



Greater Cambridge Partnership

CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT

Appendix A – TWAO Rules 2006

Schedule 5 & 6 Stakeholders Table



Appendix A – Schedule 5 and 6 Stakeholders

Schedule 5: Those to be served with a copy of the application

Authority sought for—	Documents to be deposited with—	Proposed Recipients
1. Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.	The Crown Estate Commissioners; the Trinity House; the appropriate agency; the Secretary of State for Environment, Food and Rural Affairs, the Secretary of State for Transport (marked “for the attention of the Maritime and Coastguard Agency”); and, for works— (a) in or adjacent to Wales, the National Assembly for Wales; (b) in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.	Not applicable
2. Works affecting the banks or the bed of, or the subsoil beneath, a river.	The appropriate agency and any relevant operator.	Environment Agency
3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the Canal & River Trust or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	The Canal & River Trust, the Inland Waterways Association, the National Association of Boat Owners and the appropriate agency.	Not applicable

<p>4. Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the Canal & River Trust or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.</p>	<p>Any relevant operator, the appropriate agency, the Inland Waterways Association and the National Association of Boat Owners.</p>	<p>Not applicable</p>
<p>5. Works causing or likely to cause an obstruction to the passage of fish in a river.</p>	<p>The appropriate agency and, for works— (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and in Wales, the National Assembly for Wales.</p>	<p>Not applicable</p>
<p>6. Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.</p>	<p>The appropriate agency.</p>	<p>Environment Agency</p>
<p>7. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.</p>	<p>The relevant harbour authority and the relevant navigation authority (if different).</p>	<p>Not applicable</p>
<p>8. Works affecting a site protected under the Protection of Wrecks Act 1973.</p>	<p>For works— (a) in or adjacent to England, the Secretary of State for Culture, Media and Sport; and (b) in or adjacent to Wales, the National Assembly for Wales</p>	<p>Not applicable</p>

<p>9. Works affecting, or involving the stopping- up or diversion of, a street, or affecting a proposed highway.</p>	<p>The relevant highway authority or, where the street is not a highway maintainable at the public expense, the street managers.</p>	<p>Cambridgeshire County Council</p>
<p>10. The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.</p>	<p>Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists' Touring Club; and for works—</p> <p>(a) in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society; and</p> <p>(b) in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and</p> <p>(c) in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and</p> <p>(d) in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of</p>	<p>Auto-Cycle Union</p> <p>The British Horse Society</p> <p>The Byways and Bridleways Trust</p> <p>Open Spaces Society</p> <p>The Ramblers' Association</p> <p>The British Driving Society</p> <p>The Cyclists Touring Club</p> <p>Parishes:</p> <p>Dry Drayton Parish Council</p> <p>Coton Parish Council</p>



Appendix A – Schedule 5 and 6 Stakeholders

	<p>North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippolitts, Kings Walden, Langley, Lilley, Offley, Pirton, Preston and St Paul's Walden, the Chiltern Society; and</p> <p>(e) in the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and</p> <p>in Wales, the Welsh Trail Riders' Association.</p>	
11. The construction of a transport system involving the placing of equipment in or over a street.	The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Cambridgeshire County Council
12. Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant statutory undertaker.	<p>Directly affected:</p> <p>Anglian Water</p> <p>BT</p> <p>Cadent</p> <p>Cambridge Water</p> <p>Fulcrum Pipelines</p> <p>Granta Backbone Network (Cambridge University)</p> <p>Openreach (British Telecommunications)</p> <p>UK Power Networks</p> <p>Virgin Media</p> <p>Vodafone</p>



Appendix A – Schedule 5 and 6 Stakeholders

		<p>Not affected but to be served a copy of the application:</p> <p>Cellnex</p> <p>City Fibre</p> <p>ESP Utilities Group</p> <p>GeneSYS [National Roads Telecommunications Services (NRTS)]</p> <p>GTC</p> <p>MBNL</p> <p>National Grid (gas)</p> <p>National Grid (Electricity)</p> <p>Royal Mail</p>
13. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	Not applicable

<p>14. Works affecting:</p> <ul style="list-style-type: none"> (i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990; (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or <p>any archaeological site.</p>	<p>For works—</p> <ul style="list-style-type: none"> (a) in or adjacent to England, the Historic Buildings and Monuments Commission for England; and <p>in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.</p>	<p>Historic England</p>
<p>15. Works affecting:</p> <ul style="list-style-type: none"> (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or <p>an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.</p>	<p>For works—</p> <ul style="list-style-type: none"> (a) in England, the Historic Buildings and Monuments Commission for England; and <p>in Wales, the National Assembly for Wales.</p>	<p>Historic England</p>
<p>16. Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953</p>	<p>For works—</p> <ul style="list-style-type: none"> (a) in England, the Historic Buildings and Monuments Commission for England; and <p>in Wales, the National Assembly for Wales.</p>	<p>Historic England</p>
<p>17. Works affecting:</p> <ul style="list-style-type: none"> (i) a site of special scientific interest of which notification has been given or has effect as if given under section 	<p>For works—</p> <ul style="list-style-type: none"> (a) in or adjacent to England, English Nature; and <p>in or adjacent to Wales, the Natural Resources Body for Wales.</p>	<p>Natural England</p>

<p>28(1) of the Wildlife and Countryside Act 1981</p> <p>(ii) an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or</p> <p>land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.</p>		
<p>18. Works affecting a National Park or an Area of Outstanding Natural Beauty.</p>	<p>For works—</p> <p>(a) in England, the Countryside Agency; and</p> <p>in Wales, the Natural Resources Body for Wales.</p>	<p>Not applicable</p>
<p>19. Works which are either:</p> <p>(i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or</p> <p>within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.</p>	<p>The Secretary of State for Culture, Media and Sport.</p>	<p>Not applicable</p>
<p>20. Works which are within 250 metres of land which:</p> <p>(i) is, or has been within 30 years immediately prior to the date of the</p>	<p>The appropriate agency.</p>	<p>Environment Agency</p> <p>Cambridgeshire County Council</p>



Appendix A – Schedule 5 and 6 Stakeholders

<p>application, used for the deposit of refuse or waste; or</p> <p>(ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.</p>		
<p>21. The carrying-out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990.</p>	<p>The hazardous substances authority as defined in that Act, the Health and Safety Executive and, where the operation requiring hazardous substances consent is to take place on a nuclear site (within the meaning given in section 112(1) of the Energy Act 2013), the Office for Nuclear Regulation.</p>	<p>Not applicable</p>
<p>21A. relevant project as defined in regulation 26(5) of the Planning (Hazardous Substances) Regulations 2015.</p>	<p>The COMAH competent authority as defined in regulation 2(1) of those Regulations.</p>	<p>Not applicable</p>

<p>22. Works not in accordance with a development plan and which either—</p> <p>(i) involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or</p> <p>taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.</p>	<p>For works—</p> <p>(a) in England, the Secretary of State for Environment, Food and Rural Affairs; and</p> <p>in Wales, the National Assembly for Wales.</p>	<p>Department for Environment, Food and Rural Affairs</p>
<p>23. Works which would affect</p> <p>(i) the operation of any existing railway passenger or tramway services provided under statutory powers; or</p> <p>the construction of a new railway for the provision of public passenger transport, or of a new tramway.</p>	<p>The Passengers' Council or the London Transport Users' Committee as the case may require.</p>	<p>Not applicable</p>
<p>24. Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.</p>	<p>Her Majesty's Railway Inspectorate (now the Office of Rail and Road (ORR)).</p>	<p>Office of Rail and Road</p>



Appendix A – Schedule 5 and 6 Stakeholders

25. Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	The Office of Rail and Road	Not Applicable
26. The right for a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system	Not Applicable
27. Works affecting land in which there is a Crown interest.	The appropriate authority for the land, within the meaning of section 25(3).	The Crown Estate Commissioners Department for Transport National Highways
28. Works to be carried out in Greater London.	The Mayor of London.	Not Applicable

Schedule 6: Those to be served with a copy of the application

Authority sought for	Those to be Served	Proposed Recipients
1. Works affecting the foreshore below mean high water spring tides, tidal	For works— (a) in or adjacent to England, English Nature; and	Not applicable

<p>waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).</p>	<p>in or adjacent to Wales, the Natural Resources Body for Wales</p>	
<p>2. Works affecting the banks or the bed of, or the subsoil beneath, a river.</p>	<p>The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a) in England, English Nature; and in Wales, the Natural Resources Body for Wales</p>	<p>Crown Estate Commissioner</p>
<p>3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.</p>	<p>Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a) in England, English Nature; and in Wales, the Natural Resources Body for Wales.</p>	<p>Not applicable</p>
<p>4. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.</p>	<p>The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway</p>	<p>Not applicable</p>
<p>5. Works which would, or would apart from the making of an order, require a consent to the discharge of matter into</p>	<p>The appropriate agency</p>	<p>Environment Agency</p>

<p>waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.</p>		
<p>6. Works likely to affect the volume or character of traffic entering or leaving— (i) a special road or trunk road; any other classified road.</p>	<p>(i) For works— (a) in England, [the relevant highway authority]; and (b) in Wales, the National Assembly for Wales. The relevant highway authority.</p>	<p>National Highways Cambridgeshire County Council</p>
<p>7. The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).</p>	<p>Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).</p>	<p>Cambridge County Council</p>
<p>8. Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976.</p>	<p>The Theatres Trust.</p>	<p>Not applicable</p>
<p>9. The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.</p>	<p>The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.</p>	<p>National Trust</p>



Appendix A – Schedule 5 and 6 Stakeholders

10. The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981).	The Church Commissioners.	Not applicable
11. Works in Greater London or a metropolitan county	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004 and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	Not applicable
12. The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land.	Identified landowners and occupiers
13. Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected.	Royal Mail
14. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 or under Part 2 of the Coal Industry Act 1994.	Not applicable



Appendix A – Schedule 5 and 6 Stakeholders

15. Works for which an environmental impact assessment is required.	For works— (a)in England, the Commission for Architecture and the Built Environment; and (b)in Wales, the Design Commission for Wales.	Not applicable – CABE dissolved in 2012. The requirement to serve under Schedule 6(15) was revoked by SI 2012/147 when CABE was absorbed into the Design Council.
16. The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	Identified CPA affected parties



Greater Cambridge Partnership

CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT

Appendix B – Better Bus Journeys
Consultation Leaflet (2015)

HAVE YOUR SAY

Please complete the questionnaire below or online at www.gccitydeal.co.uk/cambourne-to-cambridge1 and let us know your views by Monday, 23 November 2015 to have your voice heard.

Your answers will help shape future journeys between Cambourne and Cambridge. If you would like to be kept updated with the progress of this scheme, please provide your contact details. Your details will only be used to improve council services and will be stored in accordance with the Data Protection Act.

Name D.o.B

E-mail/Address

1. Do you currently travel between Cambourne and Cambridge?

Yes No

2. How often do you travel between Cambourne and Cambridge (or parts of the way)?

Daily Some weekdays Weekends Monthly Occasionally Never

3. What time of day do you usually travel? (tick all that apply)

Morning peak Day-time off peak Evening peak Evening off-peak Other times

4. How do you usually travel between Cambourne and Cambridge (or parts of the way)? (tick all that apply)

Car driver Car passenger Van or lorry driver Motor cyclist Bus Park & Ride bus Bike Walk

5. What is your usual destination

Cambridge city centre West Cambridge site North West Cambridge site Science Park area Addenbrooke's Biomedical Campus Cambourne St Neots Other

6. What is the purpose of your trip?

Business Leisure

7. At which junctions are you often in slow or stationary traffic? (tick all that apply)

Madingley Mulch roundabout M11 junction Madingley Road P&R junction Storey's Way Grange Road Lady Margaret Road Northampton Street I rarely experience slow/stationary traffic Other

8. Which factors would make bus travel a greater alternative? (tick all that apply)

Faster journey times Reliable journey times Comfortable buses More buses per hour Wifi access A bus stop nearer my home Personal safety None of the above Other

9. Do you use the existing Madingley Road Park & Ride?

Regularly Occasionally Park and cycle No, I previously used the Park & Ride but do not do so now No

10. Do you agree or disagree in principle to better bus journeys between Cambourne and Cambridge?

Agree Disagree Not sure

Questionnaire continues overleaf

The Greater Cambridge City Deal

The Greater Cambridge City Deal is a major opportunity to bring real benefits to the area. The economic success of Cambridge continues with more businesses moving here, creating more jobs. It is an ambitious programme to help the economy grow over the coming decades by providing the transport infrastructure, housing and skills needed.

Funding

The Department for Transport will release funds for the Greater Cambridge City Deal in three stages. Funding for Area 1 has been secured from the first stage. The remainder of the route (Area 2) will seek funding from the second or third stages.

Madingley Road Park & Ride

All options in this consultation assume the existing Madingley Road Park & Ride will stay open. However, the current lease runs out in 20 years' time.

What happens next?

Following the consultation the results will be published and further technical assessments will be carried out. Both will be presented to the City Deal Executive Board.

If a preferred option is chosen we will consult further with you on the details.

Find out more at a local exhibition

Table with 4 columns: Location, Date, Time, and Address. Lists exhibition dates and locations from St Neots to Cambourne.

The Greater Cambridge City Deal

Cambourne to Cambridge Better Bus Journeys



HAVE YOUR SAY

Please complete the survey inside this leaflet or online at: www.gccitydeal.co.uk/cambourne-to-cambridge1 by Monday, 23 November 2015



Contact information: 01223 699906*, city.deal@cambridgeshire.gov.uk, City Deal Team, SH1311, Shire Hall, Cambridge, CB3 0AP, www.gccitydeal.co.uk/cambourne-to-cambridge1

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language, please call 01223 699906*. *Please note, you will be directed to an answer phone. Please leave a message and someone will return your call.

The Greater Cambridge City Deal working in partnership:



Freepost RTJH-CJXZ-LECX
 City Deal Team
 Cambridgeshire County Council
 Shire Hall
 Cambridge
 CB3 0AP



SH1311

About You

17. Post Code (to identify location concerns)

18. Please indicate your age range: Under 17 17-24 25-34 35-44
 45-54 55-64 65-74 75 and above Prefer not to say

19. Are you:
 In education Employed Self-employed Unemployed
 A home-based worker A stay-at-home parent, carer or similar
 Retired Other

20. Do you have a disability that influences the way you travel?
 Yes No Prefer not to say

21. Are there any other reasons that influence the way you travel?

22. How did you hear about this consultation?
 Leaflet Postcard Advertisement South Cambridgeshire magazine
 City Council magazine E-mail Social media (Twitter, Facebook)
 Library Word of mouth Search engine Other:

11. How much do you support or oppose the proposed options?

	Strongly support	Support	Oppose	Strongly oppose	No preference
1 North	<input type="checkbox"/>				
1 Central	<input type="checkbox"/>				
1 South	<input type="checkbox"/>				
2 North	<input type="checkbox"/>				
2 Central	<input type="checkbox"/>				
2 South	<input type="checkbox"/>				
Do nothing	<input type="checkbox"/>				

12. How important is it for you that cycling and pedestrian facilities are improved?

Very important Quite important Important Not important

13. Is there anything that would make you consider cycling some or all of the way along this route?

14. Do you approve of a new Park & Ride site near the Madingley Mulch roundabout?

Yes No No preference

15. If yes, please indicate where you think it should be.

North West North East South No preference
 Other

16. Do you have any other comments?

AREA 1 CENTRAL

- Bus lane into Cambridge from the Madingley Mulch roundabout along Madingley Rise and Madingley Road
- No improvements outbound
- Initial outline costs: £18m

Bus lane into Cambridge only | 14 minute journey | Some improvements | Low cost

AREA 1 NORTH

- Bus-only route north of the American Cemetery and re-joining Madingley Road just before the M11
- Bus lane into Cambridge from existing Park & Ride
- Initial outline costs: £20m

Bus-only route with bus lane into Cambridge only | 14 minute journey | Some improvements | Medium cost

AREA 2 NORTH

- Buses to use A428 with a direct route to a new Park & Ride
- Difficult to use for people living between Cambourne and the new Park & Ride
- Initial outline costs: minimal

Uses existing routes | 9 minute journey | Some improvements | Very low cost

AREA 1 SOUTH

- Bus-only route north of Coton to Grange Road connecting to the West Cambridge University site.
- New bridge over M11
- Buses can continue via West Road and Silver Street
- No impact to traffic on Madingley Road
- Initial outline costs: £67m

High quality bus-only route | 7 minute journey | Major improvements | High cost

AREA 2 SOUTH

- Bus-only route through Cambourne and Bourn Airfield to the new Park & Ride.
- South of Highfields Caldecote and Hardwick
- Initial outline costs: £26m

High quality bus-only route | 11 minute journey | Major improvements | Medium cost

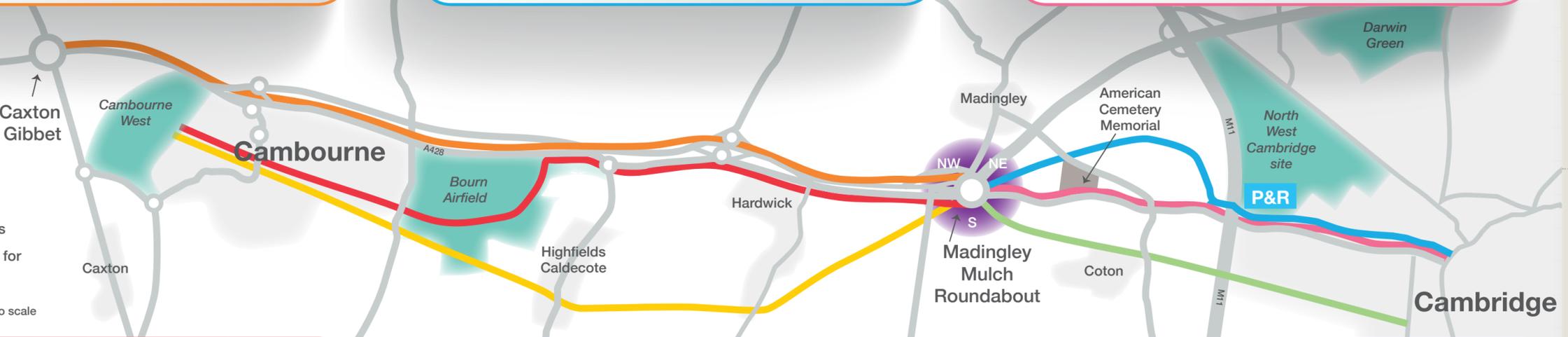
AREA 2 CENTRAL

- Bus-only route from Cambourne to the proposed development at Bourn Airfield
- Bus priority on the old A428 between Bourn Airfield and the new Park & Ride
- Initial outline costs: £11m

High quality bus-only route and bus lane | 11 minute journey | Some improvements | Low cost

- 1 North
- 1 Central
- 1 South
- 2 North
- 2 Central
- 2 South
- New developments
- Possible locations for a new P&R site

Map is indicative and not to scale



Let us know your views on proposals for better bus journeys from Cambourne to Cambridge. Your feedback will help us develop the Greater Cambridge City Deal plans that shape the future of Cambridgeshire's transport network. To find out more, please attend one of your local events which can be found on the back of this leaflet.

As the Greater Cambridge area develops we want to make travelling easier and more reliable to avoid the increasing congestion. The City Deal offers an opportunity to make a real, long term difference through realistic proposals.

All options include:

- A new Park & Ride site near the Madingley Mulch roundabout
- Bus priority traffic lights on the Madingley Mulch roundabout

All of the options are at a very early design stage. Costs and proposed routes away from existing roads are broad estimates.

Why are better journeys needed?

- Bus users tell us that their journeys from Cambourne to Cambridge can currently take anything between 50 and 20 minutes, depending on traffic congestion. Under the proposed better bus journeys, times could be reduced to 16 minutes between Cambourne and Queens Road, Cambridge.
- Car drivers often tell us of a 30 minute delay on a typical morning, journeys are frequently unreliable. It is likely delays will increase further as the area develops and grows.
- Better cycleways could also help reduce the number of extra cars.
- Reliable, fast and frequent buses would make bus travel a great alternative for the Cambourne to Cambridge route.

Walking and cycling

Some options would allow for brand new, high-quality foot and cycleways similar to the successful Busway route used by thousands. For on-road options, we will try to provide improved foot and cycle paths and crossings.

Respecting the local environment

The options include possible routes through open land. A key part of this work will look into environmental impacts and remove or reduce effects such as landscape and noise impacts.

2nd fold along dotted line

1st fold along dotted line



Greater Cambridge Partnership

CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT

Appendix C – Individual Consultation
Report – Better Bus Journeys (2016)

GREATER CAMBRIDGE CITY DEAL

CAMBOURNE TO CAMBRIDGE: BETTER BUS JOURNEYS

CONSULTATION REPORT

Feb 2016

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research & Performance Function. As well as supporting the County Council we take on a range of work commissioned by other public sector bodies both within Cambridgeshire and beyond.

All the output of the team and that of our partners is published on our dedicated website

www.cambridgeshireinsight.org.uk

For more information about the team phone 01223 715300

Document Details	
Title:	Cambourne to Cambridge: Better Bus Journeys – Public Consultation Report
Date Created:	20 January 2016
Description:	This report provides the quantitative results from the Cambourne to Cambridge: Better Bus Journeys public consultation.
Produced by:	Louise Meats, Senior Research Officer Louise.meats@cambridgeshire.gov.uk 01223 699923
On behalf of:	Greater Cambridge City Deal partnership
Geographic Coverage:	Cambridgeshire
Time Period:	n/a
Format:	Word
Status:	Final V1.5
Usage Statement:	This product is the property of the Research and Performance Team, Cambridgeshire County Council. If you wish to reproduce this document either in whole, or in part, please acknowledge the source and the author(s).
Disclaimer:	Cambridgeshire County Council, while believing the information in this publication to be correct, does not guarantee its accuracy nor does the County Council accept any liability for any direct or indirect loss or damage or other consequences, however arising from the use of such information supplied.

CONTENTS

Executive Summary	5
Background	5
Online Public Consultation: Results.....	5
Introduction	7
Background	7
Methodology	8
Written Representations.....	9
Public Consultation Findings	12
Respondent Profile	12
Respondent Locations.....	14
Section 1: Journey Experience	15
Section 2: Proposed Options	18
Area 1 Central	220
Area 1 North	221
Area 1 South	222
Area 2 Central	223
Area 2 North	224
Area 2 South	225
Section 3: Associated Provision	27
Cycling and Walking.....	27
Park & Ride.....	27
Section 4: Further Comments.....	28
Appendices.....	33
Appendix 1: Area Options & Map.....	33
Appendix 2: Complete Online Survey.....	34

FIGURES

Figure 1: Route through which respondents was made aware of consultation	12
Figure 2: Respondent age breakdown	13
Figure 3: Respondent employment status	13
Figure 4: Respondent frequency of travel between Cambourne and Cambridge	15
Figure 5: Respondent time of travel between Cambourne and Cambridge	15
Figure 6: Respondent method of travel between Cambourne and Cambridge.....	16
Figure 7: Typical destination of travel.....	16
Figure 8: Traffic delays experienced by location.....	17
Figure 9: Suggested incentives to travel more by bus	18
Figure 10: Current use of existing Madingley Road Park & Ride.....	17
Figure 11: Degree of support for proposed schemes	18
Figure 12: Respondents' preferred location for new Park & Ride site	27

EXECUTIVE SUMMARY

BACKGROUND

The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills to help facilitate the continued growth. The Cambourne to Cambridge Better Bus journeys scheme forms part of this overall programme of transport infrastructure improvements. In turn the public consultation forms part of ongoing assessment of the outline options and their feasibility within that corridor and towards recommendation for the City Deal Board in the autumn of 2016. The public consultation is part of the work that identifies the constraints and scope of investment requirements to inform an outline business case.

The Cambridge Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of information in relation to the people and economy of Cambridgeshire. The CRG were asked by the Greater Cambridge City Deal partnership to provide a statistical and quantitative analysis report on the results of the Greater Cambridge City Deal Cambourne to Cambridge Better Bus journeys survey. A public consultation was undertaken in the autumn of 2015 that centred on six high-level options for bus infrastructure improvements along the Cambourne to Cambridge corridor. This was publicised across the county, and 13,000 leaflets were produced containing the survey. In total 2,193 residents responded to the consultation survey of which, 707 were received as paper copies and the remaining 1,486 submitted via the survey online.

The public consultation approach is consistent with the Department for Transport major scheme development methodology. Public Consultation is undertaken as part of wider stakeholder engagement in advance of any decisions on final options to consider and facilitate necessary input in the development of the proposed scheme.

PUBLIC CONSULTATION: RESULTS

In total 2,193 members of the public responded to this survey online or on paper.

- 70.3% of respondents agreed in principle to better bus journeys between Cambourne and Cambridge.
- Over 50% of respondents indicated that they were often in slow or stationary traffic between the Madingley Road Roundabout and the M11 junction.
- Just over a quarter (29.5%) indicated that they travelled between Cambourne and Cambridge on a daily basis.
- 77.2% of respondents indicated their usual mode of travel was by car as a driver
- 'Reliable journey times' was cited as being key to making bus travel a better alternative to the car by 50.7% of respondents. 44.3% cited a need for 'faster journey times' and 43.1% cited a need for 'more buses per hour'. When asked about current travel methods between Cambourne and Cambridge, 25.5% indicated they used the bus.
- 66.3% of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this scheme

- Over 60% of those travelling during peak morning and evening times travelled to and from Cambridge daily. In contrast only 17.2% of the day time off peak travellers travelled daily.
- Almost half of those responding stated that they did not use the existing Madingley Road Park & Ride and only 9.0% of respondents indicated they used it regularly
- Options Area 1 Central and Area 2 Central received majority support (66.8% and 58.1% respectively).
- Options Area 1 South and Area 2 South received majority opposition (65.5% and 58.2% respectively) as did Option Area 1 North (57.8%). From comments and communications sent in separately to the survey, the most opposition was seen for Area 1 South.
- 176 responses gave direct additional comments to the six options supplied within this consultation (8.0%). Strong opinions against Area 1 South were expressed, due to the damaging effect it might have on Coton and the landscape of the area.
- The most frequently commented issue focused on the significance of green spaces and the landscape of the area – and the impact that each proposal might have on existing locations. 270 comments referred to this (12.3% of all survey respondents).
- 46.1% of respondents approved of a new Park & Ride site near the Madingley Mulch roundabout, with 28.3% against the suggestion. A high proportion had no preference about its specific location (45.8%).
- 221 comments included reference to the Park & Ride facilities (10.1% of all survey respondents), with some talking about existing services and others about the potential new developments. The need for a new Park & Ride positioned so closely to an existing one was questioned by a number of respondents, as were proposals to develop a new dedicated road specifically for its buses. It was felt by some that improved Park & Ride facilities would not ease congestion, and other possible issues – such as badly timed traffic lights, and a lack of bus stops in locations such as Coton – were mentioned.
- A higher proportion of respondents (43.4%) were aged between 35 and 54.
- Just over half of all respondents indicated that they were in employment – 53.9% of respondents.
- Just over 40% of respondents indicated they had heard about the public consultation via the leaflet.
- Reasons for travel were equally divided, with 39.4% of respondents indicating they travelled for leisure purposes and 37.9% for business. 22.7% indicated they travelled for both reasons.

INTRODUCTION

BACKGROUND

The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth. The Cambourne to Cambridge Better Bus journey's scheme forms part of this overall programme of transport infrastructure improvements. In turn the public consultation forms part of ongoing assessment of the outline options and their feasibility within that corridor and towards recommendation for the City Deal Board in the autumn of 2016. The public consultation is part of the work that identifies the constraints and scope of investment requirements to inform an outline business case.

The Cambridge Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of information in relation to the people and economy of Cambridgeshire. The CRG were asked by the CCC MID Communications team to provide statistical a quantitative analysis report on the results of the Greater Cambridge City Deal Cambourne to Cambridge Better Bus journey's survey. A public consultation was undertaken in the autumn of 2015 that centred on six high-level options for bus infrastructure improvements along the Cambourne to Cambridge corridor. This was publicised across the county, and 13,000 leaflets were produced containing the survey.

The public consultation approach is consistent with the Department for Transport major scheme development methodology. Public Consultation is undertaken as part of wider stakeholder engagement in advance of any decisions on final options to consider and facilitate necessary input in the development of the scheme. The two main categories of stakeholders, although some may appear in more than one, are:

- Community stakeholders: This includes individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, local businesses, bus operators, developers, landowners and local action groups.
- Statutory consultees: These include bodies which the Greater Cambridge City Deal partnership should consult in order to comply with requirements set out in planning legislation. This includes bodies such as government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England.

Proposals have been split into two locations: Area 1 and Area 2. Funding for Area 1 has been allocated from the first tranche of City Deal budget funding. The remainder of Area 2 will seek funding from the second or third tranches. This consultation seeks the public opinions for both areas. Appendix 1 shows a map outlining the location of each of the six options (three for each area) alongside a brief explanation of each.

METHODOLOGY

The public consultation on better bus journeys from Cambourne to Cambridge was specifically targeted at those residing, working and travelling along and beyond the route, but was publicised across the county, and 13,000 leaflets containing the survey and 30,000 postcards were produced. Over 8,000 leaflets and 20,000 postcards were delivered to those who lived along the A428 corridor, whilst the others were distributed at a variety of local outlets, as well as through informal exhibitions. Eleven events were held between Tuesday 27th October and Thursday 19th November, gathering a combined attendance of over 300 members of the public. These events were informal exhibitions where the public had the opportunity to discuss the scheme in greater detail with project officers. Some also chose to use this time to complete their paper version of the questionnaire, or to discuss alternatives beyond those options proposed in this consultation.

Information packs and materials were sent to all 27 Parish Councils along the corridor, as well as to community hubs and libraries. These packs included ten leaflets, a poster, and 15 postcards. The following Parish Councils or Town Councils were engaged with:

- Abbotsley,
- Barton,
- Bourn,
- Caldecote,
- Cambourne,
- Caxton,
- Croxton,
- Dry Drayton,
- Elsworth,
- Eltisley,
- Gamlingay,
- Gravely,
- Great Paxton,
- Hardwick,
- Kingston,
- Knapwell,
- Little Gransden,
- Little Paxton,
- Longstowe,
- Madingley,
- Offord Cluny & Offord Darcy,
- Papworth St Agnes,
- Papworth Everard,
- St Neots,
- Toft,
- Toseland,
- Waresley
- Yelling

In total, 1,486 responses to the consultation were received online. An additional 707 were received as paper copies and uploaded to the online survey, making a total of 2,193 responses. Appendix 2 provides a summary of all results to this survey. Seven letters were attached to leaflets posted back. A dedicated email address was provided, and in total 91 emails and 58 letters were received – these ranged from specific personal communications to group responses from local organisations. 35 written comments were submitted through the exhibitions, and two were supplied through social media (Facebook).

WRITTEN REPRESENTATIONS

In addition to responses received from the survey, a number of representations were made. These are provided in full as a compendium on the Greater Cambridge City Deal Cambourne to Cambridge website page.

Several respondents indicated opposition for option Area 1 South, with specific concerns raised regarding the busway route, cost and land ownership issues. Other responses commented that further detail was required to fully judge the option. Support for this proposal focused on the inclusion of cycling facilities.

Views around Area 1 Central were mixed, and requests were made for further detail to be provided to enable residents and organisations to give clearer feedback.

Area 1 North also raised significant concerns that it will have a negative environmental and ecological impacts. Concerns around the intrusion of the route into woodlands were given, with one noting potential issues with landscape constraints such as listed buildings which may make the route unviable.

Opposition for Area 2 South was given on account of the overlap into woodland, whilst support was given by others, with positive comments being made about cycleway options. It was commented that Area 2 South risks promoting an increase in public transport use since it does not provide improvement in journey times.

Area 2 Central did not garner significant comments, and as with Area 2 South it was commented that the unchanged journey times would promote public transport use. Likewise, Area 2 North was not commented on specifically.

Generally, there was a concern that the proposed options might not deliver on the City Deal objectives, and that the North and South routes particularly provide poor value for money.

It was expressed that city-wide congestion issues need to have been reviewed / addressed first, and that these longer-term issues are not being recognised, which may ultimately result in failure of City Deal. Cost effective solutions were supported, with a need to identify logical, viable and deliverable transport schemes, including measures to mitigate the impact of strategic development proposals. It was questioned whether the proposal to redevelop the bus route could be proven to be an appropriate expenditure of time and funds.

As with the wider consultation, concerns were raised within the organisational feedback about the impact of any proposal on the green spaces along the route, including green-belt land. Concern was raised that key considerations appear to be around economic and engineering criteria only, and it was requested that the Greater Cambridge City Deal partnership consult environmental guidance to Local Planning Authorities and developers in order to appropriately develop planning proposals.

