over new building development along bus route.</p> <p>Suggests the rail link will make busway redundant.</p> <p>Request withdrawal of proposal for compulsory purchase.</p>
#17	<p>Opposes proposal of pathway from Dry Drayton as current width is not suitable. It will require compulsory purchase of area in front of houses or to narrow an already busy road.</p> <p>States the drainage running from Keepers End is inadequate as there are long standing flooding issues and the increased amount of tarmac will worsen this problem.</p> <p>Opposes new pathway as it would be a disaster, it is a danger to users of the pathway due to people trying to access their driveways which would also cause congestion.</p> <p>Suggests a better solution would be to continue into centre of the village on eastern side then curl back over land with no irrigation ditch. This route means drainage wouldn't be a problem as water would run off to the ditch.</p> <p>Suggests a larger roundabout to enable better manoeuvring for HGVs</p> <p>Suggests a cycle/pedestrian crossing between church and bus shelter as traffic must slow for roundabout anyway.</p> <p>Opposes the western side location and existing location of crossing.</p>

#18	<p>Concerned about western side proposal due to safety. The footpath is already very narrow. Suggests the opposite side path has none of these restrictions and is safer. The crossing can then be placed between the church and bus shelter as traffic is not as fast there.</p> <p>Concern about flooding on the western side and the road breaking up.</p> <p>Concern about the access to houses on the western side and possibility of traffic caused by this access.</p> <p>Concern about lorries causing accidents for people on the pathway and suggestion the village should have a weight limit to prevent lorries going through.</p> <p>States issues with speeding in the area which is not safe and will be worse if you then add cyclists to the footpath.</p>
#19	<p>Request more detail on what is proposed for the crossing to St Neots Road.</p>
#20	<p>Supports route into Cambridge along the west.</p> <p>Request information on the following things; is the P&amp;R at Scotland Farm going ahead, who is expected to use this P&amp;R</p> <p>States issues with existing traffic and speeding</p> <p>Requests information on whether adjacent village will be connected to C2C path as it unclear currently.</p> <p>Requests if there will be traffic lights, has there been safety assessment on proposed scheme.</p> <p>Suggests it would be safer to keep travel path behind hedge as currently it is close to areas with large farm machinery and lorries.</p> <p>States environmental and traffic assessments need to be done before any decisions are made.</p>
#21	<p>States that at a meeting it was suggested that the busway could be surrounded by trees, but this has not been made into a provision.</p> <p>Asks to reroute away from garden which could be done by going further south upon entry at waterworks rather than running diagonally.</p>
#22	<p>States zoom meeting was very helpful.</p> <p>Requests information on ecological surveys on area owned by Jesus college (anciently uncultivated field) as it is very precious in its biodiversity.</p>
#23	<p>Welcomes improvement in public transport.</p> <p>Concern over further development which may happen on the back of this as it will alter the character of the area.</p> <p>States elderly and vulnerable people need to have access to Cambridge by car and this should not be made more difficult or expensive.</p> <p>Believes travel hub will not be realise unless suitable cycle/footpaths are available. Recent improvement has not benefited Dry Drayton as access can only be made via busy roads.</p> <p>Concern over the combination of vehicle types which may cause more fatalities.</p> <p>Concern over narrowness of the road and the ditch on the western side so active travel path needs to continue to the other side of the hedge.</p>
#24	<p>Does scheme disturb land at the north of the field?</p>



	<p>Concern about reduction of biodiversity on Jesus College's undisturbed meadow, this could not be compensated by habitat creation.</p>
#25	<p>Welcomes developments as they complement and improve the existing area and transport links.</p> <p>States the active travel route does not support Scotland Road travel hub as it is badly connected. This would lead to it being no more than a park and ride.</p> <p>Suggests the travel hub should expand to have more meaningful connections. This could be cost effectively achieved by extending route through the remaining half of the village connecting to onward cycle routes.</p> <p>Suggests the planned routes requires some improvements to ensure safety of users and road traffic. The route currently crosses a 60mph street and runs along a very narrow footpath. These issues could be resolved by continuing path across the fields.</p> <p>States private transport provisions should not be replaced by improved public transport.</p>
#26	<p>States that consultation wasn't wide enough, not everyone uses Facebook and some didn't receive original leaflet.</p> <p>Concern about St Neots Rd corner as believes it is not busy west bound to need a bus gate.</p> <p>States the need to consider problems by the shops, parked cars at peak times.</p>
#27	<p>Requests if bus route would be in place form West Cambourne to Cambridge.</p>
#28	<p>Believes there shouldn't be a right turn and proposal should be limited to buses and cyclist only.</p> <p>States the proposal is not in the public interest, it is costly, unsafe and environmentally damaging.</p> <p>The diversion will increase distance and cost to users which is totally unacceptable. This will also cause additional pollution.</p> <p>Concerns about safety aspects diverting cars onto A428 will cause merging issues and create collisions. Also, when leaving the additional traffic can cause a rear end collision.</p> <p>Concern over the amount of traffic on St Neots Road doubling which is bad from safety aspects and increased pollution.</p> <p>If the road can be kept open for buses it can be kept open for motorists.</p>
#29	<p>Objects to proposed travel hub at Scotland Farm as it will alter the nature of Dry Drayton and Hardwick and continue the urbanisation of the villages.</p> <p>Believes a decision has already been made.</p> <p>States traffic must be effectively controlled to improve safety and prevent rat-running. There would be a huge increase in rush hour traffic if the P&amp;R is moved. Therefore, the road should restrict HGVs access. Traffic calming measure should be paid for through the Greater Cambridge partnership funds not parish councils.</p> <p>States there is a need for protected off road routes and these should not be paid for by parish or SDC.</p> <p>Concerned over the phrase "travel hub" as this suggests more than just meeting place for cars, buses and cyclists/pedestrians.</p> <p>Project must not give the go ahead for East-West rail link.</p>

## 6.3 SOCIAL MEDIA

6.3.0. Six comments were received via social media channels:

- *'hopefully we won't lose our 4 bus stops around Hardwick..'*
- *'we oppose the plans..'*
- *'this seems suspiciously not about transport but about meeting the criteria to allow the development of the West Fields'*
- *'@GreaterCambs suggested the village might prefer the ecologically damaging busway to go through the American Cemetery or @GreaterCambs could put it down the village High Street'*
- *'struggling to find the registration page for your two webinars'*
- *'it will get people out of their MASSIVE and environmentally / climate wrecking SUVs'*

6.3.1. Copies of the posts can be found in Appendix D.4.

## 7 NEXT STEPS

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- 7.1.0. The project team will consider feedback received and wherever possible feed into planning as part of the ongoing design and development of the Cambourne to Cambridge route.
- 7.1.1. This consultation report, full results (redacted to omit any personal information) and other supporting documentation will be presented to the GCP Joint Assembly and GCP Executive Board later and published online at [www.greatercambridge.org.uk/cambourne-to-cambridge](http://www.greatercambridge.org.uk/cambourne-to-cambridge).



Level 2  
100 Wharfside Street  
Birmingham  
B1 1RT

[wsp.com](http://wsp.com)

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