Concern was raised regarding the wildlife sites (including woods) and listed buildings that would be impacted by proposals, the use of green-belt land, and the effect on nearby villages such as Coton and Madingley. One respondent stated that the consultation and the broader discussions with the City Deal executives had not given sufficient consideration to the environmental impact of decisions. Another requested that the City Deal Executive Board formally consider potential impacts on the natural environment before selecting route options for further investigation. Concern was expressed about the lack of early consideration of environmental and ecological impact of developments, and

that these changes might cause long-term damage to the environment in exchange for unsustainable short-term economic benefits.

With regards to consultation promotion, disappointment was expressed that Caxton village residents were not provided with leaflets to their homes. Concern was also raised that greater efforts may have been made engaging with Cambourne residents rather than those from Cambridge. (By examining the map of respondent location, provided later on in this report, we are able to see that proportional balances of respondents providing a postcode were resident in Cambridge as compared to the rest of the route).

It was reported by some that the lack of detail provided alongside each proposal made it difficult to provide clear judgement on each option. There was general support for the need of improvements, especially with regards to public transport, cycling and walking options. The development on existing roads was suggested, making better use of existing road capacity and providing more appealing public transport and cycling alternatives, whilst also reducing the environmental impact of improvements.

A need for improved public transport connectivity was acknowledged, especially with regards to the west of Cambridge. Improvements in connections between different public transport services would be helpful – for example between bus stops (and times) and train stations. Improvements such as the ones proposed could boost connectivity around the City, and transport could become more versatile as a result. An increase in bus stops was recommended, to ensure all residents along the route could make best use of any changes.

Support was expressed for a new alternative proposed Park & Ride north-east of the A428 dual carriageway at the Hardwick/Scotland Road junction. Concerns were, however, raised about the potential impact on Hardwick village. The development of a new Park & Ride at the Madingley Mulch roundabout was positively commented on; however land ownership issues were raised.

There was representation of a proposal of The Avenue in Madingley to be closed, citing concerns in regard to diversions and increased traffic being detrimental to the village.

The development of a high-quality cycle route was proposed - both radial out of the City, and lateral connecting villages. The upgrading of off-road cycling routes between villages and the City would boost cycling, but concerns were expressed about maintenance to keep these routes useable in the long term.

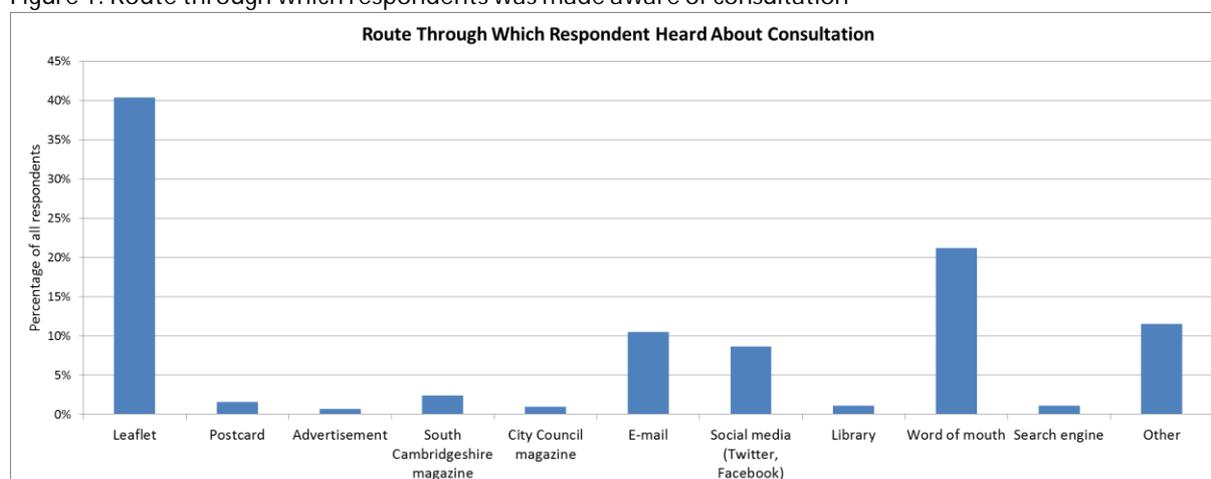
PUBLIC CONSULTATION FINDINGS

RESPONDENT PROFILE

In total, 2,193 members of the public responded to this survey. This public consultation was specifically targeted at those residing, working and travelling along the route. It was available to all residents of Cambridgeshire – a population of 635,100¹. Assuming all residents had an equal chance of responding, we can be 95% confident that if we surveyed all 635,100 people in Cambridgeshire that the results found in this consultation would be +/- 2.09% those findings.

Just over 40% of respondents indicated they had heard about the public consultation via the leaflet. A further 21% indicated they had heard by word of mouth. The following chart breaks down this question in full:

Figure 1: Route through which respondents was made aware of consultation

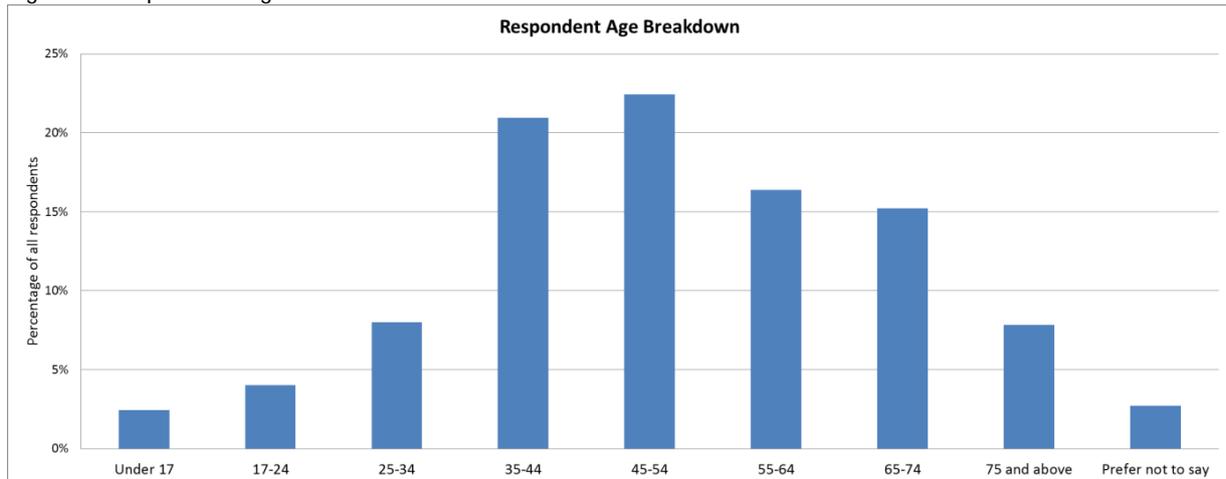


1,112 respondents left a contact email or address to remain updated with the progress of the scheme.

The highest proportion of respondents (43.4%) were aged between 35 and 54, with a slightly higher proportion aged between 45 and 54 (22.4%) than for any other age group. This is consistent with the general population of Cambridgeshire. The following chart breaks this down in full.

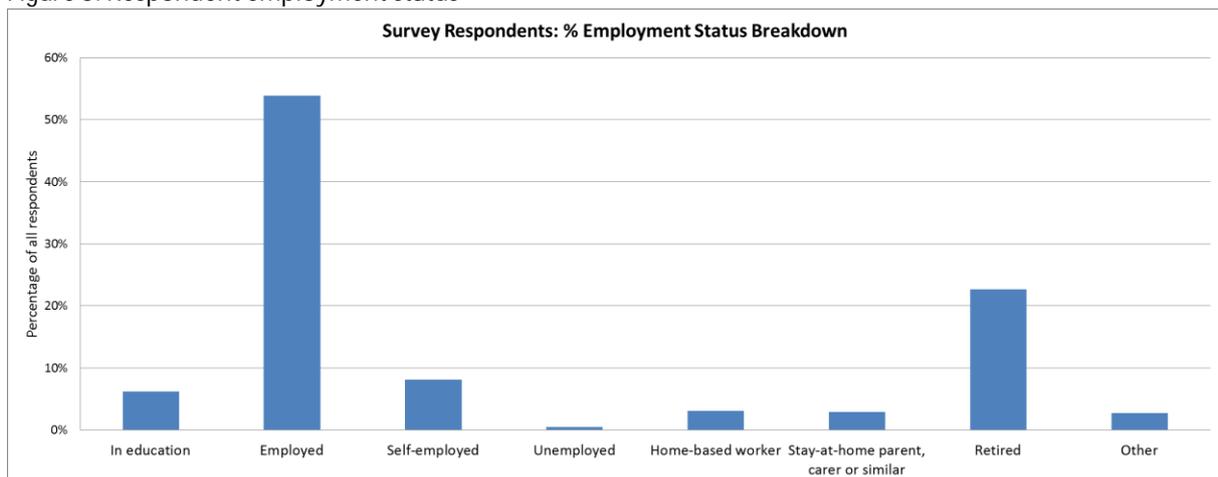
¹ Source: Cambridgeshire Research Group mid-2014 population estimates

Figure 2: Respondent age breakdown



A significant proportion of respondents indicated they were in employment – 53.9% of respondents. The next highest proportion of respondents indicated they were retired. The following graph outlines responses to this question.

Figure 3: Respondent employment status

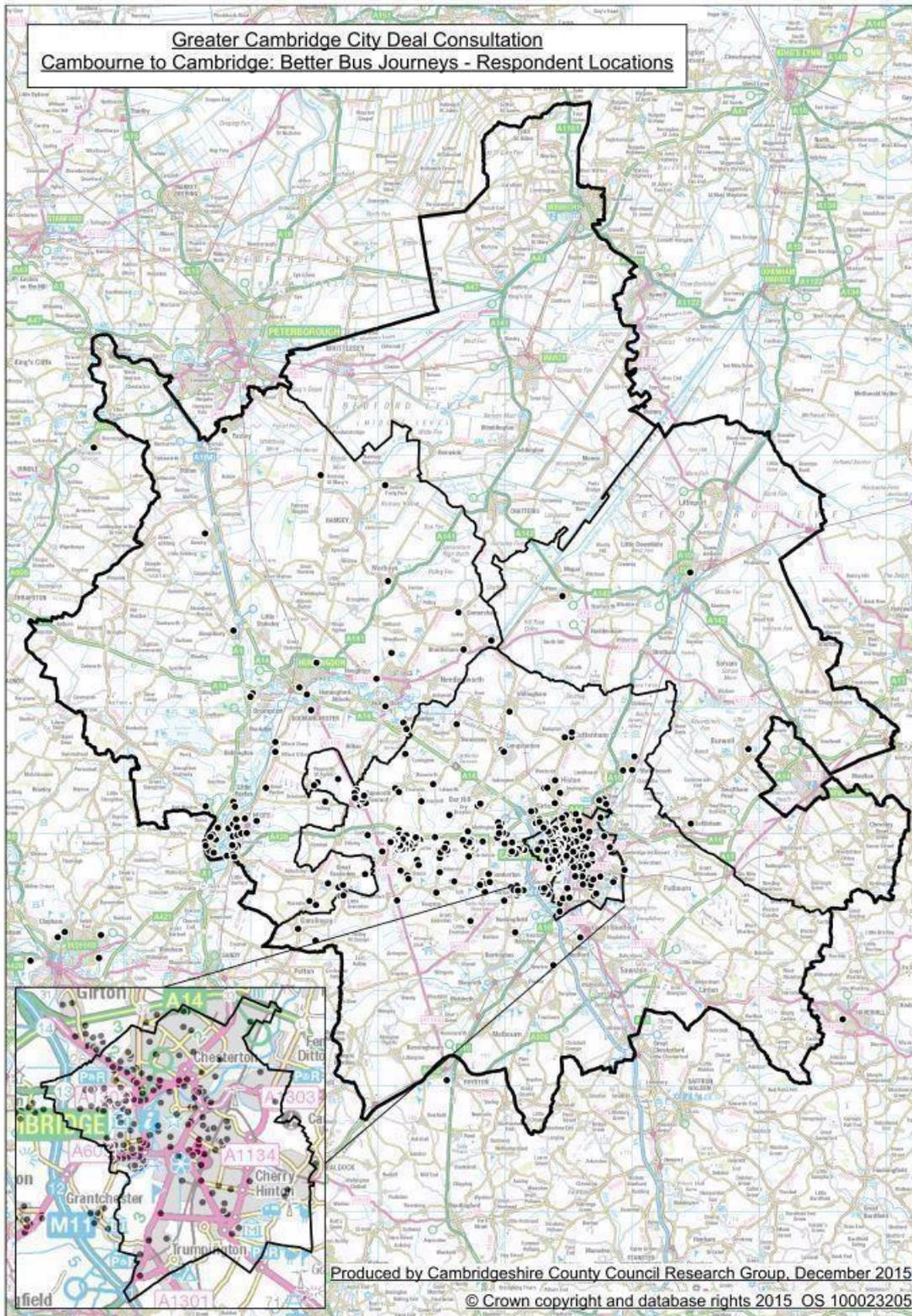


6.9% of respondents indicated they had a disability which influenced the way they travel. When asked whether there were any other reasons that influenced their method of travel, 891 left a response. Common reasons given included:

- Prohibitive costs of public transport
- Lack of car
- Transporting of young children and/or bulky goods
- Times and public transport availability
- Environmental concerns
- Enthusiasm to cycle and/or walk
- Congestion
- Convenience

RESPONDENT LOCATIONS

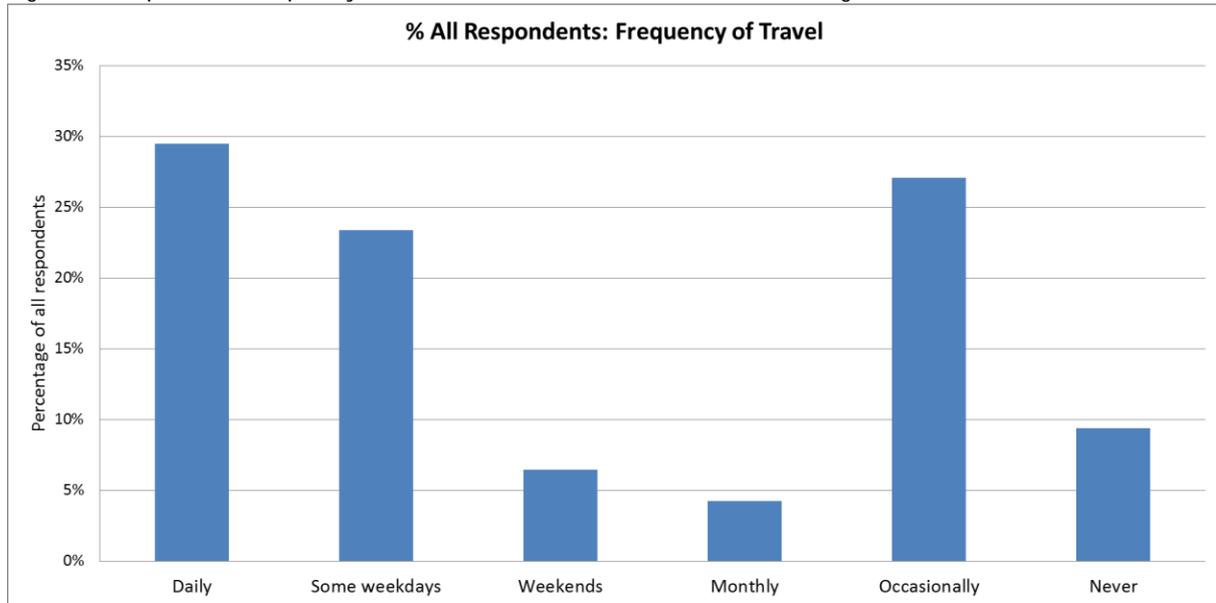
Of the 2,193 members of the public who responded to the survey, 1,729 left an identifiable postcode, and these are outlined on the following map. It should be noted that each point represents a postcode only – and each postcode might represent multiple respondents.



SECTION 1: JOURNEY EXPERIENCE

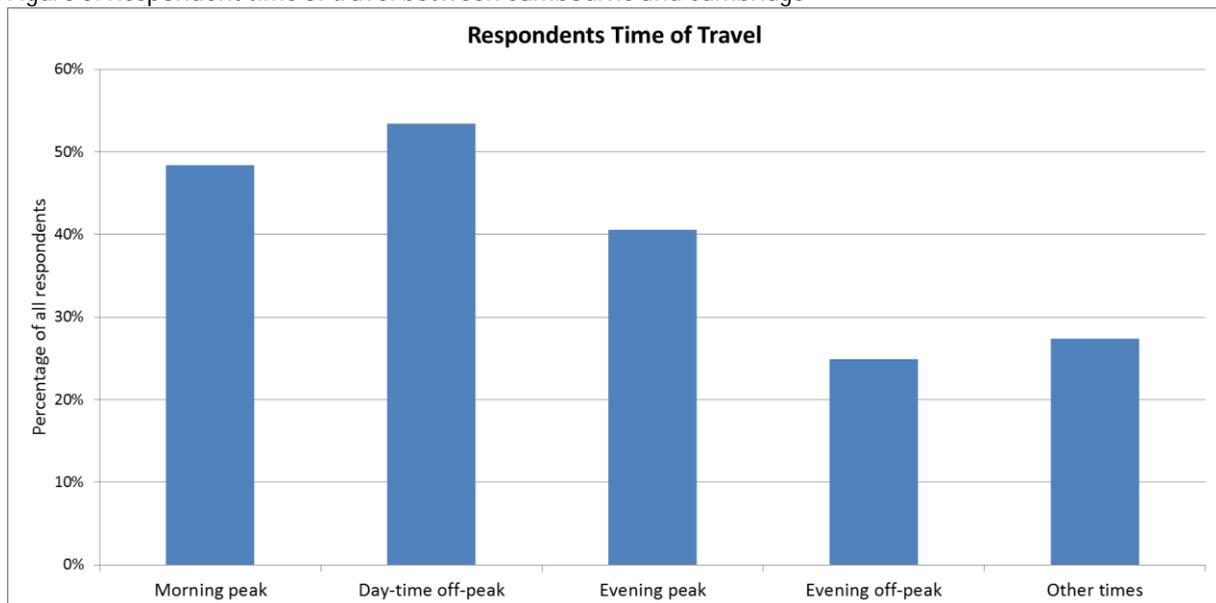
Respondents were asked a set of questions specifically examining their current methods of transport, and the issues they face on their journey. 65.9% of respondents indicated that they currently travel between Cambourne and Cambridge. Just over a quarter (29.5%) indicated they travelled at least daily along the route. 27.1% indicated they only travelled occasionally – when looking only at those who indicated they did not travel on the route at all, this percentage rose to 42%.

Figure 4: Respondent frequency of travel between Cambourne and Cambridge



Just under half (48.4%) of respondents indicated that they travelled during morning peak hours, whilst 40.5% indicated they travelled during evening peak times. 53.4% of respondents indicated they typically travelled during daytime off-peak hours. The following chart breaks down responses to this question. For this question respondents were invited to select more than one option.

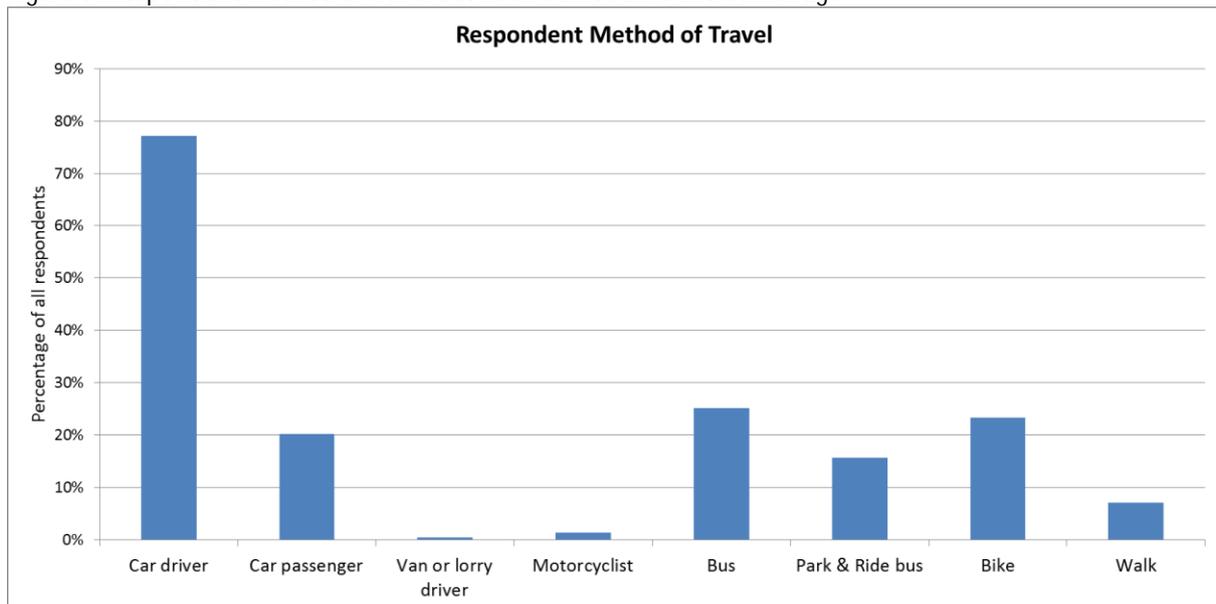
Figure 5: Respondent time of travel between Cambourne and Cambridge



When examining times of travel against frequency of travel, those who travelled daily were much more likely to travel during peak morning and evening times. Those who travelled less frequently were more likely to travel during day-time off-peak hours.

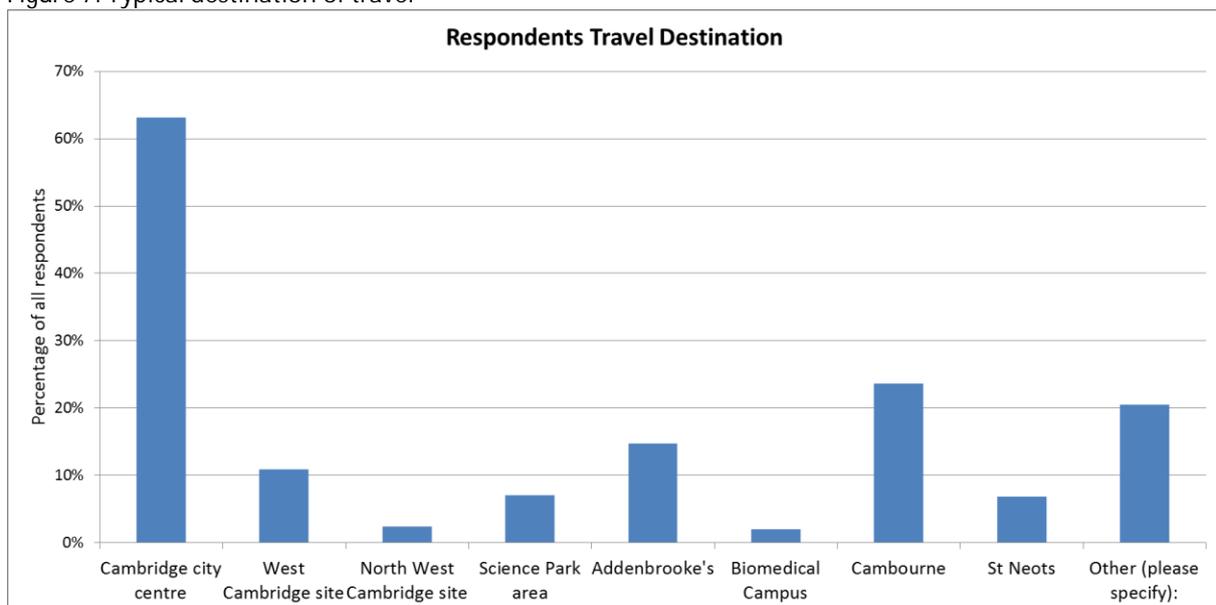
Over three quarters of respondents (77.2%) indicated their usual mode of travel was by car as a driver. A quarter (25.2%) indicated they travel by bus, similar to the percentage indicating they would cycle (23.4%). The following chart breaks down responses. For this question respondents were invited to select more than one option.

Figure 6: Respondent method of travel between Cambourne and Cambridge



Cambridge city centre was the most common destination, with 63.1% indicating this location. 23.6% indicated Cambourne was a common destination, and 14.7% indicated Addenbrooke's. For this question respondents were invited to select more than one option. The following chart breaks down responses:

Figure 7: Typical destination of travel

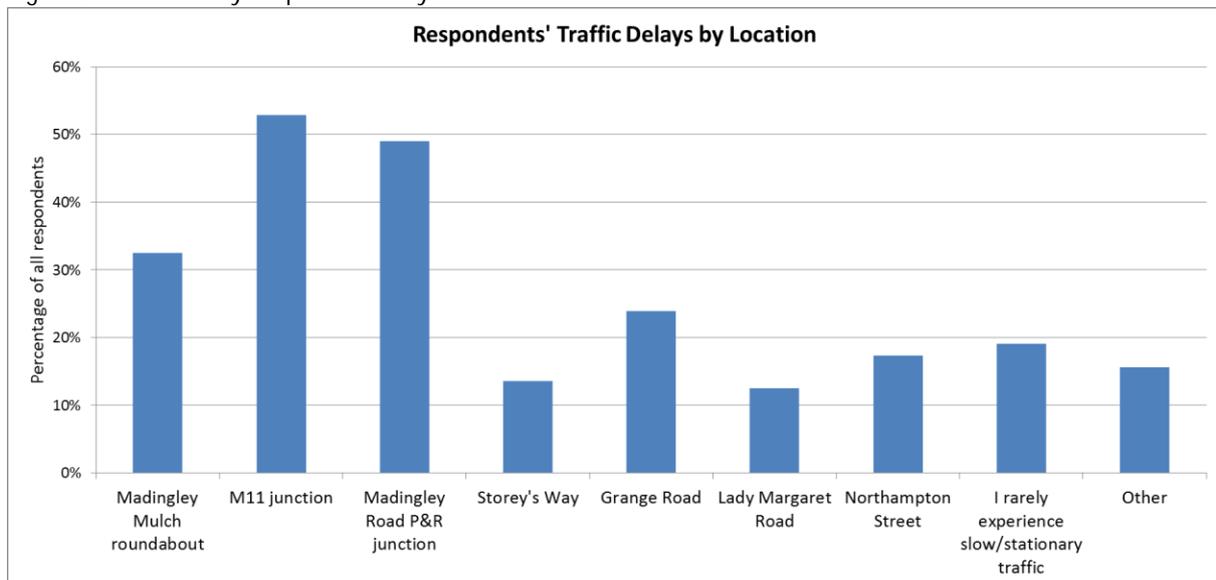


394 respondents left other examples of their usual destination, which included using Cambridge as a conduit to another city or town, shopping locations such as the Grafton Centre or the Beehive, schools such as local 6th form colleges, and the West Road site, and others.

Reasons for travel were equally divided, with 39.4% of respondents indicating they travelled for leisure purposes and 37.9% for business. 22.7% indicated they travelled for both reasons.

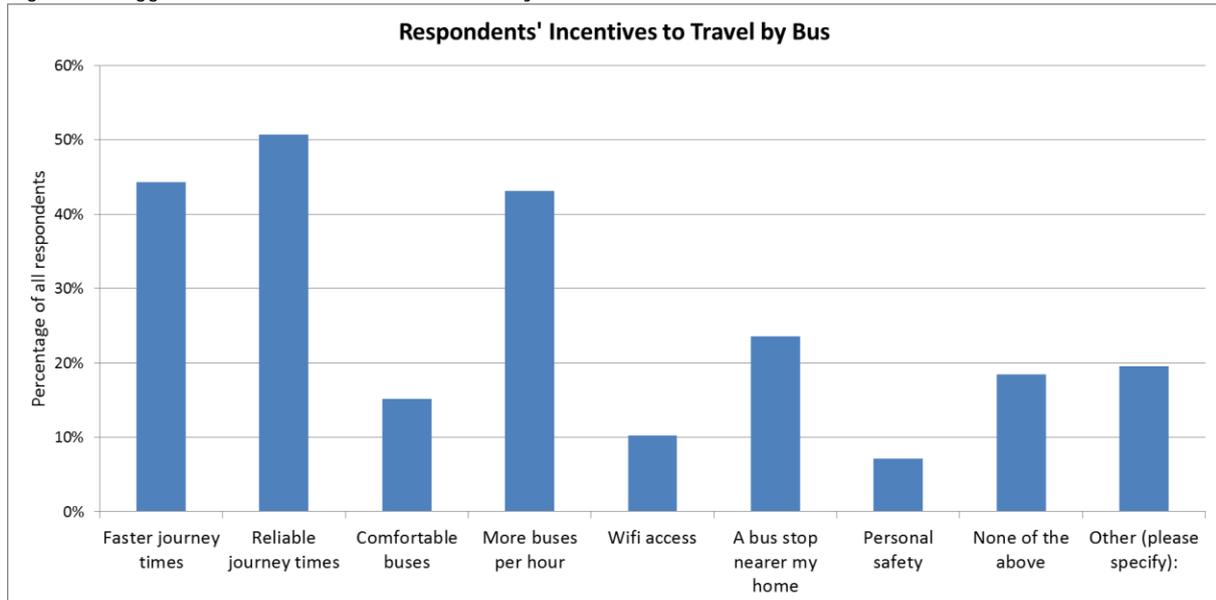
Over 50% of respondents indicated that they were often in slow or stationary traffic at the M11 junction. 49.0% highlighted having issues along the Madingley Road Park & Ride junction, with 32.5% having issues at Madingley Mulch roundabout. For this question respondents were invited to select more than one option. A number of respondents commented on the significant delays caused by the current roadworks taking place on Madingley Road.

Figure 8: Traffic delays experienced by location



Reliable journey times were cited as key to making bus travel a better alternative by 50.7% of respondents. 44.3% cited a need for faster journey times, with 43.1% citing a need for more buses per hour. The following table summarises responses to this question.

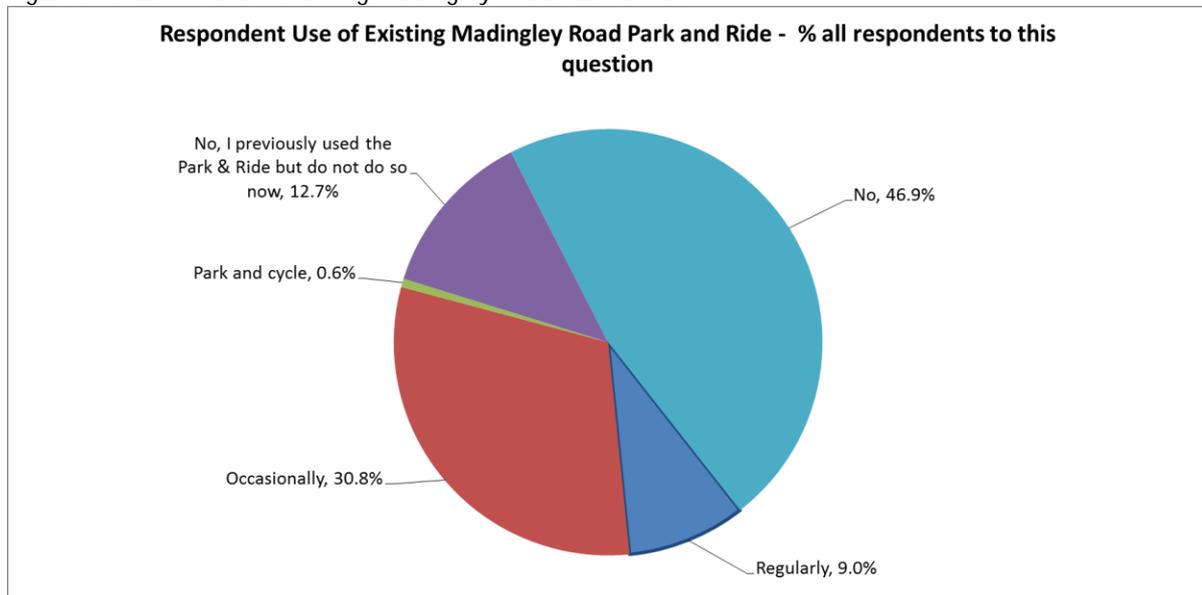
Figure 9: Suggested incentives to travel more by bus



378 respondents (19.6%) highlighted other factors that could make bus travel more attractive. High fares were reported by many as being a deterrent to taking the bus, as was the comparative convenience of personal transport. More direct bus routes were also suggested, with others pushing for extended bus times – running either earlier in the morning or later into the evening.

Almost half of those responding stated that they did not use the existing Madingley Road Park & Ride. Only 9.0% of respondents indicated they used it regularly, as shown in the pie chart below:

Figure 10: Current use of existing Madingley Road Park & Ride



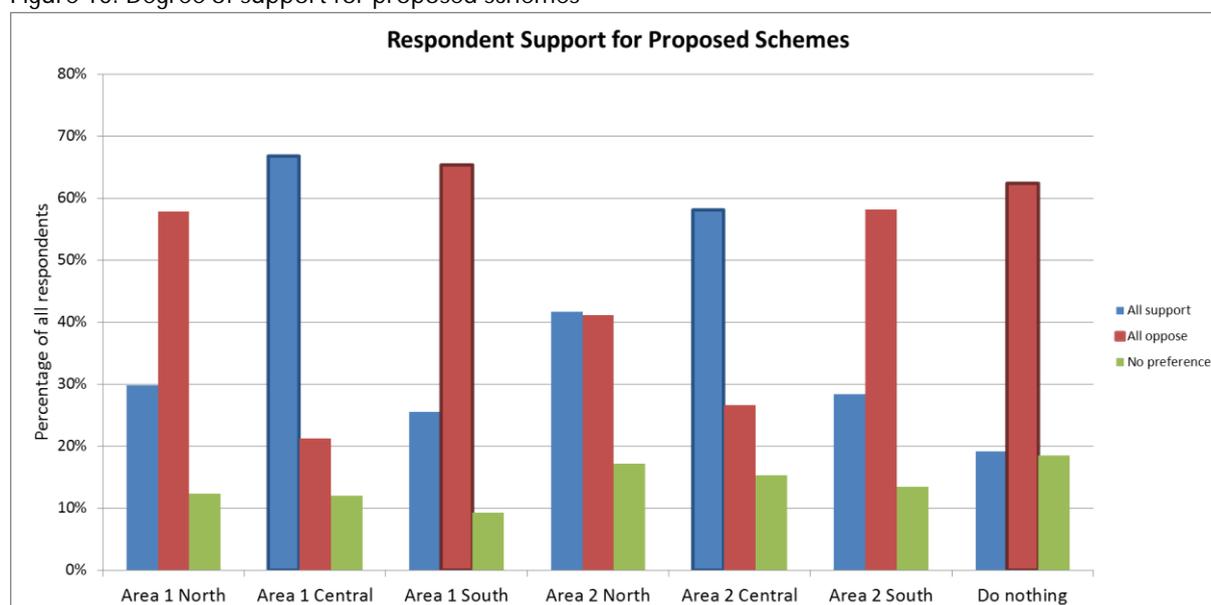
SECTION 2: PROPOSED OPTIONS

70.3 % of respondents agreed in principle to better bus journeys between Cambourne and Cambridge. Respondents were then provided with six options, as summarised in Appendix 1, and were then asked to identify how far they supported or opposed each options, on a 4-point scale, with a fifth option for those with no preference

- 66.8% supported or strongly supported Area 1 Central
- 58.1% supported or strongly supported Area 2 Central
- 41.7% supported or strongly supported Area 2 North
- 29.8% supported or strongly supported Area 1 North.
- 28.4% supported or strongly supported Area 2 South
- 25.5% supported or strongly supported Area 1 South

Only 19.1% supported or strongly supported doing nothing.²

Figure 10: Degree of support for proposed schemes



57.6% of respondents strongly opposed and 7.7% opposed the option for Area 1 South. This option had the highest cost associated with it, at £67m.

33.6% strongly supported and 33.2% supported the proposal for Area 1 Central. An alternative proposal; the development of a bus lane into Cambridge from the Madingley Mulch roundabout along Madingley Rise and Madingley Road with no improvements to outboard routes was suggested by a few.

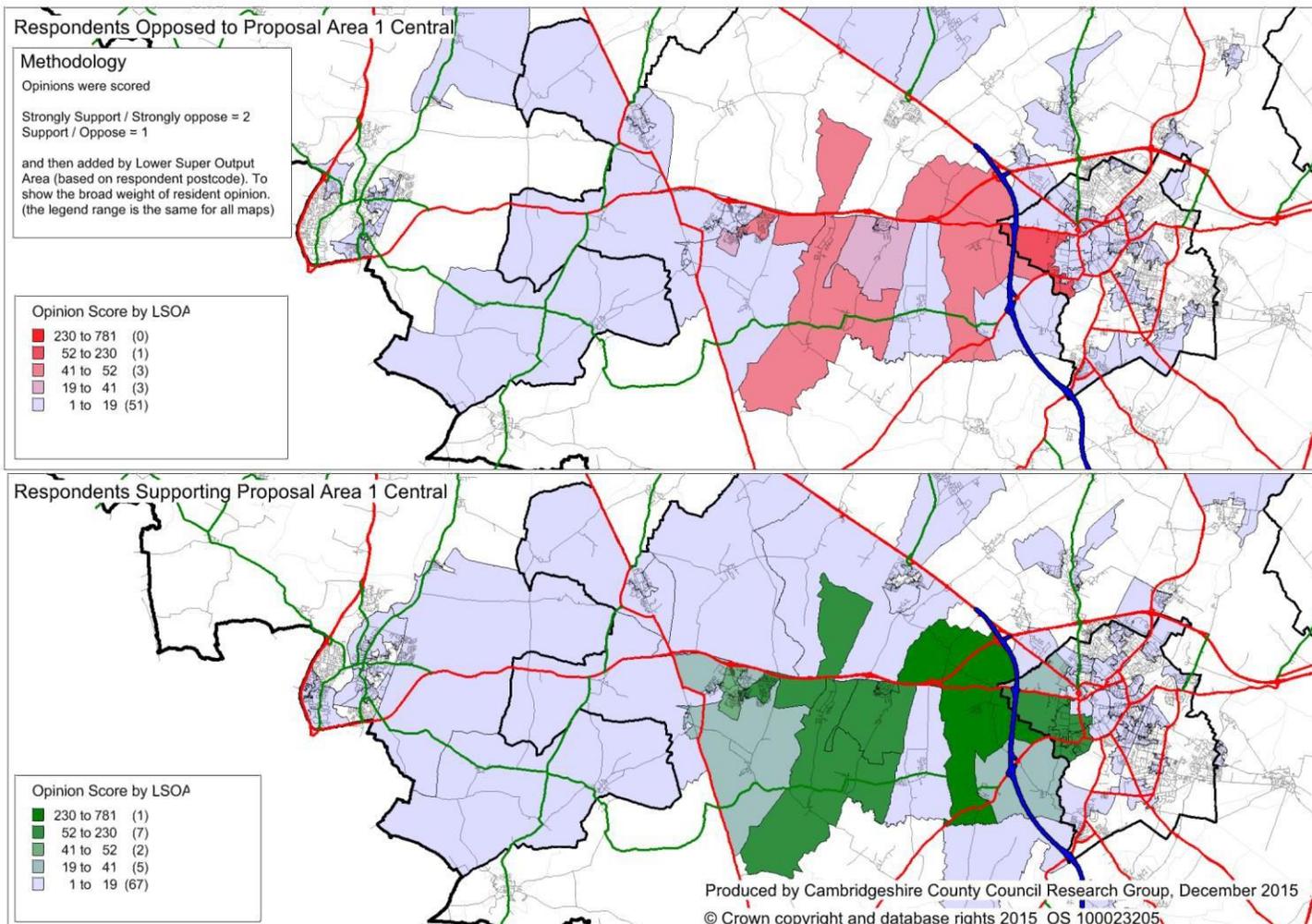
For those respondents who left an identifiable postcode, analysis was conducted to identify whether differences in support/opposition for each of the six proposals were related to resident location.

² During the early stages of the consultation it was identified that the online survey was slightly inconsistent with that published in leaflet form with the option of 'do nothing' being missing for the first three days of the consultation with approximately 150 respondents not being able to select this option. In retrospect this did not affect the overall outcome of the survey question as significantly fewer people selected 'doing nothing' as an option during the remainder of the consultation period (after the mistake was rectified compared to the other options).

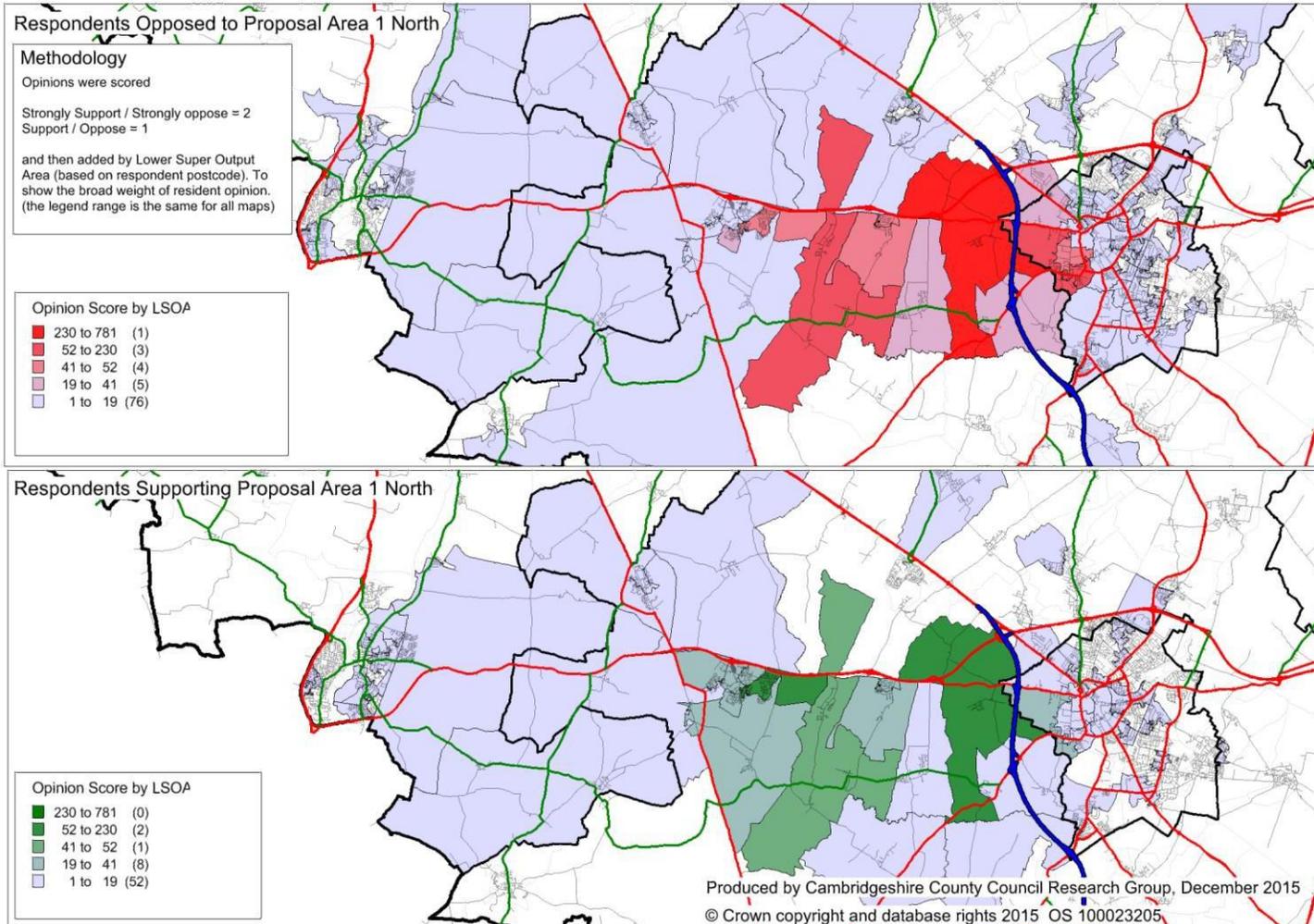
The following six maps outline the strength of support and opposition for each proposal by Lower Super Output Area³. Those respondents indicating 'support' or 'strong support' have been grouped together, as have those who 'oppose' or 'strongly oppose'.

³ <http://www.ons.gov.uk/ons/guide-method/geography/beginner-s-guide/census/super-output-areas--soas-/index.html>

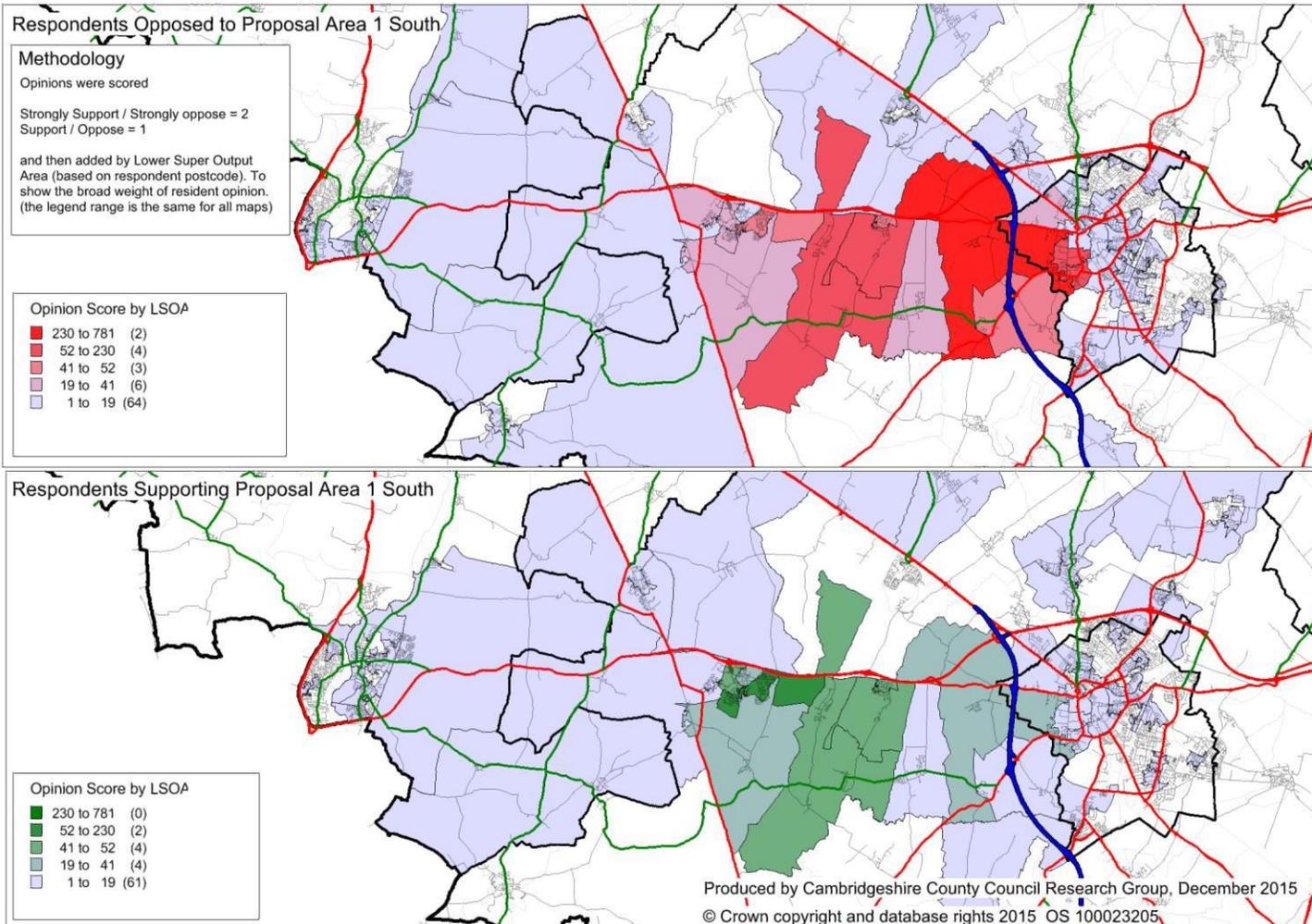
AREA 1 CENTRAL



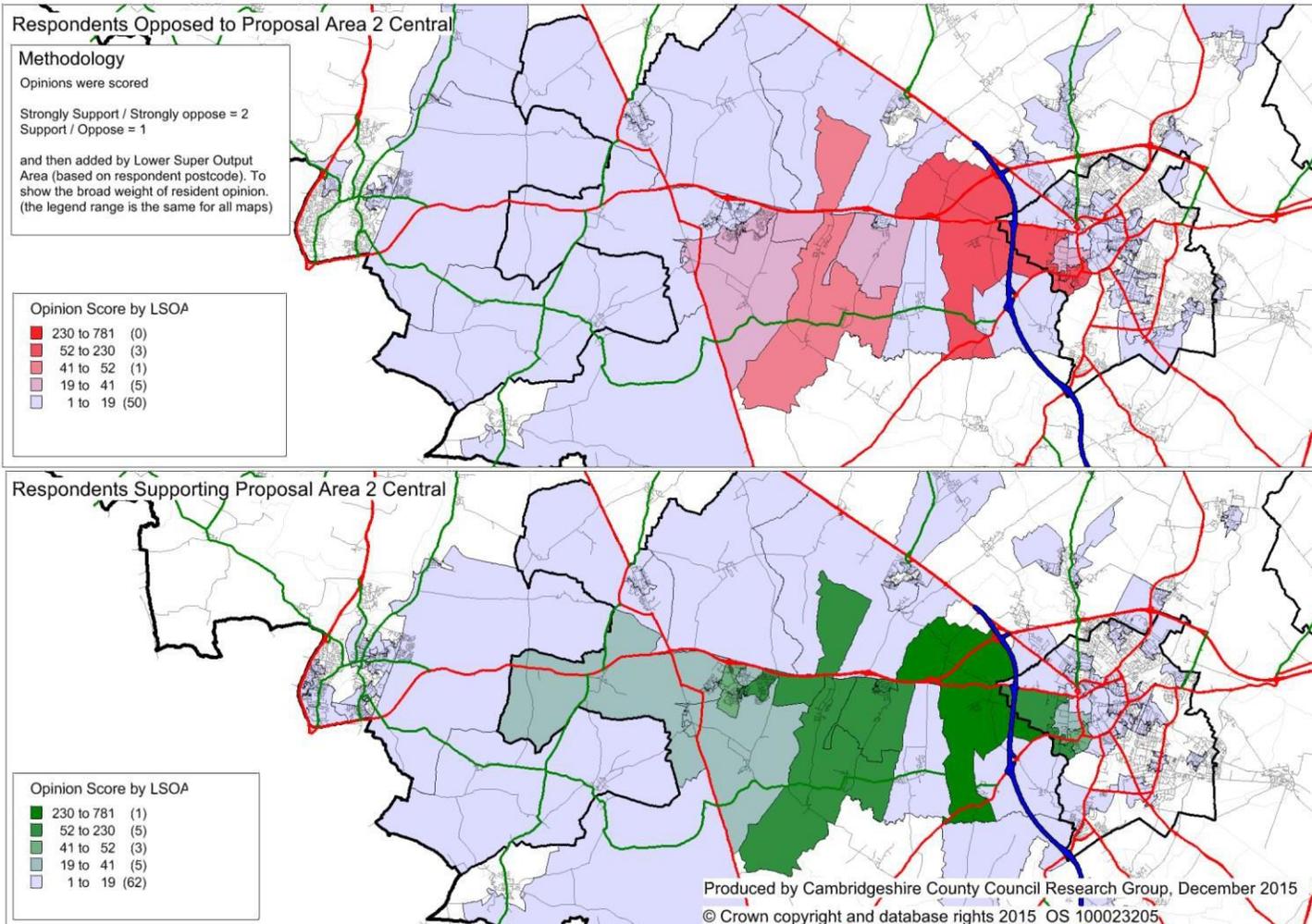
AREA 1 NORTH



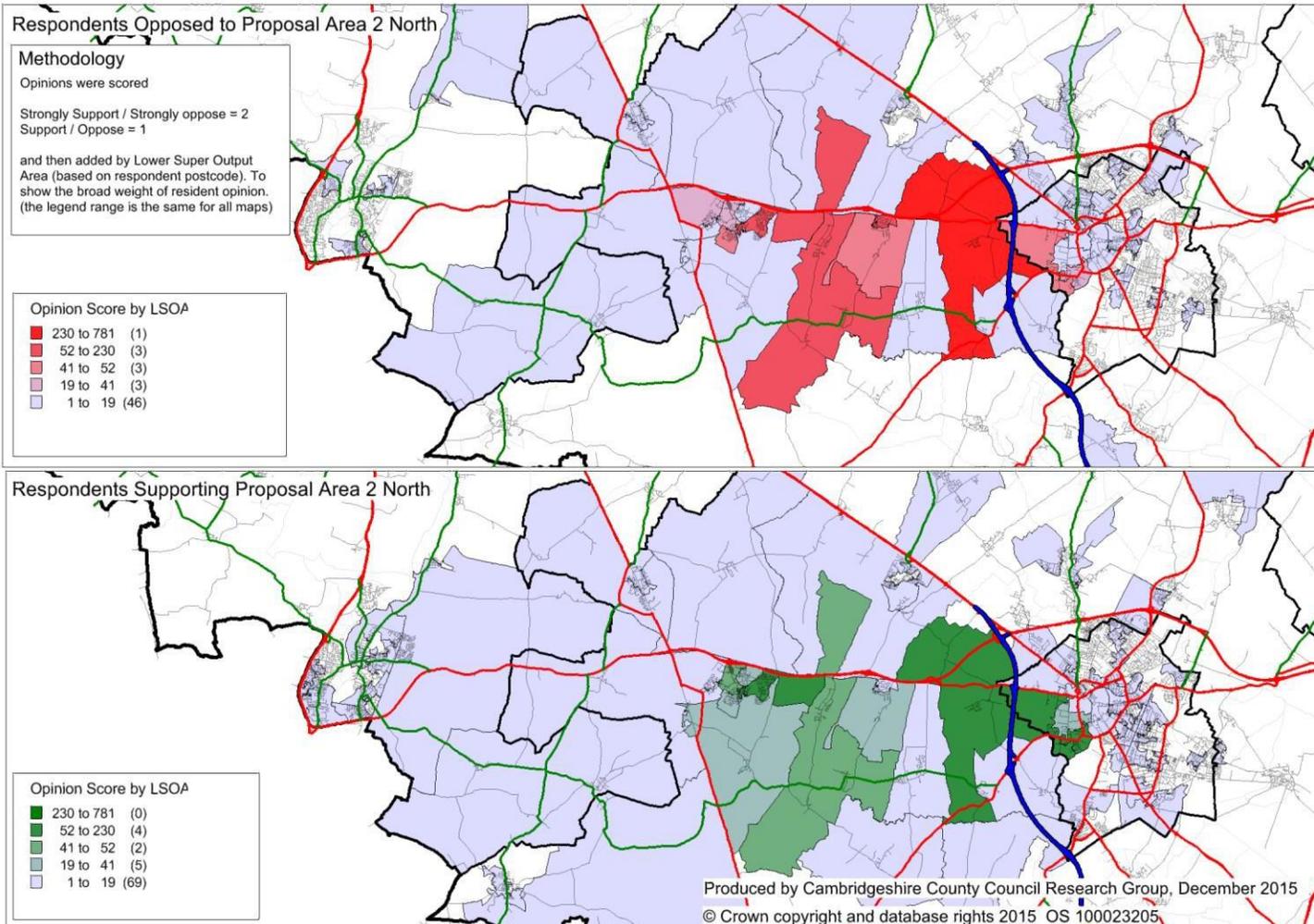
AREA 1 SOUTH



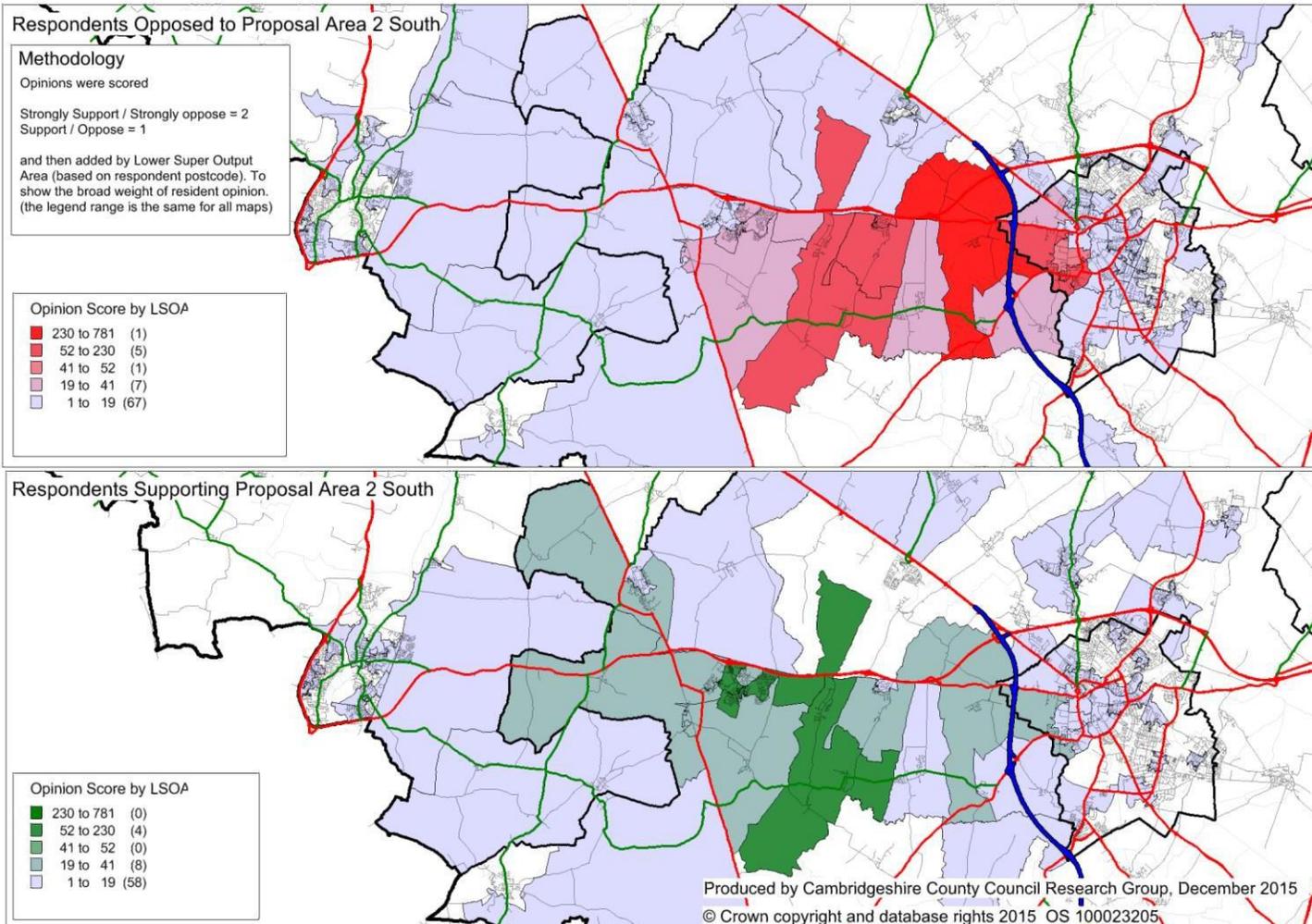
AREA 2 CENTRAL



AREA 2 NORTH



AREA 2 SOUTH



SECTION 3: ASSOCIATED PROVISION

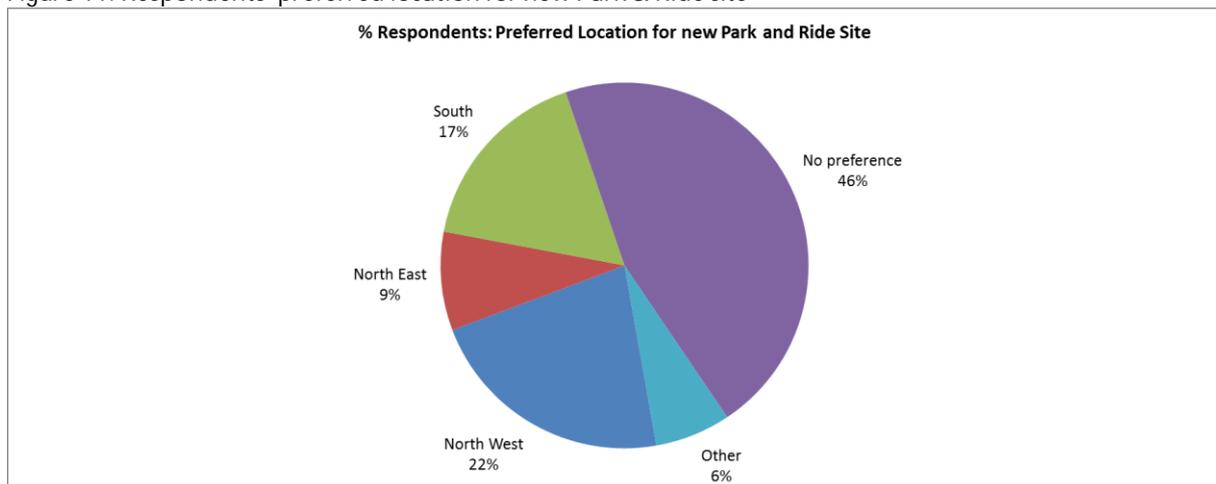
CYCLING AND WALKING

66.3% of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this scheme. 1,298 respondents provided further detail in what would make them consider cycling some or all of the way along this route.

PARK & RIDE

All respondents were asked to consider whether they approved of a new Park & Ride site near the Madingley Mulch roundabout. 46.1% of respondents approved of this, with 28.3% against the suggestion. Those 46.1% were then asked an additional question, to indicate where they felt a new Park & Ride site should be. A high proportion had no preference about its specific location (45.8%). North West received a slightly higher proportion of support (22.0%) than the other proposed locations, as shown in the following pie chart:

Figure 11: Respondents' preferred location for new Park & Ride site



SECTION 4: FURTHER COMMENTS

In total, 1319 respondents left further comments. It should be noted that of these, a small number were repetitive, reflecting responses 'in common' provided by members of particular campaign groups.

The most frequently commented issue focused on the significance of green spaces and the landscape of the area – and the impact that each proposal might have on existing locations. 270 comments referred to this (12.3% of all survey respondents). General concern was raised that the issue of environmental impact had not been fully considered during the development of high level options. It was commented that the quality of the environment over the longer term was being sacrificed in order to attempt to alleviate current congestion problems.

"Cambridge has been 800 years in the making and it would be foolish to destroy its essential beauty over a hasty and irreversible decision to improve bus times without first considering the cheaper, simpler and (in some cases) potentially reversible decisions.

Is there any evidence to suggest that people will use the new bus services over their car - they don't seem to at the moment"

"Do not ruin the unique character of Cambridge by putting a road through the West Fields. Cambridge is a special place and a tourist attraction. It has a rare rural quality. Preserve and protect this precious place. The vast sum of money that a route through West Fields would cost would be put to something that is ultimately devastating to the beauty of Cambridge"

"I am completely opposed to the Area 1 South route. It would mean spending over £40 million more than the alternatives, and would have a hugely negative environmental impact on the West Fields. It would negatively impact on Coton and destroy the character of the western approach to Cambridge. I'm also very doubtful that routing more buses down Queens Road, Silver Street and Downing Street is a good idea"

Others specifically referred to the need to maintain the countryside, with a number referring to the Woodland SSSI locations (such as Madingley Wood and Hardwick Wood):

While I support better public transport and cycling infrastructure, I am concerned by the lack of attention currently being paid to the impact of the proposals on wildlife, in particular the impact on SSSIs at Madingley Wood and Hardwick Wood. This public consultation does not provide respondents any information on the position of protected sites with regards to the proposed routes, and so few respondents are likely to have considered them in formulating their responses. I think it is likely that some people would have responded differently had they been fully aware of the likely impacts of the suggested routes. - I therefore urge you to strongly consider the impact on wildlife (along with legal obligations with regards to SSSIs) when making your decision, and to account for the fact that respondents may have been unaware of these impacts when selecting their routes.

Concerns were also raised around the future of the West Field site, with one stating:

My main interest here is to keep the West Field green as with most green belt areas, but particularly this one. I agree with the high Court decision of 2008 that underlines what a critically important part this is in maintaining the character of Cambridge. - - A bus route across this area opens the way to urbanisation and wouldn't solve the traffic problems even

if it did happen as the consequent further build up in Grange Rd and West Rd would obliterate gain derived from a speedier entrance to the city at Grange Rd, which is already a traffic jam at peak times

One respondent also referred to a petition to save the green fields from Coton to Grange Road. Questions were raised as to why planned developments outside of Cambridge City could not be planned to be self-sustainable from the offset, with local shops and support networks being put in place during development rather than after.

221 comments included reference to the Park & Ride facilities (10.1% of all survey respondents), with some reflecting on existing services and others on the potential new developments. It was reported by some that the existing Park & Ride site was rarely full, and hence an additional site would not be beneficial. The need for a new Park & Ride positioned so closely to an existing one was questioned by a number of respondents, as were proposals to develop a new dedicated road specifically for its buses. One commented that:

A new P&R site at Scotland Farm makes much more sense for access from the A428, and from Hardwick, Caldecote & Dry Drayton by cycle - serving a much larger area. - The existing roads can easily cope with normal on-road buses, with perhaps a dedicated lane from Madingley Mulch into Cambridge, otherwise nothing special needed, and certainly no guided buses at vast expense. Better to use normal roadway buses which could drive North to South through Hardwick & Caldecote and serve the existing villages much better. This would reduce car usage from these villages greatly if there was a better, regular service linking to Scotland Farm P&R. - No busways should be built across bridleways and private land when adequate roads and bus lane space is available alongside [existing] roads.

It was felt by some that improved Park & Ride facilities would not ease congestion, and other possible issues – such as badly timed traffic lights, and a lack of bus stops in locations such as Coton – were discussed. Some reported that traffic issues might also be a result of through-traffic – specifically from the A428 onto the M11 – which would not be resolved by a new Park & Ride. One respondent commented that:

The only way to make this transition is, apparently, to get on Madingley Road. It is hard for me to judge from the bus, but I estimate that something like 15-20% of the traffic in the very long queues (and even more of the lorries) on Madingley Road are making this transition.

176 responses gave direct reference to the six options presented within this public consultation (8.0%). Strong opinions against Area 1 South were expressed, due to the damaging effect it might have on Coton and the landscape. Again concerns were raised about any development of new routes for buses in lieu of using existing infrastructure, with one commenting that:

I strongly oppose Area 1 South as an option as it will forever destroy a part of the countryside which until now has remained free of motorised traffic. A bus route through the west fields is the thin end of the development wedge, as everyone knows very well. It is far easier to argue for further development on a piece of land already ruined by bus traffic than it is to build on previously unspoilt land. This is the last approach to Cambridge not blighted by rapidly built, ugly urban sprawl. It encompasses a nature reserve, footpaths, bridleways and cycle paths. To pretend that a guided bus route will not have much impact on this environment is a lie - any road with motorised traffic becomes a barrier to wildlife and people, disrupts the tranquillity and paves the way for more traffic.

Area 1 Central received more support, with respondents positively citing it as being low cost and requiring few modifications to existing infrastructure without damaging the local area.

150 respondents reflected on cyclists (6.8%) and cycleways. The Coton to Cambridge cycle route was positively commented on by many. Support for cycle routes segregated from road traffic was expressed, but generally not at the expense of creating entirely new routes. Shared-use pavements were not supported, predominantly due to concerns about how well they might be maintained. One commented that:

The sort of people who cycle outside of the city tend to travel quickly so the route needs to be properly surfaced, wide enough that it is possible to overtake slower cyclists, properly maintained so that it does not become overhung by vegetation or potholed, have priority at all side junctions, and be a paradigm of an express cycleway. The likely journeys are going to be greater than five miles, so a speed of 15mph for cycles needs to be assumed as a minimum speed that is likely to be attained by at least 50% of users

138 comments referred to buses and bus routes (6.3%). Concerns about a new purpose-built road for buses were raised again, with many commenting that existing roads do appear to have the capacity to take this on:

I think the most economical solution is to have a reserved bus lane on existing roads. Having a bus-only route going through small villages would destroy their character, and be a much more expensive option.

Concerns were raised about how to motivate more people to use the bus, with some noting that buses were regularly closer to empty than full. Availability of buses later in the evening was reflected upon, with one commenting that the provision of a bus route is of no value if the timetables are not adjusted to accommodate for those working later than 5pm. Many also commented that it was not cost-effective to travel by bus, and that any developments pushing for bus use would not be attractive as long as personal travel (e.g. by car) was both more convenient and cheaper. One respondent highlighted that:

"it is not cost effective to go by bus. It is considerably cheaper to go by car, even with all the delays. You will never be able to persuade people to leave their cars at home if it is more expensive as well as inconvenient (exposed to the elements while waiting), limited (infrequent & unreliable service) & disadvantageous (waiting in same traffic queues). - You MUST reduce the options for private car travel by eliminating their cross-town routes and thereby redirecting them around the M11, A14, A11 & A505 for entry to specific parts of town. Only then can Public Transport be seen as the more convenient option. Anything less than that is simply delaying the inevitable gridlock.

126 commented in favour of developing a tidal bus lane along Madingley Road (5.8%). It was felt that this would be cheap and simple to implement, and could be easily fed in alongside Area 1 Central. It was recognised by many respondents that congestion was primarily associated with morning and evening travel rush hours, and hence an adaptable bus route that could be enforced during these times would be preferable. One suggested:

...the creation of a dedicated (ideally, tidal) bus lane down Madingley Road, following the current route of that road PRECISELY. If this lane were tidal (allowing buses into Cambridge in the morning and away from Cambridge in the afternoon), or if there were sufficient passing places along the route to enable buses going in both directions to be accommodated, this

would meet all the stated objectives of reducing congestion and expediting journeys between Cambourne and Cambridge.

123 respondents discussed Coton (5.6% of all respondents). Some referred to the benefits of the existing Coton to Cambridge cycleway and the importance that it is maintained appropriately. Concern was raised about the impact of proposals on the village of Coton – specifically that some proposals included effectively splitting the area in two. Questions were raised as to why bus stops specific for the village were not proposed. One commented that:

Diverting the bus through Madingley is tedious for travellers and not nice for villages. Destroying the beauty of Coton who will get very little benefit seems absurd. Take the straightest route, be reliable and frequent and people will use it. We all have to wait a bit at rush hour, diverting the route won't really save any time.

123 respondents commented on issues around congestion (5.6% of all respondents) – some with regards to how the proposals would improve existing problems, some raising concern that the proposals would not successfully address issues. Others questioned whether there was sufficient congestion going into the City to warrant the development of a second Park & Ride. Strong support for a congestion charge was made by a few, with a preference to focus on supporting public transport options and public cycleways.

115 respondents discussed transport connections (5.3% of all respondents), namely that Cambridge City is used as a hub for travel out to other locations – and that better provision of access from one side of the City to the other would be beneficial. Concerns were raised about how far current problems were a result of people commuting into the city rather than those travelling elsewhere – the A428 and M11 junction was a key example, as was access across to eastern sides of the city.

111 respondents made reference to the Cambridgeshire Bold proposals (5.1%), predominantly issuing their support for them, either entirely or in part. 31 respondents (1.4%) referred to the Better City Deal proposals.

2.5% had general issues with the consultation. Concerns were raised by a few (1.9% / 41 respondents) that in order to fairly respond, more detail should be provided than that which was available within the leaflet.

Other comments included reference to the M11, Madingley Road, Girton and other local areas that might be affected – either currently by congestion, or by proposed developments. Concerns that the options may be too expensive and potentially unsustainable in the longer term were raised by some, with respondents pushing for any development to be mains using existing roads and bridleways rather than creating entirely new routes.

70 respondents gave specific alternative suggestions on how to improve travel along the route (3.2% of all respondents). These included:

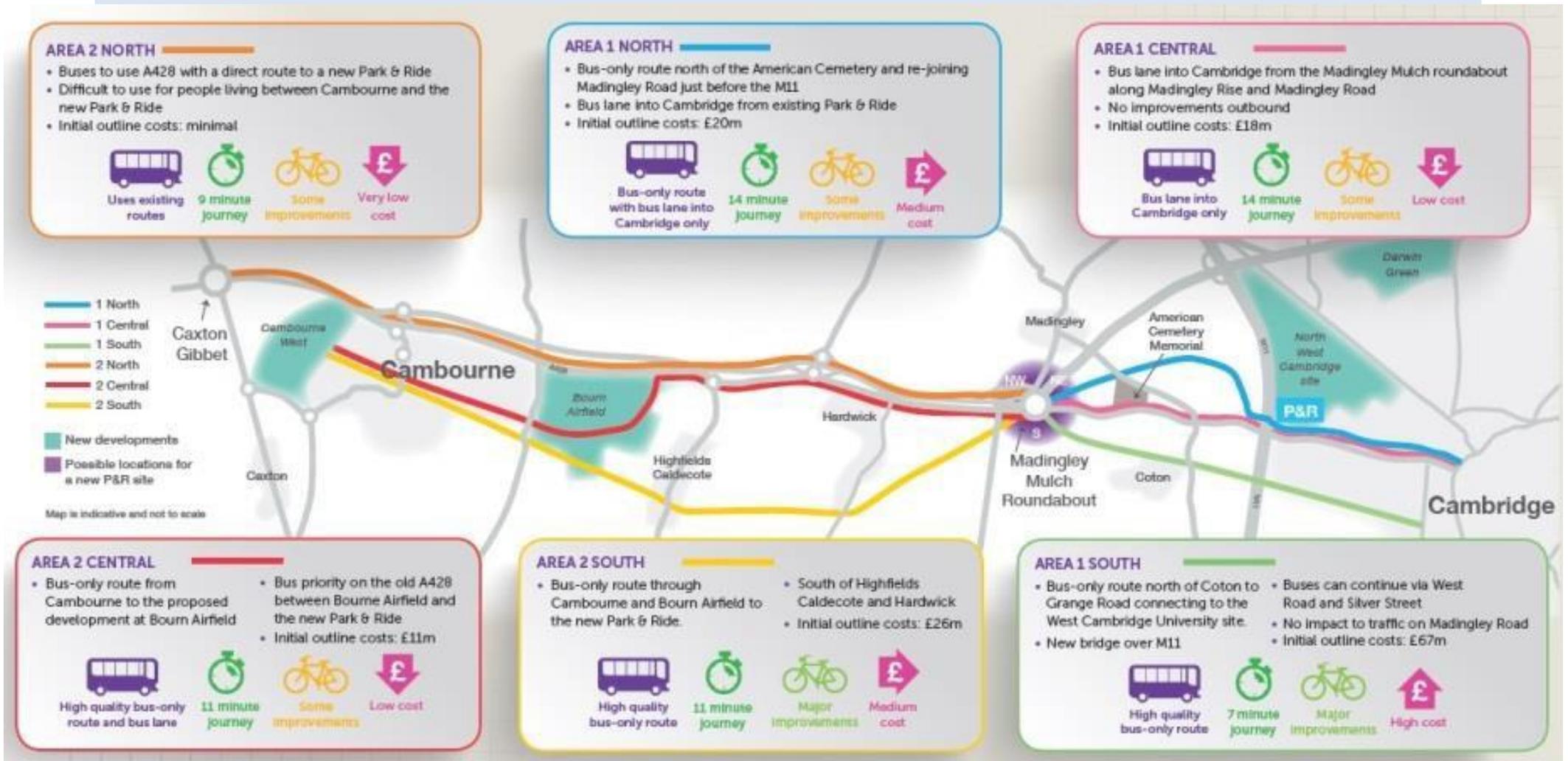
- Smaller 'Park & Cycle' parks, from which safe routes are developed both into the City and to neighbouring villages. Suggested locations included Madingley Mulch and the junction of the M11, Grantchester and Coton.
- Development of a metro system for Cambridge. Connections could be developed either raised over the city, or via underground tunnels, interlinking the rail stations, Addenbrooke's, Park & Ride sites, and the City Centre. It was recognised that this type of

investment would be much more radical, but also that it might have greater longer-term sustainability as a result.

- Blocking further developments in the area unless clear plans to develop infrastructure and provide local services were incorporated from the offset.
- Restriction of vehicles into the Centre, and the possible development of a congestion charge where needed to motivate public transport use.
- Railway link between Cambourne and Cambridge including links to locations such as London.
- Review traffic light timings and city-centre parking charges – both on-street and in car parks. It was commented that for some it was still cheaper to drive independently and park in the city centre to use Park & Ride.

APPENDICES

APPENDIX 1: AREA OPTIONS & MAP



APPENDIX 2: COMPLETE ONLINE SURVEY

Cambourne to Cambridge: Better Bus Journeys

Your journey

1. Do you currently travel between Cambourne and Cambridge?							Response Percent	Response Total
1	Yes						65.59%	1365
2	No						34.41%	716
Analysis	Mean:	1.34	Std. Deviation:	0.48	Satisfaction Rate:	34.41	answered	2081
	Variance:	0.23	Std. Error:	0.01			skipped	112

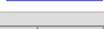
2. How often do you travel between Cambourne and Cambridge (or parts of the way)?							Response Percent	Response Total
1	Daily						29.49%	607
2	Some weekdays						23.37%	481
3	Weekends						6.46%	133
4	Monthly						4.23%	87
5	Occasionally						27.07%	557
6	Never						9.38%	193
Analysis	Mean:	3.04	Std. Deviation:	1.84	Satisfaction Rate:	40.83	answered	2058
	Variance:	3.38	Std. Error:	0.04			skipped	135

3. What time of day do you usually travel? (tick all that apply)							Response Percent	Response Total
1	Morning peak						48.36%	927
2	Day-time off-peak						53.42%	1024
3	Evening peak						40.53%	777
4	Evening off-peak						24.93%	478
5	Other times						27.39%	525
Analysis	Mean:	5.13	Std. Deviation:	3.96	Satisfaction Rate:	79.71	answered	1917
	Variance:	15.69	Std. Error:	0.09			skipped	276

4. How do you usually travel between Cambourne and Cambridge (or parts of the way)? [tick all that apply]

			Response Percent	Response Total				
1	Car driver		77.16%	1476				
2	Car passenger		20.18%	386				
3	Van or lorry driver		0.52%	10				
4	Motorcyclist		1.31%	25				
5	Bus		25.20%	482				
6	Park & Ride bus		15.63%	299				
7	Bike		23.37%	447				
8	Walk		7.11%	136				
Analysis	Mean:	5.65	Std. Deviation:	4.51	Satisfaction Rate:	56.29	answered	1913
	Variance:	20.35	Std. Error:	0.1			skipped	280

5. What is your usual destination?

			Response Percent	Response Total				
1	Cambridge city centre		63.12%	1217				
2	West Cambridge site		10.89%	210				
3	North West Cambridge site		2.39%	46				
4	Science Park area		7.05%	136				
5	Addenbrooke's		14.68%	283				
6	Biomedical Campus		1.97%	38				
7	Cambourne		23.60%	455				
8	St Neots		6.85%	132				
9	Other (please specify):		20.44%	394				
Analysis	Mean:	6.09	Std. Deviation:	4.59	Satisfaction Rate:	57.3	answered	1928
	Variance:	21.09	Std. Error:	0.1			skipped	265

6. What is the purpose of your trip?

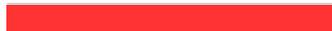
			Response Percent	Response Total				
1	Business		37.90%	727				
2	Leisure		39.36%	755				
3	Both		22.73%	436				
Analysis	Mean:	1.85	Std. Deviation:	0.76	Satisfaction Rate:	42.41	answered	1918
	Variance:	0.58	Std. Error:	0.02			skipped	275

7. At which junctions are you often in slow or stationary traffic? (tick all that apply)							Response Percent	Response Total
1	Madingley Mulch roundabout						32.50%	622
2	M11 junction						52.87%	1012
3	Madingley Road P&R junction						48.96%	937
4	Storey's Way						13.53%	259
5	Grange Road						23.88%	457
6	Lady Margaret Road						12.49%	239
7	Northampton Street						17.35%	332
8	I rarely experience slow/stationary traffic						19.07%	365
9	Other (please specify):						15.62%	299
Analysis	Mean:	9.48	Std. Deviation:	9.24	Satisfaction Rate:	88.98	answered	1914
	Variance:	85.43	Std. Error:	0.21			skipped	279

8. Which factors would make bus travel a greater alternative? (tick all that apply)							Response Percent	Response Total
1	Faster journey times						44.33%	856
2	Reliable journey times						50.70%	979
3	Comfortable buses						15.17%	293
4	More buses per hour						43.14%	833
5	Wi-Fi access						10.20%	197
6	A bus stop nearer my home						23.61%	456
7	Personal safety						7.09%	137
8	None of the above						18.49%	357
9	Other (please specify):						19.58%	378
Analysis	Mean:	9.3	Std. Deviation:	9	Satisfaction Rate:	87.24	answered	1931
	Variance:	80.92	Std. Error:	0.2			skipped	262

9. Do you use the existing Madingley Road Park & Ride?							Response Percent	Response Total
1	Regularly						8.96%	182
2	Occasionally						30.77%	625
3	Park and cycle						0.64%	13
4	No, I previously used the Park & Ride but do not do so now						12.70%	258
5	No						46.92%	953
Analysis	Mean:	3.58	Std. Deviation:	1.53	Satisfaction Rate:	64.46	answered	2031
	Variance:	2.34	Std. Error:	0.03			skipped	162

The Schemes

10. Do you agree or disagree in principle to better bus journeys between Cambourne and Cambridge?							Response Percent	Response Total
1	Agree						70.25%	1436
2	Disagree						10.86%	222
3	Not sure						18.88%	386
Analysis	Mean:	1.49	Std. Deviation:	0.79	Satisfaction Rate:	24.32	answered	2044
	Variance:	0.63	Std. Error:	0.02			skipped	149

11. How much do you support or oppose the proposed options?							Response Total	
	Strongly support	Support	Oppose	Strongly oppose	No preference		Response Total	
1 North	10.0% (193)	19.8% (382)	33.9% (655)	23.9% (462)	12.3% (238)		1930	
1 Central	33.6% (650)	33.2% (643)	8.8% (170)	12.4% (241)	12.0% (232)		1936	
1 South	16.6% (333)	8.9% (179)	7.7% (155)	57.6% (1155)	9.2% (184)		2006	
2 North	13.6% (255)	28.1% (525)	25.6% (479)	15.5% (289)	17.2% (322)		1870	
2 Central	20.7% (395)	37.4% (714)	14.4% (275)	12.2% (232)	15.3% (293)		1909	
2 South	16.5% (317)	11.9% (229)	30.1% (577)	28.1% (540)	13.4% (257)		1920	
Do nothing	9.9% (86)	9.2% (80)	21.5% (187)	40.9% (356)	18.5% (161)		870	
							answered	2103
							skipped	90

Cycling and Walking

12. How important is it for you that cycling and pedestrian facilities are improved?							Response Percent	Response Total
1	Very important						44.87%	935
2	Quite important						21.40%	446
3	Important						16.31%	340
4	Not important						17.42%	363
Analysis	Mean:	2.06	Std. Deviation:	1.14	Satisfaction Rate:	35.43	answered	2084
	Variance:	1.3	Std. Error:	0.03			skipped	109

13. Is there anything that would make you consider cycling some or all of the way along this route?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	1298
		answered	1298
		skipped	895

Park & Ride

14. Do you approve of a new Park & Ride site near the Madingley Mulch roundabout?

		Response Percent	Response Total
1	Yes 	46.14%	955
2	No 	28.31%	586
3	No preference 	25.56%	529
Analysis	Mean: 1.79 Std. Deviation: 0.82 Satisfaction Rate: 39.71	answered	2070
	Variance: 0.67 Std. Error: 0.02	skipped	123

15. Please indicate where you think a new Park & Ride Site should be:

		Response Percent	Response Total
1	North West 	22.03%	298
2	North East 	8.72%	118
3	South 	16.85%	228
4	No preference 	45.75%	619
5	Other (please specify): 	6.65%	90
Analysis	Mean: 3.06 Std. Deviation: 1.3 Satisfaction Rate: 51.57	answered	1353
	Variance: 1.69 Std. Error: 0.04	skipped	840

Other comments

16. Do you have any other comments?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	1401
		answered	1401
		skipped	792

About you

17. Post Code (to identify location concerns):				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	1975
			answered	1975
			skipped	218

18. Please indicate your age range:								
					Response Percent	Response Total		
1	Under 17				2.46%	51		
2	17-24				4.01%	83		
3	25-34				8.02%	166		
4	35-44				20.97%	434		
5	45-54				22.42%	464		
6	55-64				16.38%	339		
7	65-74				15.22%	315		
8	75 and above				7.83%	162		
9	Prefer not to say				2.71%	56		
Analysis	Mean:	5.22	Std. Deviation:	1.77	Satisfaction Rate:	52.78	answered	2070
	Variance:	3.15	Std. Error:	0.04			skipped	123

19. Are you:								
					Response Percent	Response Total		
1	In education				6.17%	128		
2	Employed				53.86%	1117		
3	Self-employed				8.10%	168		
4	Unemployed				0.48%	10		
5	A home-based worker				3.04%	63		
6	A stay-at-home parent, carer or similar				2.94%	61		
7	Retired				22.66%	470		
8	Other (please specify):				2.75%	57		
Analysis	Mean:	3.54	Std. Deviation:	2.28	Satisfaction Rate:	36.22	answered	2074
	Variance:	5.2	Std. Error:	0.05			skipped	119

20. Do you have a disability that influences the way you travel?							Response Percent	Response Total
1	Yes						6.85%	141
2	No						89.30%	1837
3	Prefer not to say						3.84%	79
Analysis	Mean:	1.97	Std. Deviation:	0.33	Satisfaction Rate:	48.49	answered	2057
	Variance:	0.11	Std. Error:	0.01			skipped	136

21. Are there any other reasons that influence the way you travel?							Response Percent	Response Total	
1	Open-Ended Question							100.00%	891
							answered	891	
							skipped	1302	

22. How did you hear about this consultation?							Response Percent	Response Total
1	Leaflet						40.34%	833
2	Postcard						1.60%	33
3	Advertisement						0.68%	14
4	South Cambridgeshire magazine						2.37%	49
5	City Council magazine						0.97%	20
6	E-mail						10.51%	217
7	Social media (Twitter, Facebook)						8.62%	178
8	Library						1.11%	23
9	Word of mouth						21.16%	437
10	Search engine						1.11%	23
11	Other (please specify):						11.53%	238
Analysis	Mean:	5.21	Std. Deviation:	3.87	Satisfaction Rate:	42.06	answered	2065
	Variance:	14.97	Std. Error:	0.09			skipped	128

If you would like to be kept updated with the progress of the scheme, please provide your contact details. Your details will only be used to improve council services and will be stored in accordance with the Data Protection Act.							Response Percent	Response Total	
1	Name:							98.23%	1221
2	Date of Birth:							83.02%	1032
3	E-mail/Address							89.46%	1112
							answered	1243	
							skipped	950	

The Cambridgeshire Research Group
Cambridgeshire County Council
SH1306
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Tel: 01223 715300

Email: research.performance@cambridgeshire.gov.uk

About the Cambridgeshire Research Group

The Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the team include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

For more details please see our website:

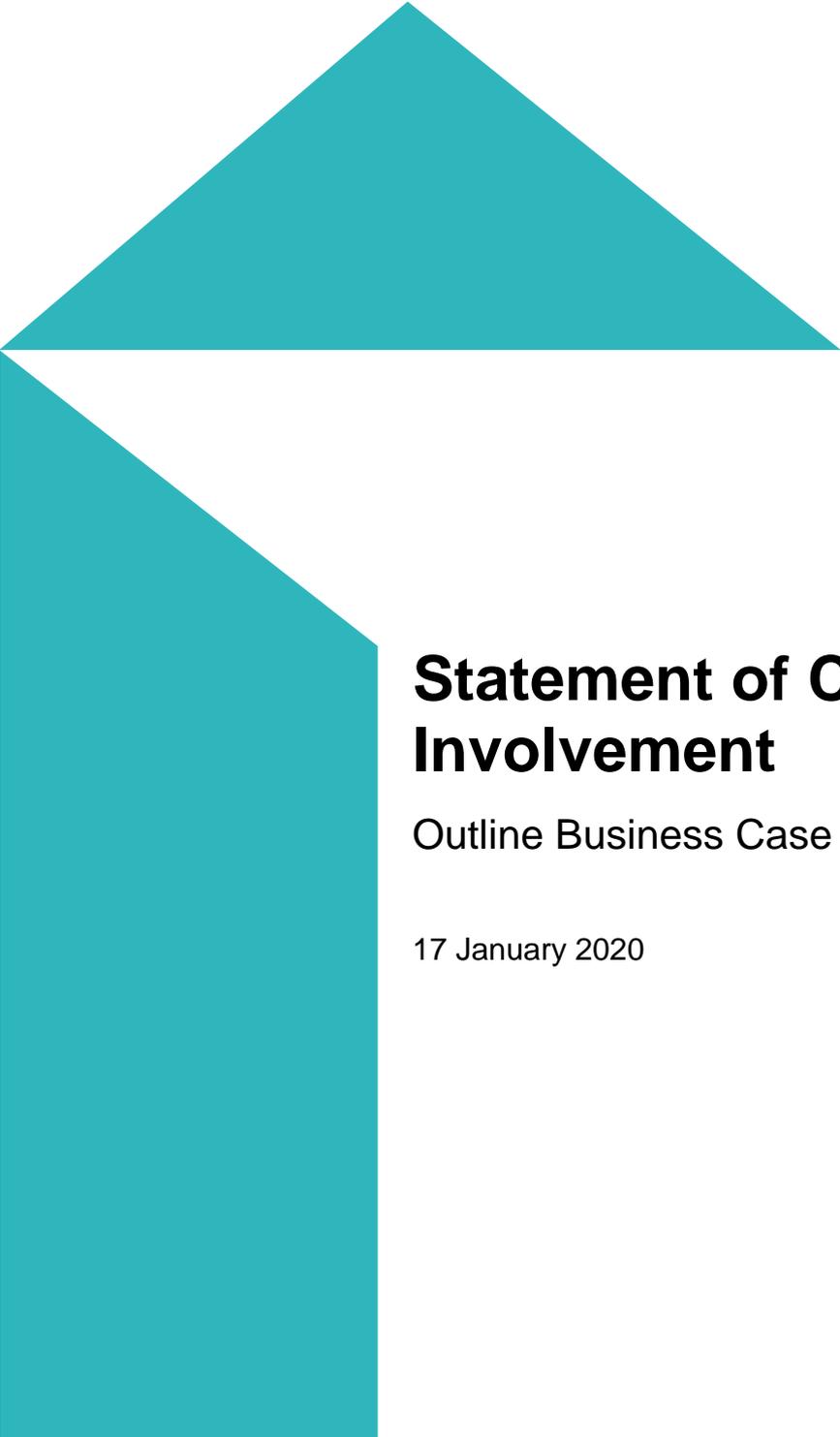
www.cambridgeshireinsight.org.uk



Greater Cambridge Partnership

CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT

Appendix D – Outline Business Case –
Statement of Community Involvement
(2020)



Statement of Community Involvement

Outline Business Case - Appendix G

17 January 2020

Mott MacDonald
35 Newhall Street
Birmingham B3 3PU
United Kingdom

T +44 (0)121 234 1500
mottmac.com

Statement of Community Involvement

Outline Business Case - Appendix G

17 January 2020

Document reference: | | 392438-MMD-XX-RP-BCA-0036

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Background	1
1.2	The Role of Consultation	1
1.3	Document Structure	1
2	Public Consultation 2015	3
2.1	Introduction	3
2.2	Methodology	3
2.3	Consultation Findings	6
2.3.1	Written Representation	6
3	The Local Liaison Forum	8
3.1	Introduction	8
3.2	The LLF	8
3.3	Outcomes	10
4	Stakeholder Workshops December 2016 – August 2017	11
4.1	Introduction	11
4.2	Stakeholder Workshops December 2016 – May 2017	11
4.2.1	Local Stakeholder Workshop	11
4.2.2	Cambourne Workshop	11
4.2.3	Local Planning Authority Workshops	11
4.2.4	Workshop Outcomes	12
4.3	Stakeholder Workshops August 2017	12
4.3.1	21 st August 2017 Workshop	12
4.3.2	22 nd August 2017 Workshop	14
5	Busway User Research	18
5.1	Introduction	18
5.2	Current Busway User Research	18
5.2.1	Research Findings	18
5.3	Potential Busway User Research	19
5.3.1	Research Findings	19
6	Phase 1 Public Consultation November 2017 – January 2018	21
6.1.1	Introduction	21
6.1.2	Methodology	21
6.1.3	Consultation Findings	24
6.2	SYSTRA Research	24

6.2.1	Methodology	25
6.2.2	Research Findings	27
6.3	Consultation Outcomes	27
7	Workshops: February – March 2018	28
1.1	Introduction	28
7.1	On-road Workshop	28
7.1.1	Workshop Outcomes	30
7.2	Off-road Workshop	30
8	Phase 2 Public Consultation February 2019 – March 2019	35
8.1	Introduction	35
8.2	Methodology	35
8.3	Consultation Findings	36
9	LLF Technical Group Workshops	38
9.1	Introduction	38
9.2	Workshops	38
9.3	Outcomes	39
10	Environmental Working Groups	40
10.1	Introduction	40
10.2	Invited Stakeholders	40
10.3	Meetings	40
10.4	Outcomes	41
11	July 2019 Public Drop-in Sessions	42
11.1	Introduction	42
11.2	Events	42
11.3	Format	42
11.4	Outcomes	42
12	Additional Stakeholder Involvement	43
12.1	Introduction	43
12.2	Stakeholders	43
13	Summary	44
	Appendices	46
A.	2015 Consultation Report	47

B.	2015 Consultation Leaflet	48
C.	2017/18 Consultation Report	49
D.	2017/18 Consultation Leaflet	50
E.	GCP Consultation Letter	51
F.	2019 Consultation Report	52
G.	2019 Consultation Leaflet	53

Tables

Table 1:	2015 consultation public events	4
Table 2:	LLF Meeting Log	8
Table 3:	Public Consultation Events	23
Table 4:	Public Consultation Events	36
Table 5:	LLF Technical Group Meeting Log	38
Table 6:	Environmental Working Group Invitees	40
Table 7:	Landscape, Heritage and Ecology meetings	40
Table 8:	Consultation to date	44

Figures

Figure 1:	2015 Public Consultation Options	5
Figure 2:	Options presented at the Workshop on 21 st August	13
Figure 3:	Park and Ride Presented	16
Figure 4:	Phase 1 Consultation Options November 2017 – January 2018	22
Figure 5:	Opposition leaflet	24
Figure 6:	Opposition leaflet	24
Figure 7:	An Overview of Options for Phase 1 Consultation – Systra Research	26
Figure 8:	On-road route options	29
Figure 9:	Off-road options	32

1 Introduction

This Statement of Community Involvement has been prepared by Mott MacDonald to accompany the Outline Business Case (OBC) for the Cambourne to Cambridge Better Public Transport (C2C) Project. The whole scheme will be referred to as the 'C2C project' throughout the document.

Since the C2C project's inception in 2015, an extensive community and stakeholder engagement process has produced a number of outcomes. This report aims to consolidate all activities to date in a clear, concise document to better understand how community and stakeholder engagement has informed the development of the C2C project.

1.1 Background

The C2C project received prioritisation for funding by the Greater Cambridge Partnership (GCP) in 2015. The C2C project responds to the challenge of future rising demand aligned with the predicted growth along the corridor, and the impact this would have on the local road network. Previous studies have shown that the A428/A1303 corridor suffers from congestion, poor journey times, and issues of journey time reliability during peak hours. This, combined with future growth, will exacerbate congestion and the C2C project aims to address these challenges through the provision of high-quality public transport which encourages travel by bus as opposed to private car to the city centre.

Since 2015, the scheme has progressed through a series of option identification and assessment exercises. The option packages were generated and refined through workshops, liaison with statutory and non-statutory stakeholders, and assessments to ensure the process was thorough and considered a range of factors. In addition to this, a Local Liaison Forum (LLF) was set up in 2016 to engage with local residents' representatives on the C2C project.

1.2 The Role of Consultation

Consultation and communication with the general public and key stakeholders is an essential element of the planning process for major transport schemes such as the C2C project. It is important that communities are made fully aware of any proposals which may impact upon their local area and are provided with opportunities to discuss any issues and concerns with the project team. It also offers the opportunity to compile direct feedback on proposals.

In addition, consultation with local communities provides an understanding of transport users' needs and the potential impact a high-quality public transport scheme could have on their travel choices.

1.3 Document Structure

Following this introduction, the document is structured as follows:

- Chapter 2: Public Consultation 2015
- Chapter 3: Local Liaison Forum (LLF)
- Chapter 4: Stakeholder Workshops December 2016-August 2017
- Chapter 5: Busway User Research July-August 2017
- Chapter 6: Public Consultation November 2017-February 2018, including SYSTRA's Market Research

- Chapter 7: Stakeholder Workshops February-March 2018
- Chapter 8: Public Consultation February 2019-March 2019
- Chapter 9: LLF Technical Group Meetings
- Chapter 10: Environmental Working Groups
- Chapter 11: Community Drop in sessions
- Chapter 12: Further Consultation
- Chapter 13: Summary

2 Public Consultation 2015

2.1 Introduction

An 'Initial Stage' public consultation was undertaken in the autumn of 2015 that centred on six high-level options for public transport infrastructure improvements in the Cambourne to Cambridge area.

The public consultation formed part of the assessment of the outline options for the C2C project and inform recommendations to the City Deal Board in the autumn of 2016. The public consultation was part of the work that identified the constraints and scope of investment requirements that informed the Strategic Outline Business Case (SOBC) in October 2016. For the full consultation report, please see **Appendix A**.

2.2 Methodology

The 'Initial Stage' public consultation was held between 12th October and 23rd November 2015 and was undertaken as a part of a wider stakeholder engagement exercise. The public consultation approach used was consistent with the Department for Transport (DfT) major scheme development methodology.

The public consultation centred on six high-level options for public transport infrastructure improvements along the Cambourne to Cambridge corridor. These six high-level options were divided into two areas; 'Area 1' being from Cambridge City to Madingley Mulch roundabout and 'Area 2' from Madingley Mulch roundabout to Cambourne. These areas reflect the funding tranches in which the project will be delivered.

Each of the Areas had 3 options for the public to comment upon:

- North (north of the A428);
- Central (running along or at close proximity to the A428); and
- South (south of the A428).

The options that were consulted on are illustrated in Figure 1. This consultation sought the public opinions for both areas from those residing, working and travelling along and beyond the A428 area.

Promotion of the consultation was through several different avenues. All 27 Parish Councils along the route were contacted and sent information and materials, in addition to community hubs and libraries. The packs distributed included leaflets containing the survey (which was used to record public opinion on the project proposals) and posters and postcards to encourage engagement.

The leaflet showing the options and including the survey was distributed to households and businesses located in close proximity to the route. The survey that was contained in the leaflet was also available online, on the GCP's website. A total of 13,000 leaflets containing the survey and 30,000 postcards were distributed to promote the consultation.

Other avenues of promotion included:

- Advertisement;
- South Cambridgeshire Magazine;

- City Council magazine;
- Email; and
- Social Media (Twitter, Facebook).

Eleven public events took place between 27th October and 19th November 2015, with a combined attendance of over 300 members of the public.

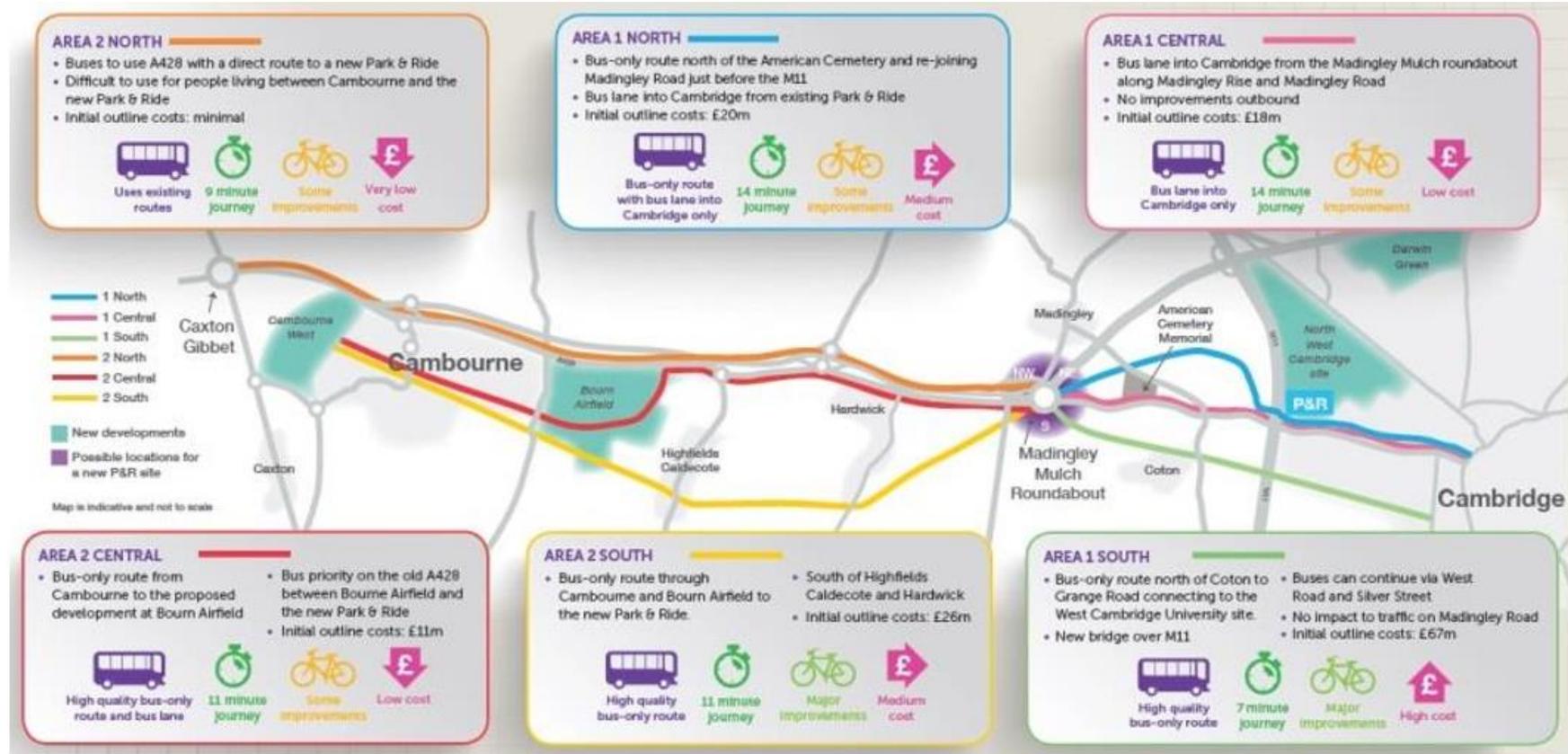
Table 1: 2015 consultation public events

Date	Location	Time
Tuesday 27 October	Tesco Extra, Barford Road, St Neots	10:30-13:00
Wednesday 28 October	Bourn Village Hall, Shirt Street, Bourn	17:00-20:00
Thursday 29 October	Coton Village Hall, Coton	18:00-20:00
Monday 2 November	Roger Needham Building, University of Cambridge, West Cambridge Site, Cambridge	17:00-20:00
Tuesday 3 November	Hardwick Primary School, Hardwick	17:00-20:00
Wednesday 4 November	The Hub, High Street Cambourne	16:00-20:00
Tuesday 10 November	Lucy Cavendish College, Lady Margaret Road, Cambridge	17:00-20:00
Wednesday 11 November	The Priory Centre, Priory Lane, St Neots	17:00-20:00
Thursday 12 November	The Vinter Room, Vinter Close, Papworth Everard	18:00-20:00
Wednesday 18 November	Caldecote Primary School, Highfields Road, Highfields	18:00-20:00
Thursday 19 November	Morrisons, Broad Street, Cambourne	11:00-13:30

Source: GCP

The consultation leaflet can be found in **Appendix B**.

Figure 1: 2015 Public Consultation Options

Source: greatercambridge.org.uk

2.3 Consultation Findings

In total, the consultation received 2,193 responses to its survey, of which 707 were received as paper copies and the remaining 1,486 submitted via the survey online.

The headline findings of the public consultation were as follows:

- Seven out of ten (70.3%) respondents agreed in principle to better bus journeys between Cambourne and Cambridge.
- Over half (52.9%) of respondents indicated that they were often in slow or stationary traffic between the Madingley Road Roundabout and the M11 junction.
- Just over a quarter (29.5%) indicated that they travelled between Cambourne and Cambridge daily.
- Over three quarters (77.2%) of respondents indicated their usual mode of travel was by car as a driver.
- When asked about current travel methods between Cambourne and Cambridge, over a quarter (25.5%) indicated they used the bus.
- 'Reliable journey times' was cited as being key to making bus travel a better alternative to the car by over half (50.7%) of respondents. Over two-fifths (44.3%) cited a need for 'faster journey times' and a similar figure (43.1%) cited a need for 'more buses per hour'.
- Two thirds (66.3%) of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this scheme.
- Options Area 1 Central and Area 2 Central received majority support (66.8% and 58.1% respectively).
Options Area 1 South and Area 2 South received majority opposition (65.5% and 58.2% respectively), as did Option Area 1 North (57.8%).
- Almost half (46.1%) of respondents approved of a new Park & Ride site near the Madingley Mulch roundabout, with over a quarter (28.3%) against the suggestion. A large proportion had no preference about its specific location (45.8%).¹

2.3.1 Written Representation

As well as survey respondents there were also written responses in the form of seven letters attached to the leaflet, 91 emails and 58 letters received. These representations were from different groups, whose main comments are summarised as follows:

- Views around Area 1 Central were mixed, and requests were made for further detail to be provided to enable residents and organisations to give further feedback. Area 1 North also raised significant concerns that it would have negative environmental and ecological impacts.
- From comments and communications sent in separately to the survey, the greatest opposition was for Area 1 South. This opposition was due to the overlap into woodland. Support was given by others, with positive comments being made about cycleway options.
- Both Area 2 Central and Area 2 South received comments that the unchanged journey times would not promote public transport use.
- Support was expressed for a new alternative proposed Park & Ride site north-east of the A428 dual carriageway at the Hardwick/Scotland Road junction. However, concerns were

¹ Greater Cambridge City Deal Camborne to Cambridge: Better bus Journeys, Consultation Report, Cambridge Research Group, Feb 2016

raised about the potential impact on Hardwick village. The development of a new Park & Ride site at the Madingley Mulch roundabout was positively commented on; however, land ownership issues were raised.

- The development of a high-quality cycle route was proposed - both a radial route out of the city centre, and an orbital route connecting villages. The upgrading of off-road cycling routes between villages and the city centre were considered as measures which would increase cycling, but concerns were expressed about maintenance to keep these routes useable in the long term.

A number of alternative proposals were suggested in the written responses. Out of 19 proposals, nine were outside the scope of the scheme and ten were identified for further qualitative analysis of potential benefits:

- Substituting proposed P&R at Madingley Mulch with a P&R at Scotland Farm;
- Route north of Cambridge Road and bridge across M11;
- Alternative route alignments east of J13 M11;
- Tidal bus lane for Option 1 Central;
- Option 1 Central/1 North with a route through West Cambridge;
- Smart Traffic Management;
- Transport Hubs at Cambourne, Bourn and between Highfields and Caldecote;
- Additional P&R north of Cambourne; and
- Closing Madingley Hill to through-traffic.

What this meant for the C2C Scheme

- Respondents were concerned about the lack of information, leaving them feeling unable to make an informed decision. As a result, for the future public consultations, every effort was made to ensure participants were fully informed. The survey questions for 2017-2018 were designed with input from Cambridgeshire County Council's Research Team to ensure clear and coherent information for participants.
- In addition to the comments, a number of alternative proposals were submitted during the public consultation offering modifications of the Options or different strategies to achieve similar objectives. Some proposals were out of the scope of the project and some were being considered as part of other Greater Cambridge Partnership schemes in development. The remaining were assessed and taken into further consideration for scheme design.
- Suggestions for a transport hub located at Cambourne, Bourn, and between Highfields and Caldecote were submitted. Transport hubs (in addition to the main P&R site) were considered feasible but the specific location, capacity and access arrangements could only be considered as part of the next step of assessment on an emerging option.
- There was support for public transport and cycling improvements along the Cambourne to Cambridge corridor, balanced by concerns over the potential environmental effects of new offline infrastructure. These concerns were taken into consideration and addressed within further technical assessments on specific route alignment.

3 The Local Liaison Forum

3.1 Introduction

A Local Liaison Forum (LLF) for the Cambourne to Cambridge Better Public Transport was formed in 2016 upon instruction from the City Deal Board. The forum provides regular dialogue between the project team and members of the local community, ensuring that interested parties are kept informed and can continue to contribute to the scheme development.

3.2 The LLF

The LLF meet regularly and meetings include presentations given by the project team to provide updates on progress and technical information. This has given the LLF opportunity to respond and offer resolutions to concerns.

Meeting minutes can be found in detail at

<https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-llf/> but have been given a brief overview in Table 2.

Table 2: LLF Meeting Log

Date	Presentation	Outcomes
07/03/2016	<ul style="list-style-type: none"> Introduction to Major Scheme Development Appraisal Welcome 	Formulation of the LLF, Terms of reference, Understanding Scope, election of Chair and Vice chair.
14/06/2016	<ul style="list-style-type: none"> Officer Presentation West Cambridge Presentation Coalition of Parish Councils Presentation 	10 resolutions suggested. These included demand management options, sustainability improvements, consultations, lack of evidence and justification, opposition to an off-road option and bus only bridge, more information from City Deal and the University, and objections to Maddingley Mulch Roundabout Park & Ride.
26/09/2016	<ul style="list-style-type: none"> The 'preferred corridor' proposals 	9 resolutions suggested. These were with regards to phasing of the project and allowing sufficient time for assessment, giving environmental and social impact criteria equal weighting for scores, opposition to option 3a through West Fields, releasing documentation with regards to negotiations with Highways England, an on-road route, removal of the University on the Board for this project, opposition to Maddingley Mulch Roundabout Park & Ride, and trial periods of road closure.
02/02/2017	<ul style="list-style-type: none"> Western Orbital Update A1303 Busway Feasibility Working Route Alignments 'Option 6' 	<p>Queries about clarification of timings, assumptions and measurements, and conflict with cyclists. 'Online option' spurred questions about clarifications of widths, why other online bus options were not considered, land take and cost. Decisions made via vote:</p> <ul style="list-style-type: none"> The LLF should move forward with option 6 and ask the Greater Cambridge City Deal (GCCD) Board to undertake a full evaluation of it alongside option 3/3a. Scotland Farm should be considered as the location of the P&R. Also assess the impact of a P&R impact on Dry Drayton. A letter should be requested to justify why Option 4 was removed as an option Establish a working group to write to the GCCD Board about the evidence base and outstanding questions not yet answered.

Date	Presentation	Outcomes
17/03/2017	<ul style="list-style-type: none"> • LLF Presentation 	<ul style="list-style-type: none"> • The LLF will only take part in workshops after 'Option 6' has been worked up and not until it has been properly assessed. <p>Decisions made via vote:</p> <ul style="list-style-type: none"> • Response statement to a reassessment of Park & Ride sites and on- and off-road on Madingley Hill guaranteeing LLFs involvement in the reassessment, and Option 6 is included. • The LLF agrees that the route of Option 6 from Cambourne to the West Cambridge site is more suitable than the off-road option 3/3a and urges the City Deal to assess it immediately. • The LLF agrees that a Park & Ride site at the Scotland Farm junction of the A428 is superior to a site at Crome Lea. • The LLF agrees that the route of Option 6 from the West Cambridge site to the city centre is more suitable than routes in the catchment area of option 3/3a and urges City Deal to assess it immediately. • A workshop proposed for 'Option 6'.
21/06/2017	<ul style="list-style-type: none"> • WO Presentation 	<ul style="list-style-type: none"> • South Newnham Residents' Association to join LLF. • LLF to draft a letter to GCCD raising concerns about workshops and suggested solutions to make them more representative and effective. • GCP to make information from Highways England available to LLF members. • Resolution to the proposed multi-storey Park & Ride at Trumpington that the car park should be built before hitting congestion. • Resolution – would like more information with regards to a Park & Cycle in order to make an informed decision.
17/07/2017	<ul style="list-style-type: none"> • Light Rail Solution suggestion • Ashley Heller (GCP) 	<ul style="list-style-type: none"> • Greater Cambridge Partnership are requested to defer decisions on the proposed A428 Busway until such time as both the high-level mass-transit study (as proposed by the GCP), and the feasibility studies on Light Rail (as proposed by the Combined Authority), have been completed and published, and that further development work on route 3a is stopped until this feasibility study is completed. • Cambourne to Cambridge Busway project should constitute no more than a short-term intervention along the lines of the LLF's Option 6. • There was disagreement upon the INSET scoring of schemes.
11/09/2017	<ul style="list-style-type: none"> • East of M11 Workshop Summary • End of Stage Report Summary • Park & Ride study • LLF Presentation 	<ul style="list-style-type: none"> • Please refer to LLF Resolution and Responses 11.09.17 document. • The Project Board response to stop development work on the C2C project was negative given the high dependency of the Local Plan and GCP objectives. • The Project Board responded to the resolution about the selection of Park & ride sites being that sites were selected both by environmental issues and future potential transport benefits. • The Project Board response to project costs included the refining and reviewing of costs, review of the procurement strategy and responding to lessons learnt locally and nationally from projects of similar scope. • The Project Board response to the LLF's endorsement of the scoring options was that the LLF had the opportunity to question and challenge the scoring as to which the consultant amended the scoring accordingly. • The Project Board response to the review of the Terms of Reference prior to further workshops it was agreed that

Date	Presentation	Outcomes
		<p>involvement of the LLF at an early stage was appropriate, however officers must have discretion to ensure that the workshop delivers the required outputs to support project development.</p> <ul style="list-style-type: none"> • The Project Board response to the Girton Interchange resolution was that while not specifically in the scope of either the Western Orbital or the A428 scheme, is being supported by the GCP Board. If the upgrade proves viable, this will be reflected in the Strategic and Economic Cases of the Business Case for the C2C project.

Source: greatercambridge.org.uk

Through the LLF, route options were developed and taken through the appraisal process:

- Eastbound unsegregated Bus Lane between Madingley Mulch Roundabout and Lady Margaret Road; Option 1 had been previously identified in the overall Cambourne to Cambridge assessment as a do-minimum option (See Scheme A from Atkins: *Options Appraisal Report, 20th June 2014*). (Became Option 1 in the Options Assessment, July 2017).
- An on-road tidal lane on Madingley Road running between Madingley Mulch Roundabout and High Cross and a Park & Ride near Scotland Farm. (Option 6, suggested in September 2016).

Stakeholder engagement was undertaken with the LLF by means of meetings and workshops, with discussions focussing around the development of specific route alignments for Option 3a (An off-road busway running between Cambourne and Grange Road, Cambridge) as well as work on Options 1 and 6.

3.3 Outcomes

What this meant for the C2C Scheme

- A new project option for Area 1 was suggested. After assessment, it was deemed suitable to be included in further assessments and appraisal, this was known as the 'Hybrid' option.
- New options were suggested by the LLF which were taken through the appraisal process and the Multi Criteria Assessment Framework (MCAF) which was used to appraise the emerging options.
- The LLF disagreed with the scoring given in the MCAF and conducted their own assessment with alternative criteria to MCAF.
- It was agreed that further assessment would be conducted on the options suggested and criteria should be used from the original MCAF and the LLF assessment to give the most robust conclusions.
- Under instruction from the GCP Board, Option 6 was taken forward to the End of Stage Report in September 2017.

4 Stakeholder Workshops December 2016 – August 2017

4.1 Introduction

To assist in the development of the project options, workshops were convened to enable representation of large groups, associations and elected representatives to comment on the proposals. This chapter outlines the stakeholder workshops which took place between December 2016 and August 2017.

4.2 Stakeholder Workshops December 2016 – May 2017

Stakeholder workshops held between December 2016 and May 2017 were convened to address specific elements of the emerging project options:

- Local Stakeholder Workshop – 8th December 2016;
- Cambourne Workshop – 14th March 2017; and
- Local Planning Authority Workshops – January 2017-May 2017.

4.2.1 Local Stakeholder Workshop

A workshop between the project team and local stakeholders (including representatives from 'Save the West Fields', 'Smarter Cambridge Transport' and the LLF) was held on 8th December 2016 with the aim of providing transparency whilst responding to questions submitted by the attendees. This meeting was the start of formal dialogue between the various groups, to be continued through the LLF and subsequent meetings.

4.2.2 Cambourne Workshop

A stakeholder workshop was held in Cambourne on 14th March 2017 and attended by members of the project team, representatives from bus operators Stagecoach and Whippet, local schools and businesses, as well as District and Parish Councillors.

Attendees were asked to discuss and provide feedback on existing bus services in Cambourne as well as potential interventions to improve provision. Outcomes of the workshop were used to narrow down options for providing Bus Rapid Transit (BRT) through the town and inform the Cambourne Transport Study (July 2017).

4.2.3 Local Planning Authority Workshops

Workshops were held between the project team and representatives from Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council on 4th January 2017 and 27th April 2017.

The workshops focussed on the transport and landscape aspects of the proposed off-road option, referred to at the time as Option 3a. The project team sought guidance from experts on trees, greenbelt issues, mitigation and cycling, to feed into subsequent design reviews.

4.2.4 Workshop Outcomes

The outcomes from the workshops undertaken between December 2016 and May 2017 are as follows.

What this meant for the C2C Scheme

- The start of a formal dialogue between LLF and residents / stakeholders.

4.3 Stakeholder Workshops August 2017

Stakeholder workshops were held on the 21st and 22nd August 2017 to address specific elements of the proposed options, prior to submission of the Atkins 'end of stage' report.

4.3.1 21st August 2017 Workshop

The aim of the 21st August 2017 workshop was for stakeholders to work together to consider the range of public transport priority issues and options to the east of the M11. The objectives of the workshop were as follows:

- To develop the project team's understanding of transport and environmental constraints in this area;
- To identify the potential interventions to improve public transport operational conditions relating to both on-road and off-road options; and
- To consider the strategic links with the options to the west of the M11.

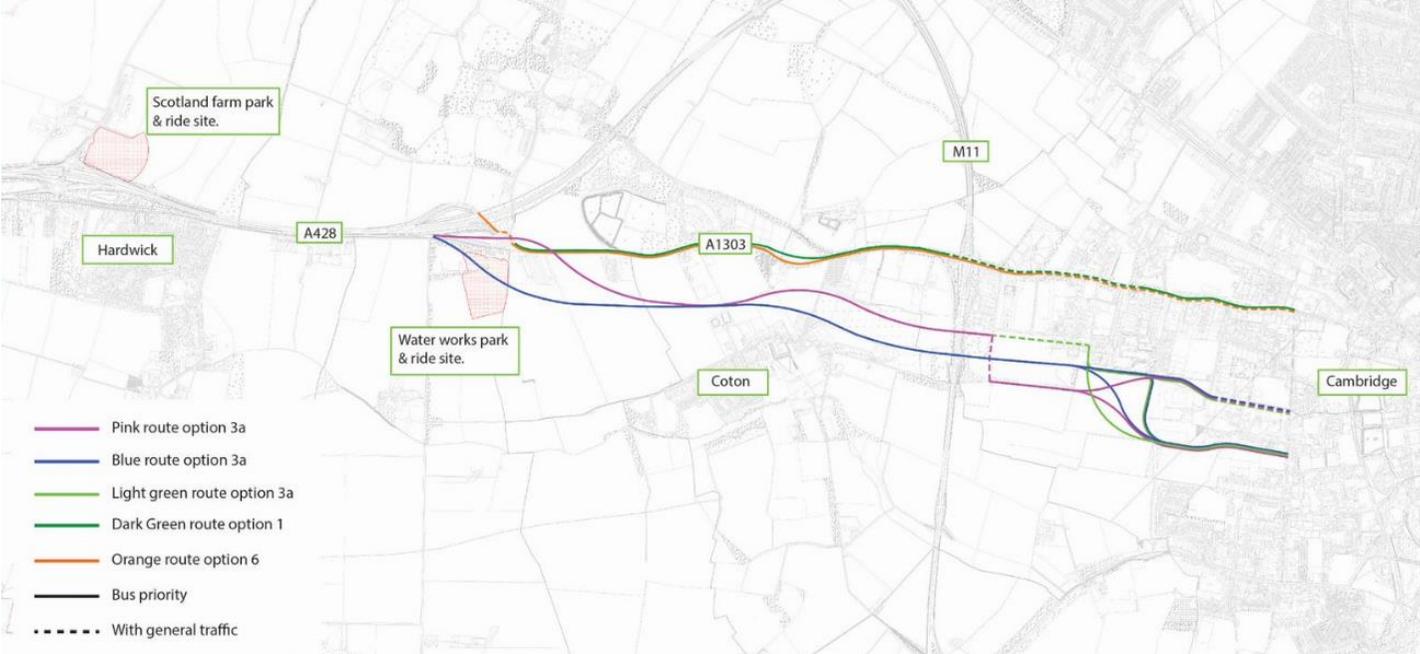
A total of 30 people attended the workshop and represented the following organisations:

- Cambridge Past, Present and Future
- Smarter Cambridge Transport
- Hardwick Parish Council
- Elected members representing Coton, Cambridge, Bourn Ward and Bourn Parish.
- Residents Associations from Madingley Road Area, North Newtown, Madingley Road, Gough Way, Cranmer Road, Maxwell Road, Cambridge, and South Newham Neighbourhood Forum
- Granchester Parish Council
- Save the West Fields
- Camsight
- Local Access Forum
- British Horse Society
- Stagecoach East
- South West Fields
- A428 Cambourne to Cambridge Better Public Transport LLF
- Camcycle
- Cambs City Council Passenger Transport

Briefings on the project were given by GCP, Skanska and Atkins to ensure that all members of the group had full understanding of the process and design before they were divided into tables. On these tables the attendees worked in groups to consider what they liked and disliked about the following options presented (Figure 2).

- Option 1: An on-road option which included the introduction of bus lanes on Madingley Road between Madingley Mulch Roundabout and Lady Margaret Road;
- Option 3a: An off-road busway running between Cambourne and Grange Road, Cambridge; and
- Option 6: An on-road tidal lane on Madingley Road running between Madingley Mulch roundabout and High Cross and a Park & Ride near Scotland Farm.

Figure 2: Options presented at the Workshop on 21st August



Source: Mott MacDonald

4.3.1.1 Workshop Findings

The main findings from the workshop were as follows:

- Frustration that criteria seemed to change from what was put forward earlier in the year, the opinion of local stakeholders was not taken into account and the fact that an off-road option was still being considered.
- On-road Options 1 and 6:
 - Congestion concerns in the city centre and suggestions of congestion charging.
 - Journey destinations are likely to be north or south of the city centre rather than the city centre itself.
 - The impacts on cycling are very significant for Option 1 and general concern with regards to constraints and conflicts between different transport modes.
 - Girton Interchange has the potential for a Park and Ride.
 - Suggestion to run services like trains with limited stops.
 - Suggestion of running the bus up to High Cross only.
 - Suggestion of running electric buses only.
 - Impact on pollution if electric buses could not be operated.
 - City Centre Access proposals will reduce car parking.
 - Concerns about the visual impact of the gantries for Option 6 and the fact that a tidal lane may take time to adjust to.
 - Environmental impacts of an on-road scheme – how can the environment be enhanced?
 - Is there an opportunity to take advantage of both Option 1 and 6 to form a ‘hybrid’ Option of both?
 - New option suggested to be a one-way loop system.
- Off-Road Option 3a
 - There are flood risks at Bin Brooke which already has issues in heavy rain.
 - Concerns about landscape impacts with stakeholders suggesting there should be an avoidance of routes going through existing fields.
 - Route concerns including pinch points, roads being unable to accommodate buses (Herschel Rd, Grange Rd and Cramner Rd), Adams Road being an existing cycle way and the impact on cyclists if the option is run along it, and the bridge over the M11 not being suitable.
 - Lack of future proofing of the off-road options.
 - Confusion about what happens at the end of the route, what happens at Grange Road?
 - The off-road option offers a much higher cost for not much journey time benefit which would give it a low BCR.

4.3.2 22nd August 2017 Workshop

The objectives of the 22nd August 2017 Workshop were as follows:

- To present the emerging views of the technical consultant in relation to the shortlist of Park & Ride sites;
- To have opportunities to discuss and determine main areas of concern in response to this shortlist; and

- To gather further information and document concerns on these shortlisted sites against the assessment criteria.

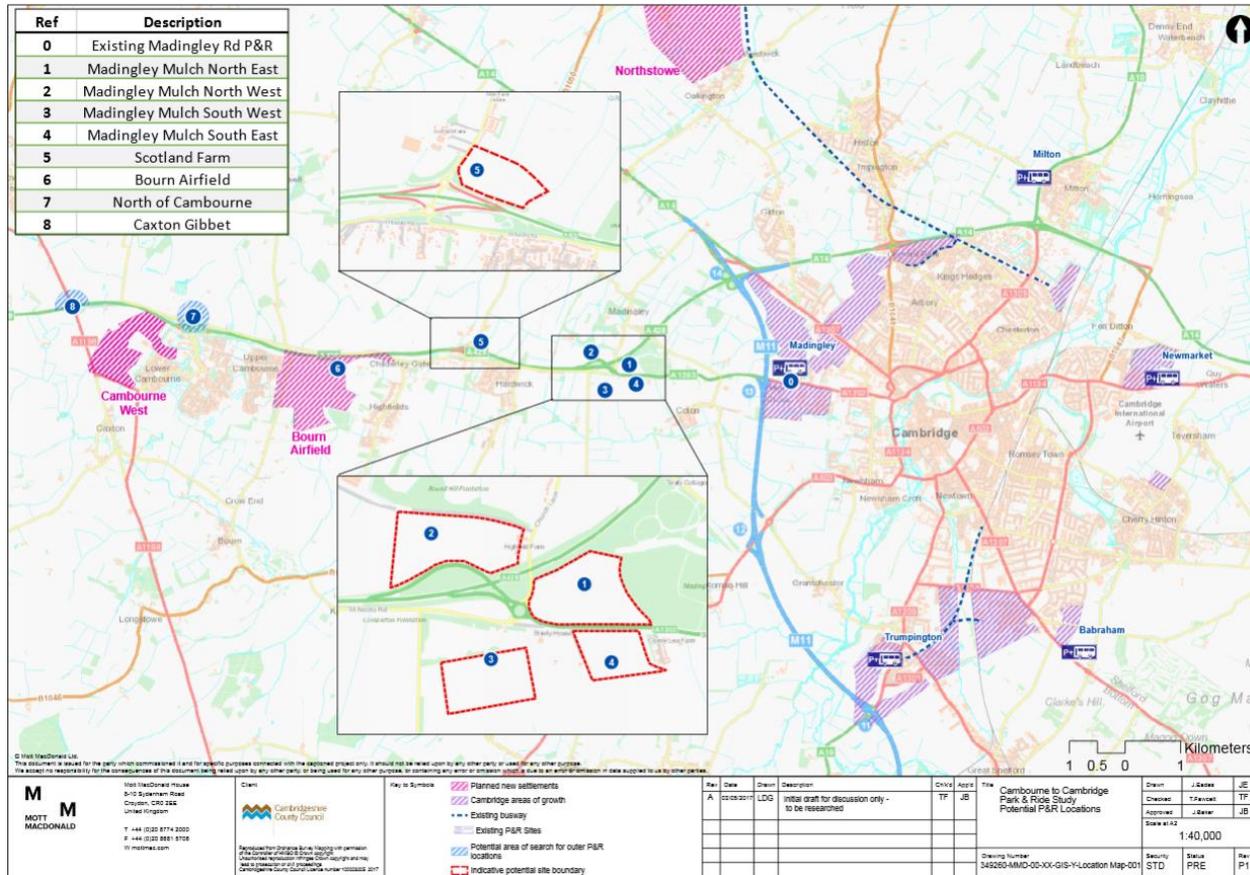
A total 22 people attended the workshop representing the following organisations:

- Stagecoach East
- Councillors (Dry Drayton Parish, Coton Parish, Hardwick District, Elsworth Parish, Madingley Parish, Caldecote District, Bar Hill Ward, Newnham Ward)
- Cambridge Campaign for Future Transport
- Cranmer Road Residents' Association
- University of Cambridge Transport Manager
- Cambridgeshire County Council
- Cambridge City Council
- Cambridge Past Present and Future
- LLF
- Greater Cambridge Partnership City Access Team

As with the workshop held on the 21st August, all attendees were given a full briefing before discussions. These briefings were given by the GCP and Mott MacDonald to ensure attendees were fully aware of the shortlisted sites which were projected on screen. Attendees were able to question Mott MacDonald to enhance their understanding.

Following the presentations, smaller break-out groups discussed each site in turn to produce relevant and specific detailed comments for each site. Options presented to the stakeholders are shown in Figure 3.

Figure 3: Park and Ride Presented



Source: Cambourne to Cambridge Better Public Transport, Park & Ride Study, September 2017

4.3.2.1 Workshop Findings

The main findings from the workshop were as follows:

- Concern was expressed at the choice of the shortlist, particularly the sites 3 and 4 near Madingley Mulch roundabout and site 6;
- Stakeholders considered there had been a 'breakdown in trust' and which made it difficult to facilitate an open discussion;
- All workshop groups favoured Site 5, Scotland Farm, mainly because of improved connectivity, less environmental impact and access from the east and west;
- Sites 3 and 4 were particularly unpopular as it was thought queuing and congestion on Madingley Mulch roundabout would result, concerns about environmental impact including visual impact and light pollution (particularly in relation to the village of Coton), as well as an over-arching threat to Green Belt; and
- Site 6 was not considered to be viable because of the distance from congestion and/or Cambridge, furthermore the site was felt to have no direct connection to the A428 so would get little use, and would have a negative impact on housing development land at Bourn Airfield.

What this meant for the C2C Scheme

- Utilising feedback from the workshop, the Park & Ride locations were narrowed down. This led to further evaluation and two sites 'Option 3, The Waterworks' and 'Option 5, Scotland Farm' were presented for public consideration in the 2017-18 consultation.

5 Busway User Research

5.1 Introduction

Between July and August 2017 SYSTRA Ltd conducted research with current Guided Busway users and potential users of the C2C scheme. The results of these surveys are summarised below.

The research was carried out to supplement the 2012 Busway Usage Surveys taken for the existing Guided Busway which opened in 2011 (connecting Huntingdon, St Ives, Cambridge and Addenbrooke's/Trumpington) and help shape the future of bus schemes in the area. The aim of the research was to understand existing users' views of the Cambridgeshire Guided Busway (CGB), and to understand the potential use of a new scheme by residents of the transport corridor.

For full reports of SYSTRA Ltd Busway User Research, please see Appendix C1 and C2 of the *'Cambourne to Cambridge Better Public Transport, End of Stage Report, Greater Cambridge Partnership'* produced in 2016 by Atkins.

5.2 Current Busway User Research

Between 15th and 22nd July self-completion surveys were handed out to CGB users at selected bus stops, with completed forms handed back to the interviewer. Surveys were also taken on the bus to help maximise response rate.

The survey was approximately 5 minutes long and designed to capture the purpose, origin, destination, travel mode to stop, frequency of use, main reasons for using the busway, features most important to them, desired improvements, use of the cycle/walk track and overall views on the CGB.

The surveys were conducted at bus stops and Park & Ride sites along the existing Busway route and a total of 1,058 interviews were completed.

5.2.1 Research Findings

The headline results are summarised below:

- Over half (51.9%) of respondents accessed the bus stop by foot;
- Almost three-quarters (72.6%) of respondents made their onward journeys by foot;
- Over a fifth (22%) of respondents' main journey purpose was commuting, followed by shopping (20.3%);
- Almost a quarter (23%) of respondents make the same journey five or more times a week;
- If the busway was not used, just over a third (36.8%) of respondents would have made their journey by car;
- Just over half of the respondents (51%) said their main reasons for using the busway were speed of the journey, followed by reliability of the journey (44%) and frequency of the service (39%);
- Two out of five (40.5%) of respondents have used the track alongside the busway for walking and cycling;

- The most favoured improvement to the Busway were more buses per hour with just over a third of respondents (34%) selecting this option, with improvements to speed and reliability also cited as popular enhancements;
- Nine out of ten (90.4%) respondents were either very satisfied or satisfied with the service; and
- The vast majority (94.9%) of respondents considered the Busway a success.

5.3 Potential Busway User Research

Computer Aided Telephone Interviews (CATI) were undertaken with residents living in the following areas between 14th July 2017 and 1st August 2017, in accordance with the Market Research Society (MRS) code of conduct:

- Cambourne (39% of the total sample);
- Hardwick (20%);
- St. Neots (14%);
- Highfields and Caldecote (12%);
- Coton (9%);
- Dry Drayton (4%); and
- Madingley (2%).

The survey was designed to enable the capture of respondents of all demographics and usage, to understand the types of journeys they currently make along the corridor and the likelihood of using a high quality public transport route along the A428. They were also asked to identify which elements of the proposed bus scheme would encourage their use of it, as well as elements they had concern over.

A total of 1,000 interviews took place to gauge opinion on the C2C project, as well as to decipher existing travel patterns along the route.

5.3.1 Research Findings

The following headlines summarise the overall survey results:

- A quarter (25%) of respondents travel in either direction between St Neots and Cambridge five or more times a week;
- One in four (25%) trips along the corridor are for commuting purposes;
- Two-fifths (40%) of trips along the corridor are for leisure purposes;
- Over a quarter (28%) of trips along the corridor are in the AM and PM peak periods;
- Over a third (35%) of respondents said they would be likely to use a new bus service along the corridor; and
- Speed, reliability and frequency were the factors most likely to encourage respondents to use a service in the Cambourne to Cambridge area.

What this meant for the C2C Scheme

- Speed, reliability of journey and frequency of service are key service elements which motivate people to use the service. This has assisted in informing the specification of the proposed scheme.
- When informed of the potential new bus service between Cambourne and Cambridge, around a third of respondents indicated a fair-to-strong likelihood of using it.

6 Phase 1 Public Consultation November 2017 – January 2018

6.1.1 Introduction

Public Consultation took place between 13th November 2017 and 29th January 2018 specifically on Phase One of the C2C scheme. The consultation followed the autumn 2015 public consultation and sought to gain feedback on a choice of two proposed Park & Ride sites and three route options for Area 1 which would be delivered in the first phase of the scheme. The full consultation report is provided in **Appendix C** and this chapter provides a summary.

The objectives of the consultation were as follows:

- Present scheme options to the widest range of people and representative groups affected by them;
- Provide them with an opportunity to give their views; and
- Give full consideration to the views received in the consultation to aid the politicians reaching a decision on the proposed Park & Ride site and bus routes.

6.1.2 Methodology

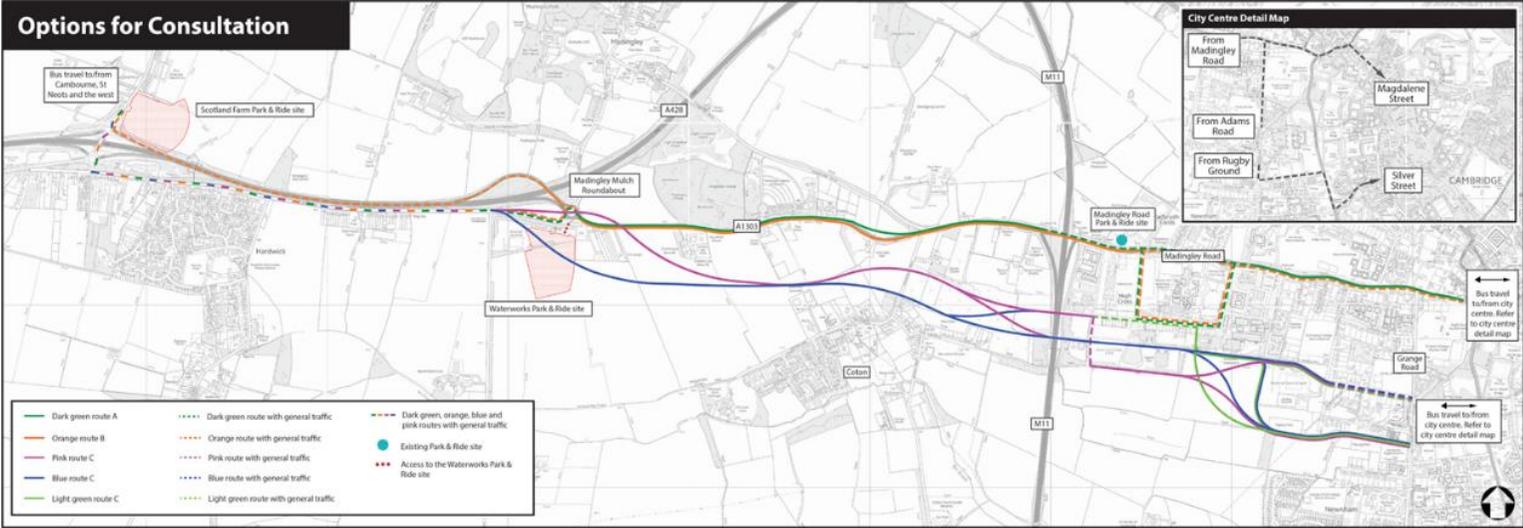
The consultation adhered to best practice guidance and complied with the accepted Letwin Principles: Central Government Principles for Consultation. Assurance was received throughout the consultation process from The Consultation Institute, of whom Cambridgeshire County Council and the Greater Cambridge Partnership are a member.²

The consultation was held on the shortlisted options selected by the GCP Board in September 2018, which were as follows (and shown in Figure 4):

- Option A: An on-road option which includes the introduction of an inbound bus lane on Madingley Road between Madingley Mulch roundabout and Lady Margaret Road;
- Option B: An on-road tidal bus lane on Madingley Road running between Madingley Mulch roundabout and the entrance to Eddington (High Cross); and
- Option C: An off-road busway running between Madingley Mulch roundabout and Grange Road, Cambridge (Option C consists of three variants).

² Greater Cambridge Partnership Cambourne to Cambridge Better Public Transport: Phase One Summary Report of Consultation Findings, Cambridgeshire Research Group, 2018

Figure 4: Phase 1 Consultation Options November 2017 – January 2018



Source: Cambourne to Cambridge Better Public Transport, consultation leaflet, November 2017

Several methods of promotion were undertaken to encourage participation in the consultation, including:

- Paid-for media;
- Community engagement events in key high footfall locations; and
- Widespread distribution of over 14,000 consultation brochures (**Appendix D**).

A total of 21 events were held during the survey period as demonstrated in Table 3.

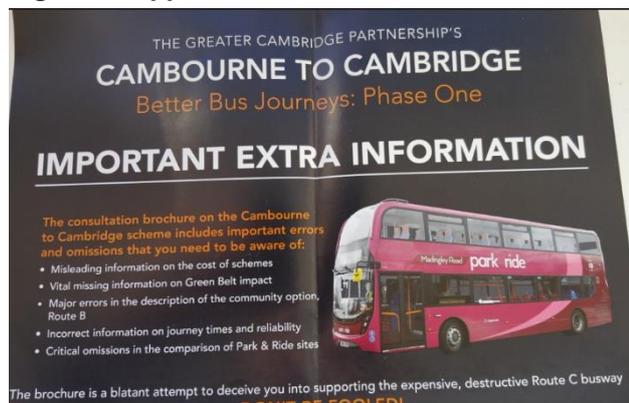
Table 3: Public Consultation Events

Date	Location	Time
Monday 20 November 2017	Madingley Road Park & Ride	07:00-08:30
Monday 20 November 2017	Madingley Village Hall	17:00-19:00
Tuesday 21 November 2017	Cambourne Village College	12:00-14:00
Tuesday 21 November 2017	The Vine Inter-Church Primary, Cambourne	14:30-16:00
Wednesday 22 November 2017	Papworth Hospital	12:00-14:00
Thursday 23 November 2017	St Neots Market Square	09:00-11:00
Thursday 23 November 2017	Tesco, St Neots	12:00-14:00
Thursday 23 November 2017	Hardwick Primary School	14:45-16:30
Saturday 25 November 2017	Cambridge Market Square	10:00-14:00
Monday 27 November 2017	Trumpington Park & Ride	07:30-08:30
Monday 27 November 2017	Tesco, Bar Hill	12:00-14:00
Monday 27 November 2017	Hauser Forum, Cambridge	16:00-20:30
Tuesday 28 November 2017	Cambridge Biomedical Campus	11:30-13:30
Wednesday 29 November 2017	Coton Primary School	18:00-20:00
Wednesday 29 November 2017	Comberton Village College	14:30-15:30
Thursday 30 November 2017	St John's College School, Cambridge	15:00-16:00
Sunday 3 December 2017	Cambridge RUFC	10:00-12:00
Monday 11 December 2017	Cambridge Belfry Hotel, Cambourne	16:00-20:30
Tuesday 9 January 2018	Dry Drayton Village Hall	18:00-20:00
18 January 2018	The Diamond Room, Selwyn College, Grange Road, Cambridge	18:00-20:00
23 January 2018	The Hub, High Street, Cambourne	18:00-20:00

Source: GCP

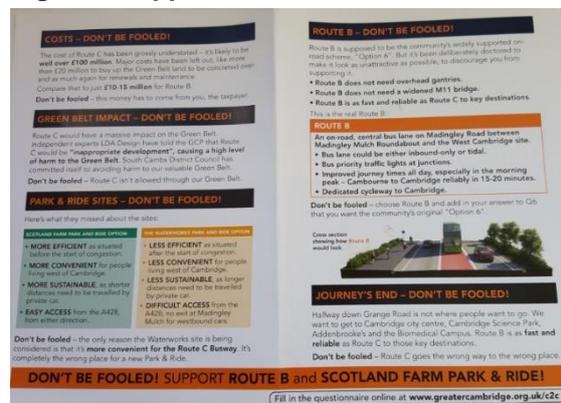
During the 2017-2018 consultation, a leaflet was developed by a group opposing the C2C scheme. The leaflet mimicked the design and style of the GCP-endorsed consultation leaflet and offered information contrary to the official version (**Appendix D**). Consequently, this may have had a negative impact on the survey results through misleading messaging that could have been construed as an officially GCP-endorsed scheme. Images of the leaflet are displayed in Figure 5 and Figure 6. Specifically the leaflet contained a number of misleading assertions regarding Option B (the tidal flow bus lane).

Figure 5: Opposition leaflet



Source: GCP

Figure 6: Opposition leaflet



Source: GCP

The GCP attempted to limit any negative impact of this leaflet by issuing a letter to households explaining that they did not endorse the opposition leaflet and to resolve some of the issues the leaflets may have provoked. The letter is provided in **Appendix E**

The letter also provided details of errors in the original consultation leaflet. The letter was sent to the same distribution area as the GCP leaflet.

6.1.3 Consultation Findings

In total, 2,049 respondents replied to the consultation. The headline results were as follows:

- Receiving support from just over half (54%) the respondents, there was a preference for Scotland Farm as a Park & Ride location;
- Although there was no overall majority preference on the route option (i.e. over 50% of respondent's preference), route Option B was the most popular with 40% of support; and
- Off-road route Option C was preferred by 33% of respondents.

Although it appears that the on-road 'Option B' is most preferable, there was not an overall majority. Therefore, further analysis was undertaken to understand the demographics of the respondents. The analysis found there was an age- and a location-related difference in preference for route option as follows:

- Of those aged 35 and under, 46% preferred route Option C; compared with respondents aged 55 years and over, of whom only 23% supported route Option C;
- 45% of respondents aged 55 years and over preferred route Option B, compared with 29% of respondents aged 35 and under;
- There was an overall majority in favour of route Option C (53%) from respondents living to the west of Cambourne;
- The preferred option for respondents living in Cambourne and east to Barton (47%) was route Option C; and
- Respondents living closer to Cambridge favoured the on-road route Options A and B to off-road route Option C, with 69% in support of on-road and 22% in support of off-road.

6.2 SYSTRA Research

The Greater Cambridge Partnership (GCP) commissioned SYSTRA Ltd to conduct research to support the formal consultations held between mid-November 2017 and late-January 2018.

The research consisted of five focus groups with residents, and a workshop with the LLF.

The focus groups were conducted to gain an in-depth understanding of residents' awareness and understanding of the consultation and materials, their views on the Park & Ride site, and the route options of the C2C Scheme.

The objective of the workshop with the LLF was to give members the opportunity to feedback the views of those they represent with regards to a new Park & Ride site and the route options of the C2C scheme.

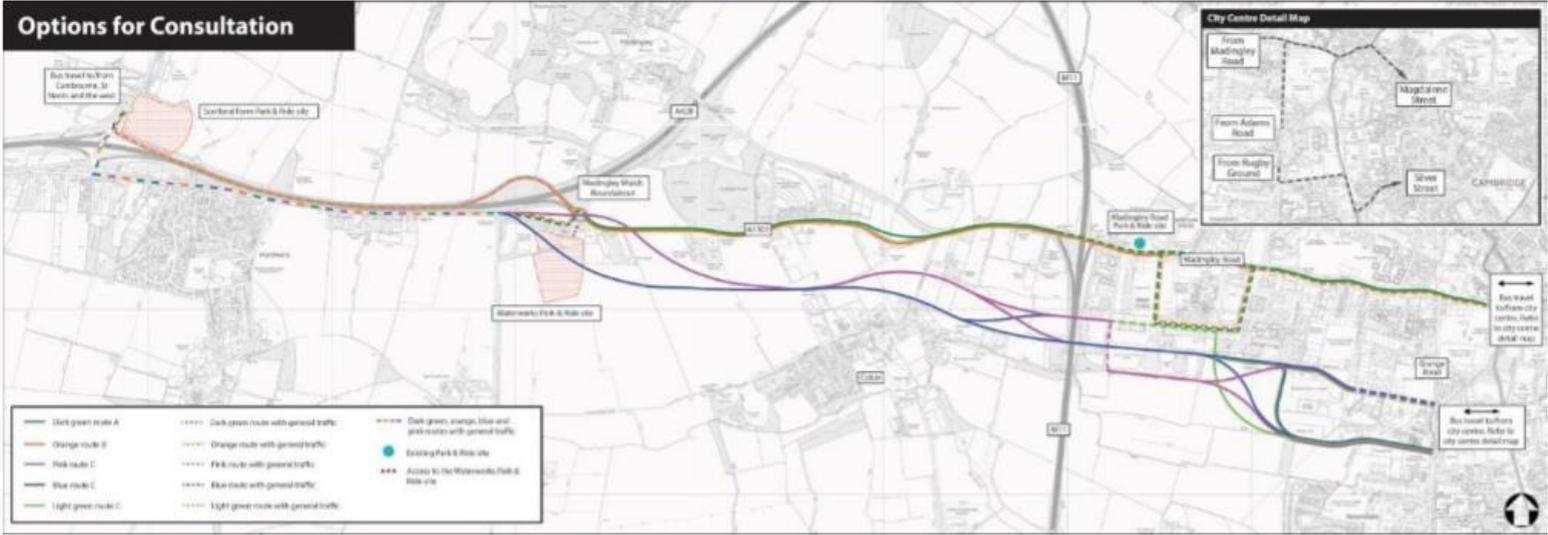
6.2.1 Methodology

A total of 42 residents attended the five focus groups and the LLF workshop had an attendance of 20 individuals.

The focus groups and workshops presented the following options to attendees (illustrated in Figure 7):

- **Scotland Farm Park & Ride Site:** Located at the junction of the A428 and Scotland Road, Dry Drayton;
- **The Waterworks Park & Ride Site:** Located at the junction of St Neots Road and A1303 Madingley Road, near the Madingley Mulch roundabout;
- **Route Option A:** An on-road option, introducing an inbound, nearside bus lane on Madingley Road between Madingley Mulch roundabout and Lady Margaret Road;
- **Route Option B:** An on-road central, tidal bus lane, with overhead gantries, on Madingley Road, running between Madingley Mulch roundabout and the new entrance to Eddington; and
- **Route Option C:** An off-road dedicated busway, running between Madingley Mulch roundabout and Grange Road, Cambridge.

Figure 7: An Overview of Options for Phase 1 Consultation – Systra Research



Source: Camboorne to Cambridge Better Public Transport, Qualitative Research, Final Report, 2018

Focus groups were comprised of residents from the following areas:

- The villages³: 16 residents;
- Cambourne: 15 residents;
- Cambridge City Centre, excluding Newnham: 6 residents;
- St Neots: 3 residents; and
- Newnham: 2 residents.

6.2.2 Research Findings

The key research findings were as follows:

- Scotland Farm Park & Ride site was favoured over the Waterworks due to its distance from the city, its smaller visual and ecological impact, and its accessibility from the west of Cambridge;
- Many residents said they would use the Park & Ride, however, this would be dependent on the bus journey time. Those who lived closer to the city centre said they would probably not use the Park & Ride facility;
- Residents preferred Route C due to the journey reliability and the walking and cycling benefits;
- Residents preferred to use the Rugby Club Access Road as opposed to Adams Road for access onto Grange Road; and
- Residents felt that walking and cycling was of high importance as well as the safety of all road users when designing a potential bus scheme.

The results from the workshop with the LLF are as follows:

- There was a preference for the Scotland Farm Park & Ride site; and
- The preferred route option amongst those who had one was Route B, as it was more flexible than Route A and less costly than Route C.

6.3 Consultation Outcomes

The consultation findings have led to a number of refinements to the three proposed Options, as summarised below.

What this meant for the C2C Scheme

- Support for Option B (a tidal on-road bus route) was high but would require a number of gantries along the route. These were not well received by consultees. Therefore, the bi-directional bus lanes, along with an optimised on-road option to include both inbound and outbound bus priority, were taken forward for further consideration.
- The consultees suggested that there should be better cycle provision from High Cross junction to Lady Margaret Way. Taking this into account, the bus lane has been removed from the on-road option and cycle infrastructure have been included as part of the 'do minimum' option.
- Alternative Park & Ride sites were also suggested, with most residents and the LLF advocating a new site in Cambourne and some residents suggesting that the existing Madingley Road Park & Ride site be retained. Many of the suggested options had been previously considered and discounted.

³ 'The villages' include: Bourn, Caxton, Comberton, Coton, Dry Drayton, Hardwick, Highfields and Caldecote, and Madingley.

7 Workshops: February – March 2018

1.1 Introduction

Two key stakeholder workshops were held by the Project Team following the Phase One 2017-2018 consultation. These are summarised below.

7.1 On-road Workshop

The on-road key stakeholder workshop was held on 27th February 2018. The main aim of the meeting was to:

- Showcase the emerging thinking on optimised options for an on-road solution; and
- Offer key stakeholders opportunities to assess both the on- and off-road schemes, and determine a preferred option.

A total of 31 individuals attended the workshop from various organisations including:

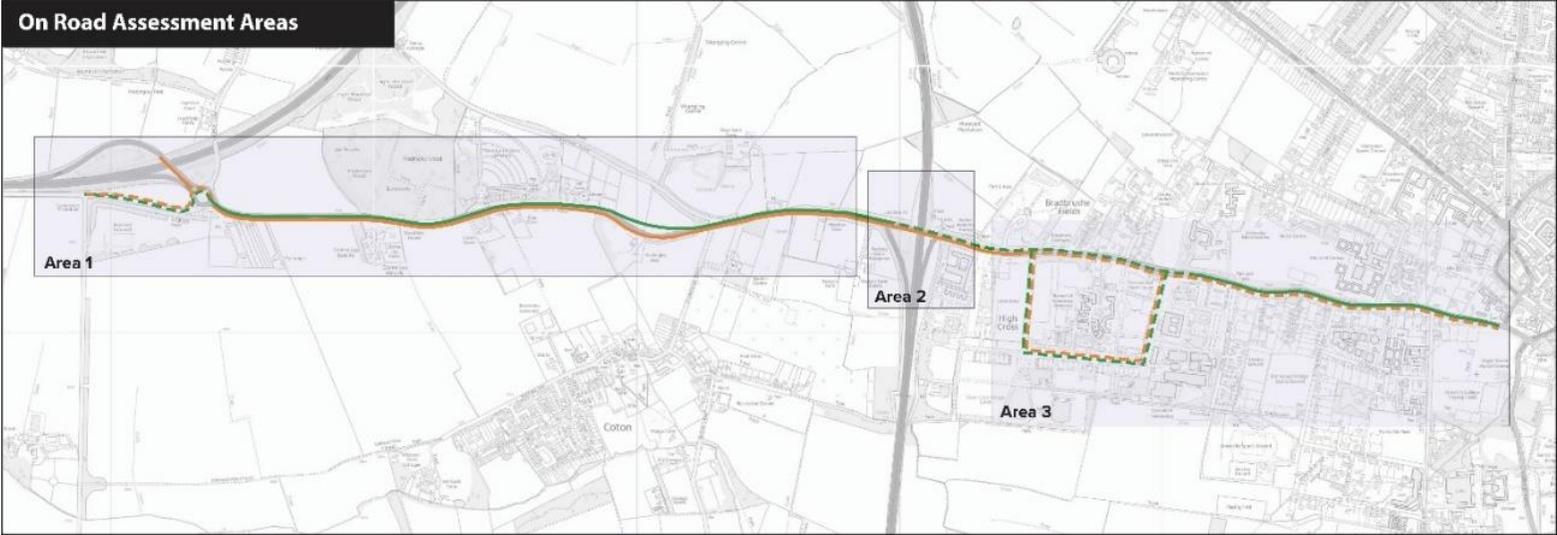
- Bourn, Newnham and Hardwick Councillors
- Addenbrooke's Hospital
- Residents' Associations for different roads
- Stagecoach East
- Madingley Road Area Residents' Association
- Churchill College
- Campaign to Protect Rural England
- Coton Primary School
- Barton, Coton, Gamlingay, Grantchester Parish Councils
- British Horse Society
- Save the West Fields
- Walk Cambridge
- North Newtown Residents' Association
- University of Cambridge
- Clare Hall
- Cambridge Past, Present and Future
- Coton Busway Action Group

Attendees were presented with the optimised on-road options for Area 1, with explanations and technical drawings. This provided them with the opportunity to clarify certain elements of the scheme before dividing into groups for discussion and feedback. The workshop was facilitated by Bax Interaction with representation from the Mott MacDonald and GCP project team.

The on-road option presented to the workshop attendees is shown overleaf in Figure 8 and is described as follows:

- Optimised eastbound bus priority measures, including: junction layout/signal improvements, bus lane, and provisions for westbound bus priority; and
- Option 6 tidal bus lane.

Figure 8: On-road route options



Source: Mott MacDonald

7.1.1 Workshop Outcomes

The following list summarises the feedback from the workshop for the optimised on-road option:

- **Route Users** – There is a need to ensure that the route is safe for all users including pedestrians, cyclists and equestrians. All complementary walking and cycling routes need to be made ‘non-motorised’ user routes to consider equestrians. Other suggestions included implementing toucan / pelican crossings; encouraging the use of the existing segregated parallel Greenway Route⁴ and extending it behind Churchill College; and implementing a lightweight pedestrian and cycling bridge over the M11.
- **Safety** – Concerns were raised over vulnerable road users and the two schools whose pupils would use the route or cross it.
- **Congestion** – There were concerns that the proposed traffic lights along the route would cause further congestion, especially with at the Madingley Road roundabout and the Madingley Road / Cambridge Road junction. Opinions on the proposed traffic lights at the Madingley Road/Cambridge Road junction were mixed, with some people in favour and some against this intervention. There were also concerns over congestion whilst works were being progressed.
- **Cost** – The cost of the scheme was raised.
- **Environmental** – There were concerns over the impact an on-road option would have on the American Cemetery Memorial.
- **Route design** – There was some debate on the length of the bus lanes and whether they were long enough to make an improvement to bus journey times, if the bus lanes were in the right direction, and whether land can be acquired to accommodate a bus lane in each direction. A new on-road route was suggested, up to the A428 past Madingley Mulch and creating a new junction onto Cambridge Road, to join Madingley Road approximately 0.8km west of the M11 junction.

The workshop consultation showed that there was little objection to an on-road bus route. However, there were concerns about the specific elements of the design, including road safety and vulnerable road users. The suggestion of improved cycle provision on Madingley Road was raised. There were also more general comments surrounding the environmental impact and cost of the scheme as well as suggestions of limiting car parking to the west of Cambridge. No direct preference was given for the any of the shortlisted on-road options or the optimised on-road option.

7.2 Off-road Workshop

The off-road key stakeholder workshop was held on 1st March 2018. The main aims of the off-road workshop were as follows:

- To present the key stakeholders with the emerging thinking on the off-road solutions;
- To give stakeholders the opportunity to feedback concerns and ask queries; and
- To determine one preferred off-route option.

A total of 27 stakeholders attended from the following different organisations:

⁴ An existing segregated Greenway walking and cycling route runs parallel to the A1303, approximately 700m south, from Coton FC to Cambridge City

- Residents Associations
- Clare Hall
- Stagecoach
- Barton, Bourn, Coton, Gamlingay, Grantchester, Hardwick, Papworth and Elsworth Parish Councils
- British Horse Society
- Coton Primary School
- Save the West Fields
- Coton Busway Action Group
- University of Cambridge
- Addenbrooke's Hospital
- Cambridgeshire Local Access Forum
- Cambridge walking groups
- Tower Transit Operations
- Cambridge Past, Present and Future
- Churchill College
- Stagecoach East

The off-road workshop was facilitated through Bax Interaction and there were representations from the Mott MacDonald, Skanska and GCP project team.

The off-road options presented to the workshop attendees are shown in Figure 9 with the areas described as follows:

- Area 1: This was not consulted on as it falls into 'Tranche 2' of the project delivery.
- Area 2: Madingley Mulch Roundabout
 - Pink route alignment proposed going through Madingley Mulch Roundabout then crossing A1303 and continuing through the Water Works field.
 - Blue route diverts from St. Neots road prior to Madingley Mulch Roundabout and continuing through Water Works field
- Area 3: Coton Village
 - Pink route runs further north than blue route away from the village and continues through Coton orchard.
 - Blue route runs further south closer to Coton Village and then continues through Coton orchard further south than the pink route.
- Area 4: West Cambridge
 - Pink route crosses M11 further north than blue route, is shared running along Ada Lovelace Road, then continues on a new segregated route and crosses grange field.
 - Blue route crosses M11 Further south than pink route, travels parallel to existing pedestrian and cycle way then crosses grange field.
 - Green route crosses M11 on the same level at the pink route, travels along Charles Babbage Road with shared running then crosses grange field.
- Area 5: Rifle Range/Adams Road
 - Route is segregated along rifle range to join Grange road where the route continues shared running to selected destination within Cambridge
 - Route is partially segregated along Adams Road to join Grange road where the route continues shared running to selected destination within Cambridge

Figure 9: Off-road options



Source: Mott MacDonald

The following bullet points summarise the feedback from the workshop on the off-road options presented for public consultation:

- **Environment** – the following concerns were raised:
 - The build-up of traffic at either end of the blue option where it is currently already congested during peak hours;
 - The visual impact of any option on the landscape (although less so with the blue route);
 - The development of any off-road option was believed to have large environmental impact on Coton village;
 - The development of any off-road option on the Green Belt would cause severe harm to the environment and as such needs to demonstrate very special circumstances.
 - The proximity of the any off-road option to the Orchard and Coton is an issue.
 - Flood risk on the West Fields at Bin Brook is an issue for any off-road option suggested.
 - Any off-road option would also cause severance for wildlife movements.
- **Community** – participants were concerned with:
 - The impact of any off-road option on existing foot and cycle paths around Coton, which may affect leisure activities such as dog walking, horse riding and cycling.
 - The disturbance to agricultural operations.
 - The off-road option would cause severance to the local community of villages they pass through or close to.
- **Safety** – Stakeholders were concerned about safety as the scheme options are very close to residential areas and schools.
- **Practicality** – Stakeholders said:
 - The pink and blue routes were not deemed appropriate for buses due to the 90-degree angle and the narrow width of some routes such as Adams Road;
 - The blue route gave a much quicker journey time than the pink route;
 - Stakeholders were unclear how the large number of buses would merge successfully at the end of the routes which are already congested.
- **Cost** – Participants noted that the cost of the off-road options would be considerably higher than the on-road options, and therefore had concerns relating to value for money.
- **General**
 - There were concerns about excessive disruption to residents around Madingley Mulch.
 - An alternative suggestion to enhance the flow of traffic was suggested: to improve Girton Interchange.
 - Stakeholders would like to see more direct links to employment areas to encourage their patronage.
 - It was suggested that Coton residents could benefit from the project if a bus stop was provided in the village.
 - A transport hub facility should be developed to facilitate interchange between different modes of transport or different routes.
 - Queries also revolved around Cambridge Autonomous Metro (CAM) and how this would work with the off-road routes.

As with the on-road workshop, there was not one clear preferred option. The majority of comments focussed on an off-road route in general rather than one of the specific off-road

options. However, it was agreed that an off-road option would provide a fast, rapid transport system. Both the Green and Blue routes had identified benefits which made them more preferable than the Pink route:

- The Green route was considered to have the least environmental impact as the route is on-road through the West Cambridge site; and
- The Blue route was considered more visually pleasing, provides the most direct route, and will therefore be most successful for modal shift.

Nonetheless, concerns over the environment, safety and community were high on participants' agenda with regards to the off-road route options.

What this meant for the C2C Scheme

- The workshop feedback on the on-road option showed preference for a separate cycle and pedestrian walkway. Therefore, the pedestrian bridge was taken forward in the 'Low Cost' options.
- The consultees suggested that the proposed bus lane from High Cross junction be removed from the on-road option. As such, this has been proposed to be included in a 'Low Cost' option.

8 Phase 2 Public Consultation February 2019 – March 2019

8.1 Introduction

Public Consultation took place between 4th February 2019 and 31st March 2019 on phase 2 of the C2C project. The consultation followed the Phase 1 2017/2018 public consultation and sought to gain further feedback on a choice of the two proposed Park & Ride sites and three route options developed for Phase 2 – west of Madingley Mulch. The full consultation report is provided in Appendix F and this chapter provides a summary.

The objectives of the consultation were as follows:

- Present scheme options to the widest range of people and representative groups affected by them;
- Provide them with an opportunity to give their views; and
- Give full consideration to the views received in the consultation to aid the politicians reaching a decision on the proposed Park & Ride site and public transport routes.

8.2 Methodology

The consultation adopted a multi-channel approach to promote and seek feedback including traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 15,000 consultation leaflets. The consultation was open for anyone to contribute however key audiences were commuters who use the A428 / A1303 and local residents from the following villages:

- Cambourne
- Hardwick
- Caldecote
- Dry Drayton
- Madingley
- Other nearby villages

The consultation was held on the shortlisted options which were as follows:

- Option 1: An off-road segregated route;
- Option 2: An on-road with junction improvements; and
- Option 3: An on-road with public transport priority lanes.

The consultation also sought feedback on two options for Park & Ride sites;

- Option A: A Park & Ride site at Scotland Farm, or
- Option B: A Park & Ride site at Waterworks.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 968 complete responses received. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

The consultation strategy for Phase 2 of the Cambourne to Cambridge proposals was designed by the GCP communications team with input from the County Council's Research Team. During the consultation design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

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

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

Table 4: Public Consultation Events

Date	Location	Time
Thursday 21 February 2019	The Priory Centre, St Neots	10:00-12:30
Tuesday 26 th February 2019	The Hub, Cambourne	16:00-19:30
Tuesday 5 th March 2019	Village Hall, Dry Drayton	17:00-18:30
Tuesday 12 th March 2019	Hardwick Primary School	17:00-19:30
Wednesday 13 th March 2019	Caldecote Primary School	17:00-19:30

Source: GCP

The full consultation leaflet can be found in Appendix G.

8.3 Consultation Findings

In total, the consultation received 968 complete survey responses. A further 103 written responses were received not as part of the survey. Qualitative feedback was gathered through the questionnaire, at events, social media, via email and at other meetings. The main findings of the February – March 2019 consultation were:

- Analysis of the geographical spread and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership delivered a sufficiently robust consultation.
- Just under half of respondents (48%) indicated 'Option 1: off-road' would be their preferred choice for the link between Madingley Mulch roundabout and Bourn Airfield
- One fifth of respondents (20%) preferred 'Option 3: on-road with public transport priority lanes'
- Nearly one fifth of respondents (19%) preferred 'Option 2: on-road with junction improvements'
- Under one tenth (9%) indicated that they didn't want any of the options.

- For the choice of Park and Ride site the majority of respondents (63%) preferred 'Option A – Scotland Farm', 'Option B – Waterworks' was preferable for 17% of respondents, 8% of respondents did not like either site and 12% had no preference
- A great deal of detailed comments was received. Many of the issues highlighted mirrored those of previous consultations and included (for more detail, please see Appendix F):
 - The impact of the proposals on residents of St Neots Road, Hardwick from the increased traffic and loss of vegetation.
 - The need to consider the implications of the East-West rail proposals from Network Rail if the route is to pass through and have a station at Cambourne.
 - The need for wider public transport network to be developed to improve accessibility for villages around the route.
 - The possibility of locating a Park & Ride site closer to or within Cambourne.
- Responses were also received on behalf of 35 different groups or organisations. All of the responses from these groups were made available to board members in full and published alongside the results of the public consultation survey.

What this meant for the C2C Scheme

- The majority of respondents were in support of an intervention, with a clear preference for an off-road option.
- Concerns were raised about the residents of Hardwick through the consultation and as such further sessions were held for residents of the village and at council meetings.
- The clear majority for the Park & Ride location being Scotland Farm helped determine it becoming the preferred option for this element of the scheme.

9 LLF Technical Group Workshops

9.1 Introduction

A Local Liaison Forum (LLF) for the Cambourne to Cambridge Better Public Transport project was formed in 2016 upon instruction from the GCP Board. The LLF Technical Group comprises a smaller number of attendees and is a subgroup of the LLF. The Technical Group's role is to advise the LLF on any technical aspects of the scheme.

9.2 Workshops

The LLF requested a number of workshops with the project team to explain in more detail areas of concern or dispute that had arisen during previous LLF meetings throughout the appraisal process to date. The topics were agreed with the LLF and attended by GCP officers and members of the project team.

Meeting minutes can be found in Appendix H but have been given a brief overview in Table 5.

Table 5: LLF Technical Group Meeting Log

Date	Presentation	Content
20/02/2019	<ul style="list-style-type: none"> Modelling and Appraisal of transport Schemes 	<ul style="list-style-type: none"> Explanation of how models are created and used to assess transport schemes. Description of the CSRM2 model used for option assessment during Options Appraisal Report 2. Detail of the forecast years and sensitivity tests undertaken.
03/04/2019	<ul style="list-style-type: none"> On Road Optimisation & Quick Wins 	<ul style="list-style-type: none"> Description of how consultation responses from 2018 were used to refine the proposed on-road option and inform what was considered to be the "optimised" on-road scheme which was taken forward for assessment against an off-road scheme. Details of the results of a study requested by the LLF into "quick wins", defined as on-road improvements that could be achieved within the current highway boundary with no significant impact on heritage assets or input from third parties. Highlighted that there were few interventions that could be considered quick wins due to the need for land take, input from Highways England or impacts on heritage assets or landscape features.
09/04/2019	<ul style="list-style-type: none"> Northern Route 	<ul style="list-style-type: none"> Presentation of a study undertaken at the request of the LLF outlining what routes to the north of the A428 had been considered through the project's lifespan. Study also presented on the potential for a route along the A428 to Girton, with a Park and Ride facility located here. Discussions highlighted the GCP approve of an upgrade to the Girton junction, indicated by petitioning of HS2 to include it in the Road Improvement Strategy forward programme. However, it was not felt that this solved the problems the C2C scheme was trying to address.
24/04/2019	<ul style="list-style-type: none"> Wider Economic Impacts 	<ul style="list-style-type: none"> Presentation provided insight into the calculation and use of Wider Economic Impacts (WEIs) in developing Business Cases and Benefit Cost Ratios for transport schemes. Detailed work undertaken and proposed future work.
15/05/2019	<ul style="list-style-type: none"> Environmental Scoring 	<ul style="list-style-type: none"> Detailed the process undertaken to assess environmental impacts from the various scheme options.

Date	Presentation	Content
		<ul style="list-style-type: none">• Outlined WebTAG requirements for appraisal and demonstrated the worksheets that are required to be completed.• Discussed the various criteria used to assess impacts.• Outlined initial details of potential mitigation required to offset the impacts currently highlighted by assessments.

Source: greatercambridge.org.uk

9.3 Outcomes

What this meant for the C2C Scheme

- These workshops were intended to provide greater clarity on a number of issues that had been raised by the LLF group in terms of how options had been assessed and therefore did not alter the C2C scheme.
- Workshops on the “Quick Wins” led to discussions regarding alternative proposals later put forward by the LLF technical group for an on-road route that used narrower lanes to provide both in and out bound public transport lanes. Responses to these proposals described how the optimised option for an on-road scheme had been developed and it was considered that using narrow lanes would not fit with the objectives of the scheme to provide a High Quality Public Transport Route.

10 Environmental Working Groups

10.1 Introduction

In May 2019, two Environmental Working Groups were set up in order to provide a forum for stakeholders to contribute to the development of the three key GCP public transport projects, (C2C, Cambridge South East Transport and Cambridge South West Transport projects). The intention is that other GCP transport schemes would take note of the outcomes from the working groups.

10.2 Invited Stakeholders

The two groups and the invitees are as shown in Table 6:

Table 6: Environmental Working Group Invitees

Group Name	Invitees
<ul style="list-style-type: none"> Non-Motorised Users 	<ul style="list-style-type: none"> American Cemetery and Memorial British Horse Society Cam Local Access Forum Camcycle Cambridgeshire County Council South Cambs District Council Campaign to Protect Rural England Ramblers Association Sport England Sustrans The Gardens Trust
<ul style="list-style-type: none"> Landscape, Heritage and Ecology 	<ul style="list-style-type: none"> Cambridgeshire County Council Cambridge City Council Cambridge Past, Present and Future Environment Agency Historic England National Trust Natural England Wildlife Trust

Source: Mott MacDonald

10.3 Meetings

To date, four Non-Motorised Users (NMU) meetings and five Landscape, Heritage and Ecology meetings have taken place. The groups meet approximately every 4-6 weeks and they are intended to continue through the development of the design and Environmental Impact Assessment of the recommended route. Summaries of the meeting discussions are presented in Table 7 for Landscape, Heritage and Ecology.

Table 7: Landscape, Heritage and Ecology meetings

Date	Topics	Discussion
16/05/19	<ul style="list-style-type: none"> Purpose of the Working Group and meetings 	<ul style="list-style-type: none"> The working group is an opportunity for the aspirations of each member of the group to be taken into account in the development of the group and its outputs.

Date	Topics	Discussion
	<ul style="list-style-type: none"> Agreeing terms of reference for the working group 	
19/06/19	<ul style="list-style-type: none"> Agreement of Design Principals Biodiversity Net Gain Methodology The design principle relating to Biodiversity Net Gain 	<ul style="list-style-type: none"> Comments made on the design principals were discussed and updated accordingly. The Biodiversity Net Gain methodology proposed for GCP projects was tabled. A separate meeting held to discuss the technical elements of the methodology. Design principles are to be amended to have a specific Biodiversity Net Gain target.
25/07/19	<ul style="list-style-type: none"> Working group SharePoint Review of Coton Opportunities in Relation to Landscape impacts 	<ul style="list-style-type: none"> A SharePoint site was set up to share information with the Working Group. Discussions were around the three route options around Coton. Cross sections around Coton were presented in the meeting as an example.
22/08/19	<ul style="list-style-type: none"> Maintenance Strategies for landscape and ecology Coton Landscape and Habitat Creation Opportunities 	<ul style="list-style-type: none"> Maintenance regimes need to be taken into account when identifying planting schemes included in the scheme design. GCP and Cambridge County Council to continue discussions on identifying mechanisms for long term land management. Discussion regarding the most suitable habitat / landscape design for different sections of the route from M11 to Waterworks. Understanding the nature of planting in areas closest to Coton and across Madingley Hill and practical opportunities for enhancing connectivity of habitats in the area.
19/09/19	<ul style="list-style-type: none"> Site visit for view-points for Phase 1 section of the route 	<ul style="list-style-type: none"> Views of the landscape from the Water works site, Madingley Road and Coton to discuss how they will be impacted. Adjustments to the alignment would be able to reduce impacts. Continued discussion is required for detailed design.

Source: Mott MacDonald, 2019

10.4 Outcomes

What this meant for the C2C Scheme

- These working groups provide an opportunity for stakeholders to discuss issues across various GCP projects to ensure issues are identified and addressed in a consistent manner.
- The working groups have already influenced the design, highlighting the need to review alignments around Coton and the layout of NMU routes that are being taken forward as the scheme develops and heads towards full Environmental Impact Assessment of the recommended scheme.
- As the scheme progresses the groups will allow these stakeholders to be informed of findings from the EIA and to discuss potential mitigation for impacts that may be identified.

11 July 2019 Public Drop-in Sessions

11.1 Introduction

Following presentation of the proposed Phase 1 off-road route to the GCP board in December 2018, and the consultation on Phase 2 in early 2019, it was agreed that two drop in sessions would be held for the public. These sessions were to demonstrate potential mitigation measures such as planting that had been developed for the route and provide the opportunity for residents to voice any concerns they had on environmental issues. There was also the opportunity for residents to suggest any mitigation they felt would be desirable.

11.2 Events

Two events were held, both at Hardwick Community Primary School:

- Thursday 11th July 2019, 5pm-8pm; and
- Saturday 13th July 2019, 10.30am-1.30pm.

Local Parish Councils, ward Councillors, organisations and businesses were informed of the events via targeted emails. In addition, events were advertised in the local press along with targeted leaflet drops to organisations and businesses along the route.

11.3 Format

The events were open to the public and staff were available to discuss the scheme with attendees at any time the events were open. The venue was organised into three zones to discuss different areas of the scheme:

- Phase 1;
- Phase 2; and
- Park & Ride sites.

Plans and sections showing the various options being investigated and potential environmental mitigation measures were on display, intended to drive discussion regarding attendees' thoughts on what mitigation would be desirable.

A video flythrough of the scheme was also on display along with a GCP film outlining the proposed Cambridge Autonomous Metro (CAM) scheme.

11.4 Outcomes

What this meant for the C2C Scheme

- While the sessions did not highlight any specific suggestions on desirable mitigation, it did provide the opportunity for stakeholders to voice concerns. These were mainly around the areas of Coton and St Neots Road. Residents were able to view potential alternative alignments that had been developed to minimise the impact from the public transport route adjacent to properties with regard to vegetation loss.
- Comments received from the events are being taken forward as the design is developed leading towards the Environmental Impact Assessment.

12 Additional Stakeholder Involvement

12.1 Introduction

In addition to the stakeholder and public engagement summarised in previous sections, a series of meetings were held with statutory consultees, wider interest groups, and land owners. The aim of these meetings was to keep key stakeholders and external bodies informed of project progress and to receive feedback on scheme proposals.

12.2 Stakeholders

The project team met with the following organisations to discuss the emerging options:

- Cambridgeshire and Peterborough Combined Authority;
- Royal Society for the Protection of Birds;
- Sports England;
- Local Access Forum;
- Cambridge Past, Present and Future;
- National Trust;
- Natural Cambridgeshire;
- Madingley Mulch Limited;
- Parish Councils;
- Town Councils; and
- Local land owners.

The project team will continue to liaise with stakeholders as the project progresses.

13 Summary

Since the Cambourne to Cambridge project's inception in 2015, community and stakeholder engagement has taken place using differing methodologies and producing a number of outcomes. The feedback from the wide consultation has informed and shaped the scheme design and optioneering process, which has led to the recommended option outlined in the OBC.

Stakeholder and public involvement in the process for option appraisal and assessment has always been considered essential. Public and stakeholder involvement has taken place at every major stage in the optioneering process. It has allowed transparency in the development of the emerging major transport scheme and it has given key stakeholders and communities the opportunity to raise any concerns and provide direct feedback on the proposals. The direct community involvement has provided an understanding of transport users' needs and the impact that a high-quality public transport scheme could have on their travel behaviour.

Table 8 summarises when consultation has taken place, along with the outcomes and their impact on the Cambourne to Cambridge Better Public Transport scheme development:

Table 8: Consultation to date

Consultation	Outcome / Impact on Scheme Development
2015 Public Consultation	<ul style="list-style-type: none"> ● The majority of respondents agreed that better bus services are needed. The most preferred options included: <ul style="list-style-type: none"> – An on-road bus lane in bound from Madingley Mulch roundabout into the city centre; – A bus priority route from Madingley Mulch to Bourn Airfield along the old A428; and – A bus-only route between Cambourne and Bourn Airfield received majority support. ● Alternative options and modifications were taken for further assessment.
2016 Local Liaison Forum (LLF) Established	<ul style="list-style-type: none"> ● Continuous engagement with LLF throughout scheme history. ● New route option suggested and taken forward for further appraisal work. ● Scoring of options in appraisal was a joint operation.
December 2016 Stakeholder Workshop Consultations	<ul style="list-style-type: none"> ● Local Stakeholder Workshop – 8th December 2016. ● Cambourne Workshop – 14th March 2017. ● Local Planning Authority Workshops – January 2017-May 2017. ● The start of a formal dialogue between LLF and residents / stakeholders.
July – August 2017 Busway User Research	<ul style="list-style-type: none"> ● Speed, reliability of journey and frequency of service are key service elements which motivate people to use the service. This has assisted in informing the specification of the proposed scheme. ● When informed of the potential new bus service between Cambourne and Cambridge, around a third of respondents indicated a fair- to strong likelihood of using it.
August 2017 Stakeholder Workshop Consultations	<ul style="list-style-type: none"> ● Utilising feedback from the workshop, the Park & Ride locations were narrowed down. This led to further evaluation and two sites were taken forward: The Waterworks and Scotland Farm. These were presented for public consideration in the 2017-18 consultation.
Phase 1 December 2017-January 2018 Public Consultation & Focus Groups	<ul style="list-style-type: none"> ● Bi-directional bus lanes and an optimised on-road option to include both inbound and out bound bus priority were taken forward for further consideration. ● The bus lane was removed from the on-road option and cycle provisions were included and formed part of the 'do minimum' option.

Consultation	Outcome / Impact on Scheme Development
March 2018 – Stakeholder Workshops	<ul style="list-style-type: none">• No preference was shown for a preferred on-road or off-road solution from the options presented.• There was a preference for a separate cycle and pedestrian walkway on the on-road option so the pedestrian bridge was taken forward in the 'Low Cost' options.• The consultees suggested that the proposed bus lane from High Cross junction be removed from the on-road option. As such this has been proposed to be included in a 'Low Cost' option.
Phase 2 February – March 2019 Public TPS Framework - Guidance Note v1.1 Consultation	<ul style="list-style-type: none">• The majority of respondents were in support of an intervention, with a clear preference for an off-road option.• Concerns were raised about the residents of Hardwick through the consultation and as such further sessions were held for residents of the village and at council meetings.• The clear majority for the Park & Ride location being Scotland Farm helped determine it becoming the preferred option for this element of the scheme.
Environmental Working Groups May – December 2019	<ul style="list-style-type: none">• The working groups have already influenced the design, highlighting the need to review alignments around Coton and the layout of NMU routes.

Source: Mott MacDonald

Appendices

A.	2015 Consultation Report	47
B.	2015 Consultation Leaflet	48
C.	2017/18 Consultation Report	49
D.	2017/18 Consultation Leaflet	50
E.	GCP Consultation Letter	51
F.	2019 Consultation Report	52
G.	2019 Consultation Leaflet	53





Greater Cambridge Partnership

CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT

Appendix E – Phase One Consultation
Leaflet (2017 – 2018)



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

CAMBOURNE TO CAMBRIDGE

Better Bus Journeys: Phase One



Have your say on

- Improved, faster and more reliable bus services between a new Park & Ride site and Cambridge
- Two options for a new Park & Ride site to the west of Cambridge
- New or improved cycling and walking facilities



CONTENTS

- 2 Introduction
- 3 The transport network
- 4 Cambourne to Cambridge proposals
- 5 Scheme benefits
- 6 Why do we need to provide better bus journeys?
- 8 The story so far...
- 10 Park and Ride proposals
- 12 Overview of options for consultation
- 14 Route A
- 15 Route B
- 16 Route C and variations
- 18 Route options comparison
- 20 A connected transport network
- 22 We welcome your views
- 23 Questionnaire
- 27 Next steps

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language please call 01223 699906.

Hello,

Thank you for taking the time to read our consultation brochure. The Cambourne to Cambridge: Better Bus Journeys scheme aims to deliver fast and reliable bus services, serviced by a new Park and Ride site, together with high quality cycling and walking facilities, for people travelling between Cambridge and the towns and villages to the west of the city.

We need your views so that we can create the best scheme for the area's needs, both now and in the future.

The Greater Cambridge Partnership (GCP) is the local council, business and academic partnership responsible for delivering a 'city deal'. This Government funded investment in Cambridge and South Cambridgeshire will help our local economy grow sustainably over the coming years. Through investment in key services and transport infrastructure, our partnership will deliver new homes and jobs and connect people to places of employment.

As one of the UK's fastest growing areas, we are proud of our economic success but, as a result, our roads must cope with more and more traffic. As Greater Cambridge continues to prosper this will become worse, placing greater pressure on our congested highways, affecting our businesses, residents and many people who travel in and around the area. If we don't act now, by 2031, time spent in traffic jams could double, and the quality of air we breathe deteriorate. To address this, the Greater Cambridge Partnership wants to deliver new infrastructure which offers a real alternative to driving.

Since consulting with you in 2015 and carefully considering your comments, the options have been narrowed to look at two possible on-road bus routes and one off-road bus route as well as two possible Park & Ride sites. All routes have high quality walking and cycling facilities, where possible.

Whether you live, work, study or travel in or through the area, we are keen to hear your views. You can find out more about the project here, online or at a local event. There is a free postal questionnaire at the back of this brochure, alternatively you can respond online at www.greatercambridge.org.uk/C2C.

Please help us work together to grow and share prosperity and improve quality of life, now and in the future.

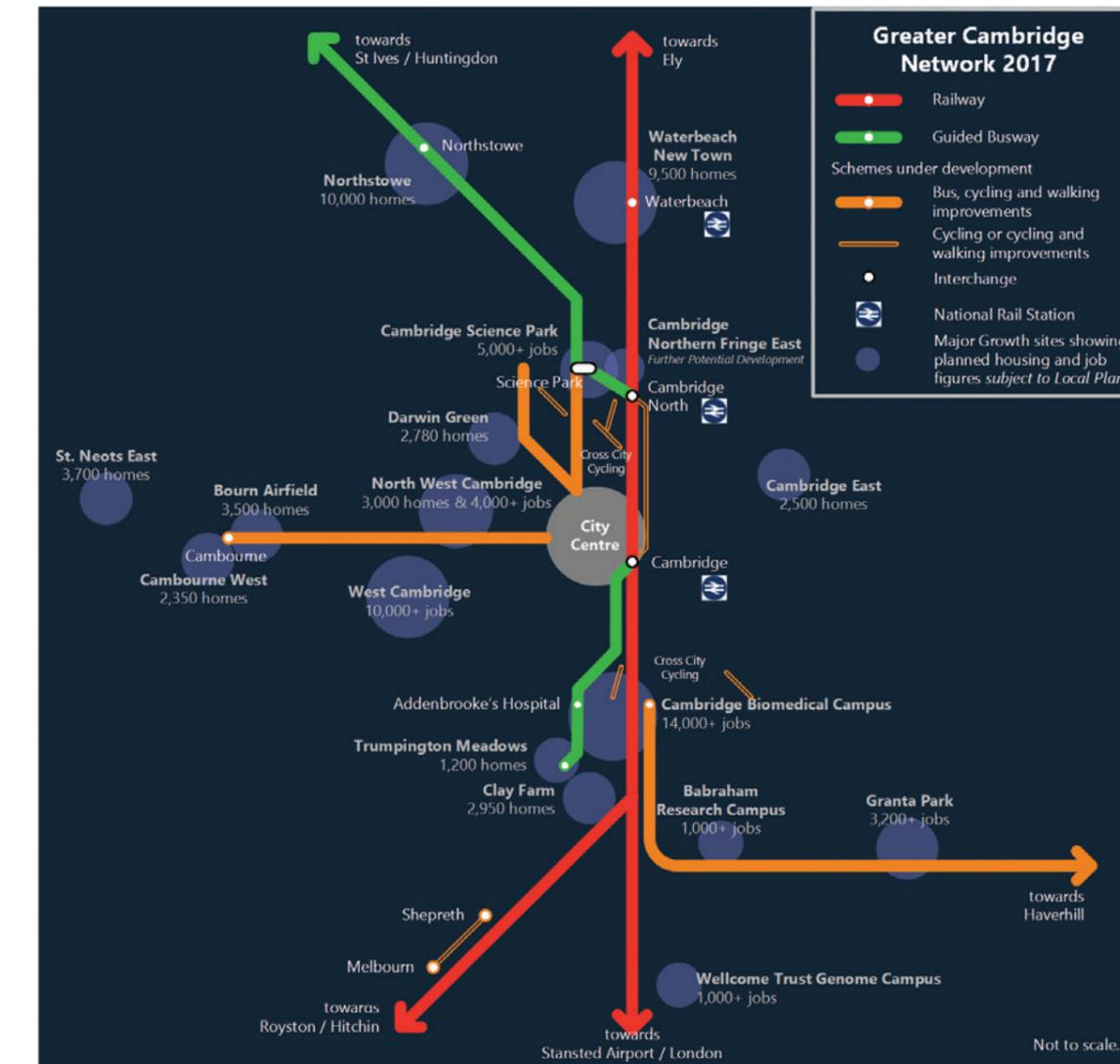
Thank you for your time.

Cllr Francis Burkitt
Chair of the Greater Cambridge Partnership Executive Board

THE TRANSPORT NETWORK

A range of GCP schemes are underway to contribute to the development of a better, greener transport network for our busy city region.

This high level map shows how our current projects (in 2017) connect with the existing public transport network, to help it grow and evolve. The scheme detailed in this leaflet is for transport improvements to the west of the city, shown in orange on the left of the diagram.



More detail about projects connected to the Cambourne to Cambridge proposals can be found on pages 20 & 21 of this booklet and online at www.greatercambridge.org.uk

CAMBOURNE TO CAMBRIDGE PROPOSALS

We have identified three different route options which could help deliver faster, more reliable and high quality bus services for journeys between Cambourne and Cambridge.

These routes, from a new Park & Ride site, are named Routes A, B and C. Routes A and B are on-road, in addition to car lanes along the A1303 (Madingley Road). Route C is off-road and there are several possible variations for Route C.

We are also suggesting two possible locations for a new Park & Ride site. A new site will help reduce the number of vehicles travelling on the A428/A1303.

In addition, depending on the chosen option, the route will also include new or improved facilities for pedestrians, cyclists and equestrians.

Your feedback will help with further option development and to allow the Executive Board, in 2018, to arrive at a preferred option to take forward. Only one route will be taken

forward following consultation. If Route C were chosen, only one of the sub routes would be developed.

This project aims to:

- Contribute to a public transport network which delivers a 'step change' in reliability, connectivity, frequency and quality, to support greater use of public transport, walking and cycling into and around Cambridge and the surrounding district
- Facilitate sustainable development, particularly at key strategic economic and housing sites
- Address air quality by providing attractive alternatives to driving
- Improve access to opportunity and maximise accessibility for all
- Support our local businesses by addressing the transport barriers which restrict growth.



The different options have been renamed for this consultation.

Please note that, during the technical work following the 2015 consultation, Route A was known as Option 1, Route B (a new option suggested by local stakeholders) as Option 6, and Route C was known as Option 3 or 3a.



What is 'sustainable travel'?

In general terms, it's more environmentally-friendly for people to travel by public transport, by bike or on foot, than it is for them to travel by private motorised vehicle. For example, a bus carrying 70 passengers will take up less space, use less fuel and emit less pollutants, than 70 people each travelling in their own car. Sustainable travel options will help higher volumes of people to move around whilst making best use of limited space. It will help protect our environment and public health, in the long-term, from the effects of congestion.



SCHEME BENEFITS



FAST.



- Segregated from general traffic
- Bus priority given through urban areas
- Service provision at bus stops such as off-board ticketing and step-free boarding

RELIABLE.



- Operated well to a high standard - benchmarked against the highest levels of service
- Traffic free on segregated route
- Manages potential delays through technology and segregation to ensure punctuality

WHY DO WE NEED TO PROVIDE BETTER BUS JOURNEYS?

The scheme is proposed to help provide additional capacity for the growing number of journeys to, from and around Cambridge from the west. Key points to consider:

- The Local Plans for Cambridge and South Cambridgeshire recommend the development of new housing, including affordable housing, in satellite villages and towns several miles away from the city, such as at Cambourne and Northstowe. To make these communities successful - and to ensure people living here are not disadvantaged by location - good transport links to Cambridge are vital.
- Parts of the road network are already at capacity at peak-times, impacting on people's day-to-day lives, the ability of businesses to operate effectively and contributing to pollution. The A1303 experiences heavy congestion and delays during morning and evening rush-hour. There is significant congestion at the 'Madingley Mulch roundabout' and at Junction 13 of the M11 at Madingley Road, making it harder for people to travel through this area.
- If we do not act now and manage growth sustainably, journey times in traffic between Madingley Mulch roundabout and the city centre will almost double by 2031.
- By investing in sustainable travel, we can help reduce congestion and its damaging effects on the environment, health and the economy now and in the future.
- New sustainable transport links will provide existing, new and growing communities to the west of Cambridge, in South Cambridgeshire and beyond, with improved access to jobs, services and other opportunities in and around the city.

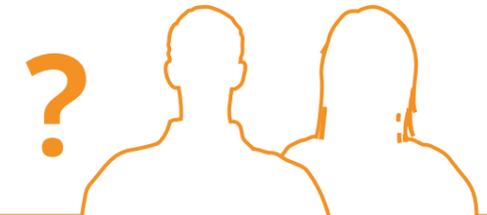


By investing in sustainable travel, we can help reduce congestion and its damaging effects on the environment, health and the economy now and in the future.

The impact of growth without transport improvements



*Source: The South Cambridgeshire Local Plan and the Cambridge Local Plan



Why do we need an extra Park & Ride?

We know the existing site at Madingley is not big enough to cope with the growing demand and, in addition, may need to close when the lease runs out in 2035. Creating a new and bigger Park & Ride site will help achieve the aim of encouraging more people to complete the first/last miles of their journey by public transport, cycle or on foot.

Will this be similar to the guided busway?

The type of bus priority depends on the option that is taken forward. An on-road option would involve a bus lane with cycling and walking facilities, where possible. If an off-road option is agreed, then it could take the form of a bus-only road or it could look similar to the existing Guided Busway, which would be accompanied by a wide path available to walkers, cyclists, equestrians and other non-motorised users. For the purpose of costing, a guided busway is assumed for the off-road option at this stage but with the potential to explore lower cost alternatives, including new and emerging technology.

THE STORY SO FAR...

On our journey to this point we have considered a range of options to address congestion and encourage sustainable economic growth between Cambourne and Cambridge.

While upgrading the road network may help ease congestion in the short-term, it will not provide enough capacity in the long-term to cope with the huge growth in journeys predicted in this area.

Investment in the future transport network therefore focuses on trips that will still be made by lots of people but in a way that ensures timely journeys for all - through greater use of high quality public transport, cycling and walking.

In accordance with Cambridgeshire's Transport Strategies improvements to bus services, cycling and walking links between key locations have been identified as the best way to meet these challenges now and in the coming years. Work is also underway to understand the long-term future transport solutions for the area.

Phases 1 and 2

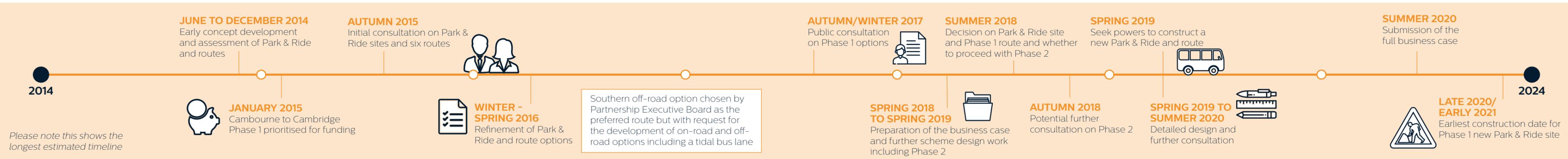
The Cambourne to Cambridge project covers a wide area and is split into two phases. **Phase 1** looks at a proposed new, fast bus route from a new Park & Ride site to the east of Cambourne. The phase 1 bus route is from the Madingley Mulch roundabout to Cambridge, as this has been identified as a key area of congestion. Phase 1 has an allocated budget of up to £59m.

Phase 2 would link this bus route further west, all the way to Cambourne, through the possible development at Bourn Airfield. Phase 1 and 2 together would provide a complete end-to-end better bus journey scheme between Cambourne and Cambridge.

Phase 2 of the scheme is considered less urgent at this time and requires further study and assessment. Any Phase 2 scheme would therefore be subject to separate, further consultation at a later date. In the meantime, by speeding up part of the journey, Phase 1 improvements alone would still considerably improve existing bus services between Cambourne and Cambridge.

Your feedback will help us to develop our proposals and understand what people feel is important to them. There will be further engagement as the scheme progresses.

The timeline identifies how we have reached this point and the next steps.



Why are you continuing with this scheme when you are also commissioning a study to compare other mass rapid transit options?

Our ambition is to develop a world class transport system for Cambridge and South Cambridgeshire, as soon as possible. This will take many years and our transport challenges are pressing and need addressing now.

The rate at which our area is growing requires an immediate step-change towards sustainable travel: our economy cannot afford to wait for a long-term solution.

The GCP has, jointly with the Combined Authority for Cambridgeshire and Peterborough, commissioned an appraisal of the future mass transit

solutions for the Cambridge area to understand what is viable and could be deliverable in the future. Initial findings are expected to be published in the coming weeks, which will inform this scheme as it develops.

PARK AND RIDE PROPOSALS

We are seeking your views and feedback on the location of two Park & Ride sites.

The GCP believe these two potential sites offer the best balance between transport and environmental considerations along the A428/A1303. These sites are:

1 Scotland Farm, located at the junction of the A428 and Scotland Road, Dry Drayton



Photo montage of how a site at Scotland Farm would look from direction of footbridge.

2 The Waterworks, located at the junction of St Neots Road and A1303 Madingley Road, near the roundabout



Photo montage of how a site would look from direction of Coton.

Both sites would offer 2,000 car park spaces and construction costs are anticipated to be similar. Both sites are compatible with any of the proposed routes. Suggested access to the sites can be seen on pages 12 and 13.

SCOTLAND FARM PARK AND RIDE OPTION

- Less potential visual impact on the wider countryside when compared to the Waterworks site
- Connects to all routes
- Currently no existing visible structures on the proposed site
- Adjacent to a small number of existing houses north of the site on Scotland Road
- Higher bus operating costs than Waterworks as it is further away from the city e.g. higher fuel costs
- Less attractive for Park & Cycle as 1.7 miles further from Cambridge
- Located within the greenbelt
- Construction works to provide access to the site will affect rural road (Scotland Road)
- Predicted usage lower than Waterworks at 67.5% by 2031 (1350 vehicles)

THE WATERWORKS PARK AND RIDE OPTION

- More potential visual impact on the wider countryside when compared to Scotland Farm
- Connects to all routes
- Existing visible structures on the proposed site e.g. radio mast
- No immediately adjacent housing although near to a small number of existing houses
- Lower bus operating costs than Scotland Farm as it is closer to the city e.g. lower fuel costs
- More attractive for Park & Cycle as 1.7 miles closer to Cambridge
- Located within the green belt
- Construction works to provide access to the site will affect Madingley Mulch roundabout and the main road (A1303)
- Predicted higher usage than Scotland Farm at 100% by 2031 (2000 vehicles)

Further information about Park & Ride sites is available online at www.greatercambridge.org.uk/C2C and at events.

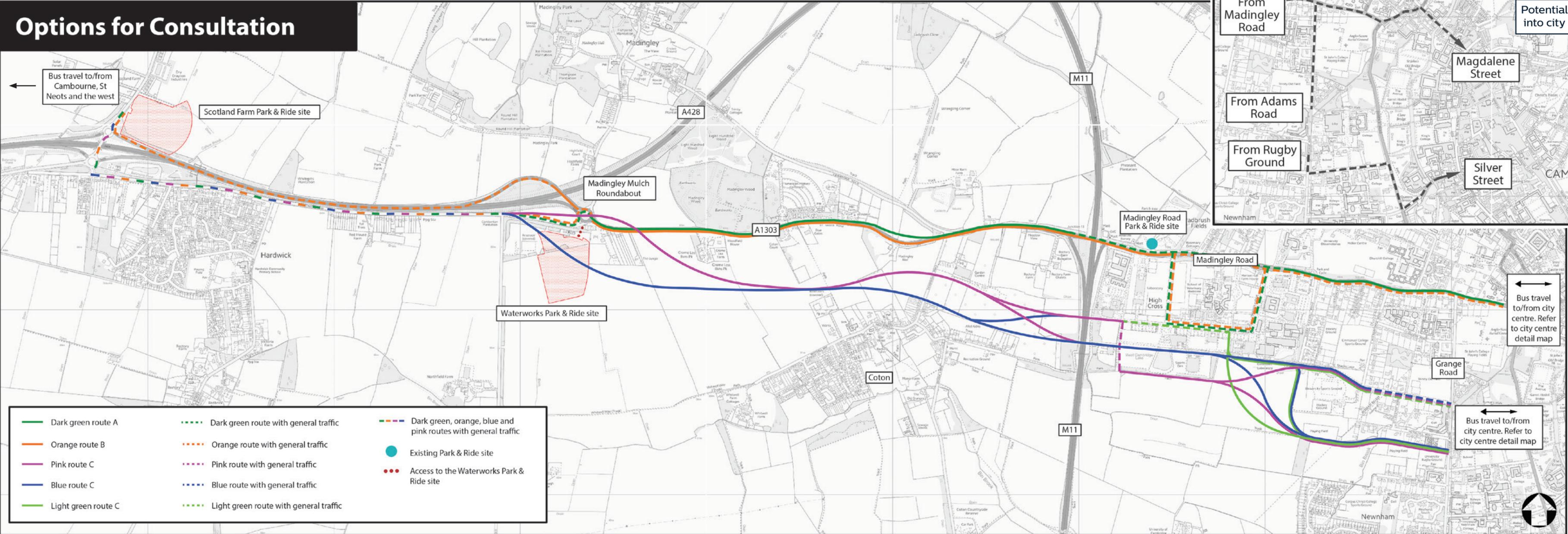


Would the P&R site charge for parking?

Park & Ride sites are operated by Cambridgeshire County Council. The Council has recently proposed removing the £1 parking charge from 2018 onwards, a move supported and partly funded by the GCP Executive Board.



OVERVIEW OF OPTIONS FOR CONSULTATION



Higher resolution versions of this map are available at: www.greatercambridge.org.uk/C2C and at consultation events. Alternatively please request a larger map by post by contacting the GCP team.

ROUTE A

Route A

Route A - Previously known as Option 1

An on-road option which includes the introduction of a bus lane on Madingley Road between Madingley Mulch Roundabout and Lady Margaret Road;

- An inbound nearside bus lane from Madingley Mulch Roundabout to the M11 and from JJ Thomas Avenue to Lady Margaret Road
- Bus priority provided at key signalised junctions
- Improved inbound bus journey times during the busy periods in morning and evenings
- Current westbound shared-use cycling and walking path upgraded to 4 metres in width between Madingley Mulch roundabout and the M11 bridge
- Current eastbound shared-use cycling and walking path upgraded to 3 metres in width between Lansdowne Road and Lady Margaret Road
- No M11 bridge widening required

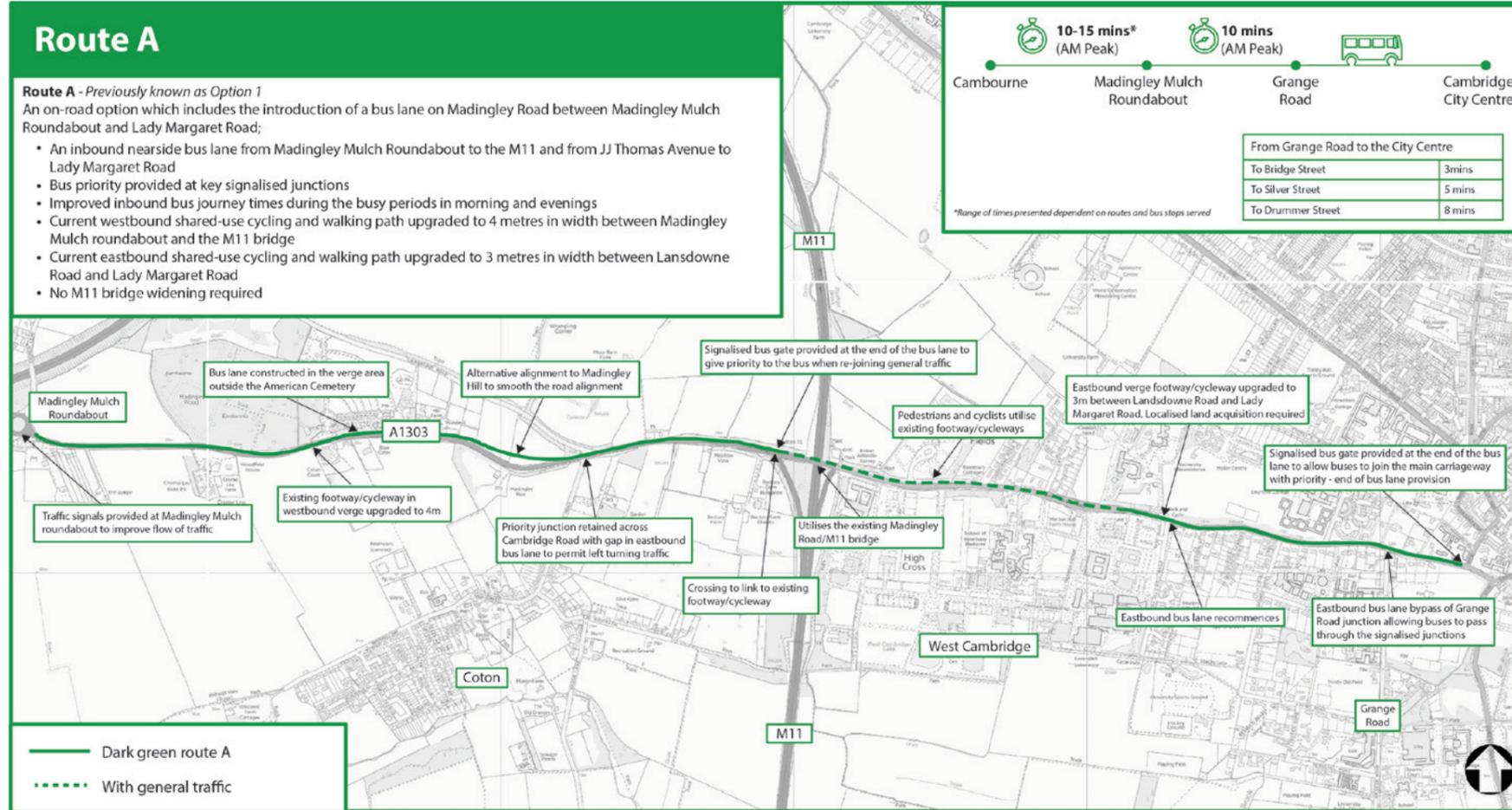


Photo montage and cross section illustrating how Route A could look.



ROUTE B

Route B

Route B - Previously known as Option 6

An on-road tidal bus lane on Madingley Road running between Madingley Mulch Roundabout and the new entrance to Eddington (High Cross);

- A central tidal bus lane, which changes direction depending on the inbound or outbound peak, along Madingley Road to High Cross
- The direction of operation indicated by overhead gantries positioned so that one is always in view of road users
- Improved journey times on services into Cambridge in the morning and out of Cambridge in the evenings
- Accompanying 4 metre wide shared use path between Madingley Mulch and High Cross junction
- Widening required to the existing M11 bridge

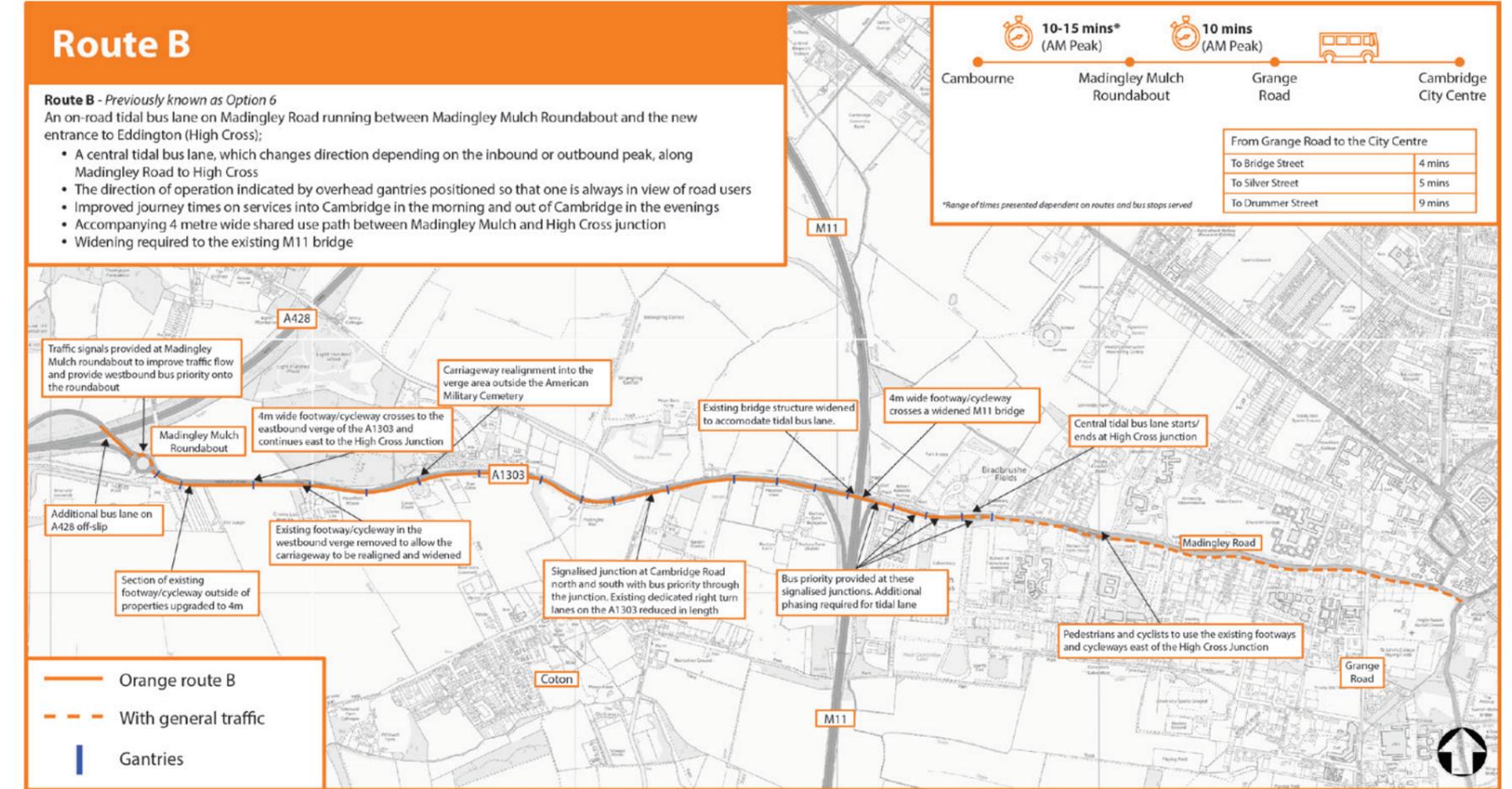


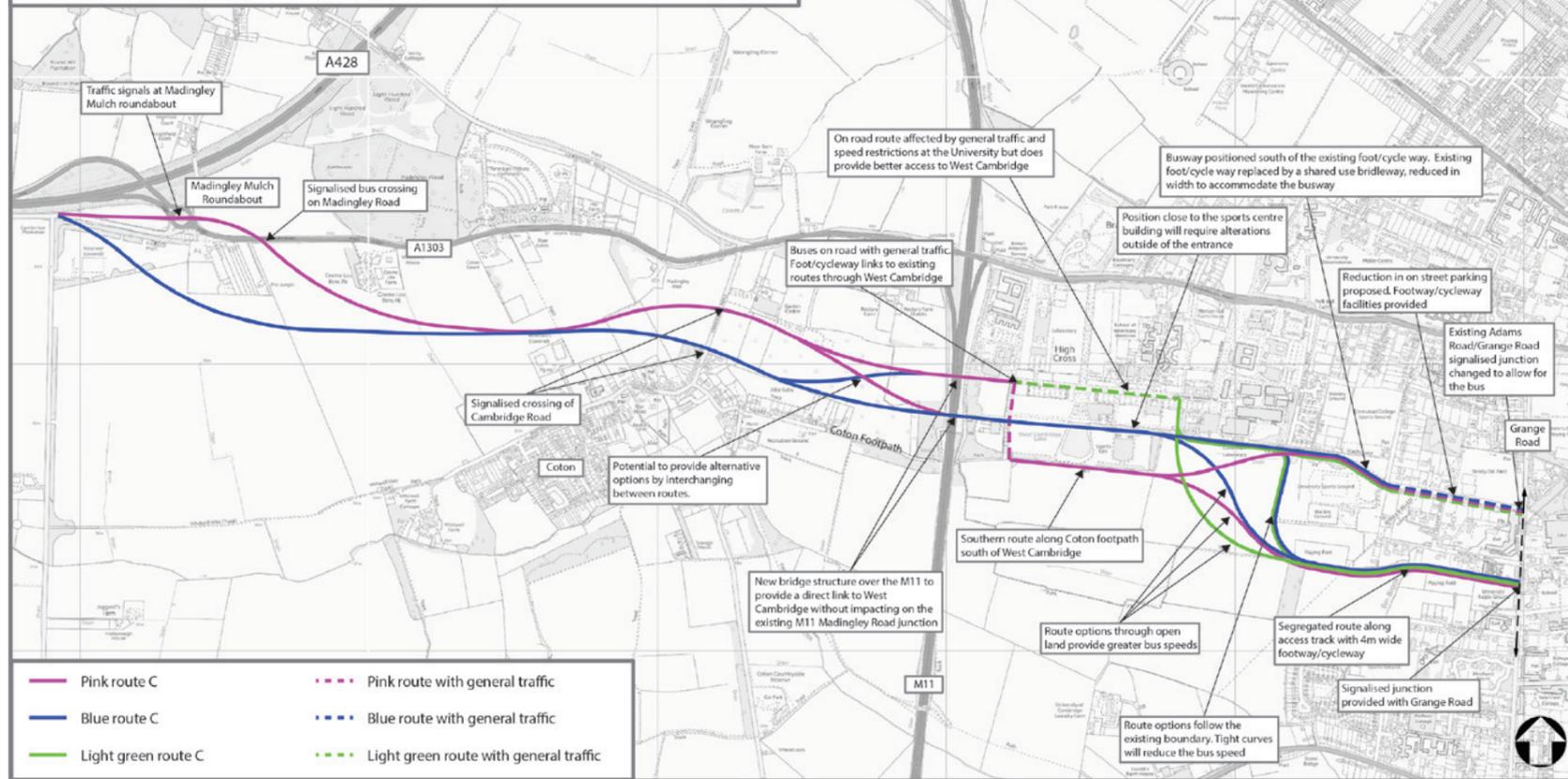
Photo montage and cross section illustrating how Route B could look.



Route C

Route C - Previously known as Option 3/3a
 An off-road busway running between Madingley Mulch roundabout and Grange Road, Cambridge;

- A two-way dedicated off-road busway
- Improves bus journey times and reliability throughout the day
- Accompanied by a 4 metre brideway for the majority of the route
- Accompanied by a 4 metre shared use walking and cycling path for the entirety of the route
- A segregated off-road route could be utilised for innovative or new forms of transport in the future
- New bridge required over M11



For the purposes of costings, a guided busway is assumed, consequently this is shown in the visualisations and cross sections. However, if this option were taken forward, a range of options would be considered.

Cross section illustrating how Route C could look.



ROUTE C AND VARIATIONS

Access to Cambridge via Grange Road

As part of the scheme assessment to date, four potential routes were identified to link Route C (previously known as Option 3/3a) with Grange Road, and on to the city centre. Of these four options, two routes have since been ruled out. Two feasible options remain: Adams Road and the Rugby Club Access Road (also known locally as the Old Rifle Range Track).

Adams Road



Before



After

Rugby Club Access Road



Before



After

Adams Road	Rugby Club Access Road
Loss of on-road car parking	No loss of on-road car parking
Less bus journey time reliability as on public highway mixing with traffic	Greatest bus journey time reliability as route separate to public highway
Some potential cycle and pedestrian improvements, depending on level of bus priority along the existing road	Off-road foot and cycleway, through agricultural land/Old Rifle Range track
No land take needed	Some land take needed
One-way system may be needed	No one-way system needed

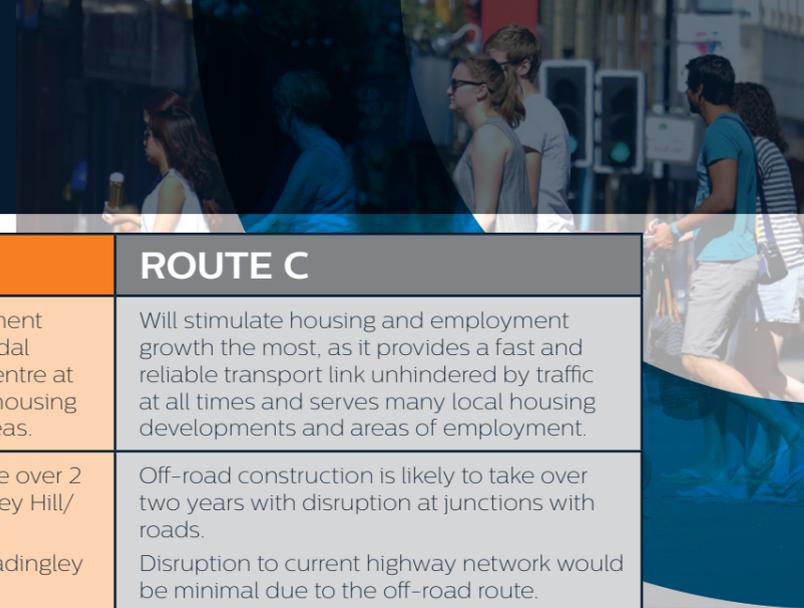
ROUTE OPTIONS COMPARISON

	ROUTE A	ROUTE B	ROUTE C
JOURNEY TIMES	Cambourne to Madingley Mulch: 10-15 mins Madingley Mulch to Grange Rd: 10 mins Stopping: 2 mins Grange Rd to city centre stops: 3-8 mins Total: 25-35 mins	Cambourne to Madingley Mulch: 10-15 mins Madingley Mulch to Grange Rd: 10 mins Stopping: 2 mins Grange Rd to city centre stops: 4-9 mins Total: 26-36 mins	Cambourne to Madingley Mulch: 10-15 mins Madingley Mulch to Grange Rd: 5-8 mins Stopping: 30 secs Grange Rd to city centre stops: 6-10 mins Total: 21.5-33.5 mins
RELIABILITY AND RESILIENCE	Routes A and B are less reliable than Route C in the peak periods. These routes have a lower level of reliability because the route interacts with general traffic on the A1303. This route is affected by the signals at Junction 13 of the M11 and could be affected by congestion and accidents.		Route C offers the highest levels of reliability at all times, both during peak and off-peak periods, as it is mostly segregated from general traffic and is less likely to be affected by delays caused by road accidents and congestion. Route C has a higher reliability as a bus-only route means buses will be most likely to arrive consistently to timetable.
CURRENT ESTIMATED COST OF PHASE 1*	£12.4m	£17.7m	£41.5-58.2m**
IMPACT OF BUS ROUTES ON GENERAL TRAFFIC	Infrastructure is a bus lane and standard bus transport that interacts with traffic and can be affected by congestion.	Infrastructure is a central tidal lane on Madingley Road, which would provide for faster movement of buses into and out of Cambridge during peak periods. At other times, buses would travel in general traffic.	Provides a traffic-free route with minimal interaction with existing traffic.
PROJECTED MODE SHIFT	18% of people currently using private transport projected to shift to bus and Park & Ride. Less than Routes B and C	19% of people currently using private transport projected to shift to bus and Park & Ride. More than Route A, less than Route C	22% of people currently using private transport projected to shift to bus and Park & Ride. More than Routes A and B
LAND USE AND PROPERTIES	Land take on Madingley Road, including trees and verges.	Land take on Madingley Road, including trees and verges. Land take slightly wider than Route A.	Land take of existing green belt land including parts of Madingley Hill, Coton Orchard and the West Fields by the West Cambridge site.
CYCLING AND WALKING PROVISION	A 4 metre shared use path (between cyclists and pedestrians) between Madingley Mulch and M11. Existing provision between M11 and JJ Thompson Avenue (2-3m). 3m shared use between JJ Thompson Avenue and Lady Margaret Road.	A 4 metre shared use path (between cyclists and pedestrians) between Madingley Mulch and M11. Existing provision (2-3m) to Lady Margaret Road.	A 4m shared use path (between cyclists and pedestrians) off-road path for the whole route between Madingley Mulch and Grange Road, assuming it is a track and kerb busway.

	ROUTE A	ROUTE B	ROUTE C
ECONOMIC IMPACT	Will stimulate housing and employment growth the least, as it may be seen as standard bus transport which interacts with traffic and could be slow and unreliable at busy times.	Will stimulate housing and employment growth, as it provides a dedicated tidal lane in and out of Cambridge city centre at busy times, and serves many local housing developments and employment areas.	Will stimulate housing and employment growth the most, as it provides a fast and reliable transport link unhindered by traffic at all times and serves many local housing developments and areas of employment.
CONSTRUCTABILITY	On-road construction is likely to take over 2 years with disruption along Madingley Hill/Madingley Road for the duration. Diversion options for traffic using Madingley Road are limited. No bridge widening would be needed.	On-road construction is likely to take over 2 years with disruption along Madingley Hill/Madingley Road for the duration. Diversion options for traffic using Madingley Road are limited. Bridge widening would be needed with significant impact on M11 traffic.	Off-road construction is likely to take over two years with disruption at junctions with roads. Disruption to current highway network would be minimal due to the off-road route. A new bridge would be needed with significant impact on M11 traffic. Less impact than widening existing bridge.
NOISE AND AIR QUALITY	Low impacts on noise and air quality on the existing route. Standard of buses to be high quality to achieve a high standard of air quality and lower noise emissions.		Low noise and air quality impacts on the new route. Standard of buses can be of the highest quality to achieve the best standard of air quality and lowest noise emissions due to ability to specify bus standards on forms of off-road infrastructure.
VISUAL IMPACT	Some visual impact along the route with little opportunity to mitigate impact. Visual impact significant at points including Madingley Wood and the Cambridge American Cemetery & Memorial Grade I Registered Park and Garden.	Some visual impact caused by the gantries proposed on Madingley Road and Madingley Wood and the Cambridge American Cemetery & Memorial Grade I Registered Park and Garden. Opportunities to mitigate impact on the potential landscape and visual effects are limited.	Most visual impact as construction of the scheme would be on land currently used as farmland. Also most opportunity to avoid, reduce and mitigate visual impact as the area is less physically constrained compared to other options.
ECOLOGY	Construction of both options would have minimal impact on biodiversity as routes are on or by roads.		Off-road option would have more impact on biodiversity. Opportunity for a 'green lane' design treatment along the route for habitat creation. Other enhancements include the planting of native hedges and trees.

*Costs exclude land costs. All schemes can be funded through ring-fenced funding for transport.

**Depending on the route chosen.



A CONNECTED TRANSPORT NETWORK

Our proposal forms part of the Greater Cambridge Partnership's wider strategy to create better and greener transport networks. The following schemes, which do not form part of this consultation, are closely linked to the Cambourne to Cambridge better bus scheme.

City Access



The City Access project aims to improve travel within Cambridge by tackling congestion and significantly improving public transport, cycling and walking trips, as well as air quality. It looks to achieve a reduction in peak-time traffic levels in Cambridge by 10-15% by 2031 and, in doing so, improve the flow of bus services around the centre.

See more information on the City Access project at: www.greatercambridge.org.uk/city-access

Western Orbital



The Western Orbital scheme aims to provide a fast and reliable bus link near to or on the M11 joining up linking major housing sites with key employment areas whilst avoiding the city centre. These employment sites include the West Cambridge site, Cambridge Biomedical Campus, Cambridge Science Park, CB1 and areas to the north west of Cambridge. Additional Park & Ride capacity is being considered at Junction 11.

The two schemes, taken together, would provide a better range of bus journeys. For example, depending on the option taken forward, a trip between Cambourne and Addenbrooke's Hospital could take around half an hour on a largely traffic-free route. Find out more about the Western Orbital at: www.greatercambridge.org.uk/western-orbital

Girton Interchange



Girton Interchange is part of the national strategic road network and is managed by Highways England which is considering the 'bigger picture' in terms of a future Oxford to Cambridge Expressway. The GCP Executive Board recognises there are 'missing links' at the Girton Interchange and supports the best possible scheme to improve the effectiveness of the interchange. They and we are clear that any improvement at Girton will need to be sufficient to cater for long term growth.

The GCP believes that, with the levels of growth projected in and around Cambridge, future potential upgrades to the Girton Interchange must still be accompanied by realistic high quality public transport alternatives. Otherwise local congestion around Cambridge could increase as people find it easier to get to the west of Cambridge by car.

Cambridge Greenways



The Cambridge Greenways project aims to establish a high-quality network of 12 separate ways into Cambridge from surrounding towns and villages, up to ten miles away. If established, these routes would primarily be commuter cycle paths, however potential new routes could also be used by pedestrians and horse riders too.

The Cambourne to Cambridge scheme could link to a proposed 'Comberton Greenway'. Engagement on the Comberton Greenway is due to start in the new year to better understand residents' travel needs and opinions on the best routes, prior to a full consultation. Information on the Greenways can be viewed at:

www.greatercambridge.org.uk/greenways



WE WELCOME YOUR VIEWS

Have your say between Monday 13 November 2017 and Monday 22 January 2018

There are a number of ways to respond to the Cambourne to Cambridge consultation:

-  Complete the paper questionnaire and return by Freepost or at a public event.
-  Fill out the online version of the questionnaire at www.greatercambridge.org.uk/C2C
-  Contactus@greatercambridge.org.uk
-  01223 699906
-  Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge CB3 0AP
-  @GreaterCambs
-  [Facebook.com/GreaterCam](https://www.facebook.com/GreaterCam)

More information including detailed background documents can be found online at: www.greatercambridge.org.uk/cambourne-to-cambridge

Check out our website for event details: www.greatercambridge.org.uk

Join us to find out more at a public exhibition:

DATE	LOCATION	TIME
Monday 20 November	Madingley Road Park & Ride	7:00am – 8:30am
Monday 20 November	Madingley Village Hall	5:00pm – 7:00pm
Tuesday 21 November	Cambourne Village College	12:00pm – 2:00pm
Tuesday 21 November	The Vine Inter-Church Primary, Cambourne	2:30pm – 4:00pm
Wednesday 22 November	Papworth Hospital	12:00pm – 2:00pm
Thursday 23 November	St Neots Market Square	9:00am – 11:00am
Thursday 23 November	Tesco, St Neots	12:00pm – 2:00pm
Thursday 23 November	Hardwick Primary School	2:45pm – 4:30pm
Saturday 25 November	Cambridge Market Square	10:00am – 2:00pm
Monday 27 November	Trumpington Park & Ride	7:30am – 8:30am
Monday 27 November	Tesco, Bar Hill	12:00pm – 2:00pm
Monday 27 November	Hauser Forum, Cambridge	4:00pm – 8:30pm
Tuesday 28 November	Cambridge Biomedical Campus	11:30am – 1:30pm
Wednesday 29 November	Coton Primary School	6:00pm – 8:00pm
Wednesday 29 November	Comberton Village College	2:30pm – 3:30pm
Thursday 30 November	St John's College School, Cambridge	3:00pm – 4:00pm
Sunday 3 December	Cambridge RUFC	10:00am – 12:00pm
Monday 11 December	Cambridge Belfry Hotel, Cambourne	4:00pm – 8:30pm

HAVE YOUR SAY

Please complete the questionnaire below or online at www.greatercambridge.org.uk/C2C. Let us know your views by **23:59 on Monday 22 January 2018**.

If you would like to be kept updated with the progress of this scheme, please provide your contact details. Your details will only be used to improve council services and will be stored in accordance with the Data Protection Act.

In 2015 we consulted with you on six high level options for bus infrastructure improvements between Cambourne and Cambridge. At that time, over 70% of those who responded agreed, in principle, to creating better bus journeys between Cambourne and Cambridge; since then, we have been pursuing more detailed options for what this could look like.

46% of respondents also approved of a new Park & Ride site near the Madingley Mulch roundabout. Alternative locations have been explored and we have now narrowed down the options to two potential sites.

Park & Ride

- 1) Which new Park & Ride site would you prefer?
Please tick one box.
 - Scotland Farm site Waterworks site No preference
 - I oppose a new Park & Ride site
- 2) In principle, how likely or unlikely are you to use the proposed new Park & Ride site at Scotland Farm?
 - Very Likely Likely Unlikely Not at all likely Don't know
- 3) In principle, how likely or unlikely are you to use the proposed new Park & Ride site at the Waterworks?
 - Very Likely Likely Unlikely Not at all likely Don't know
- 4) Referring to your response to Questions 1 to 3, what is your reason for this response?

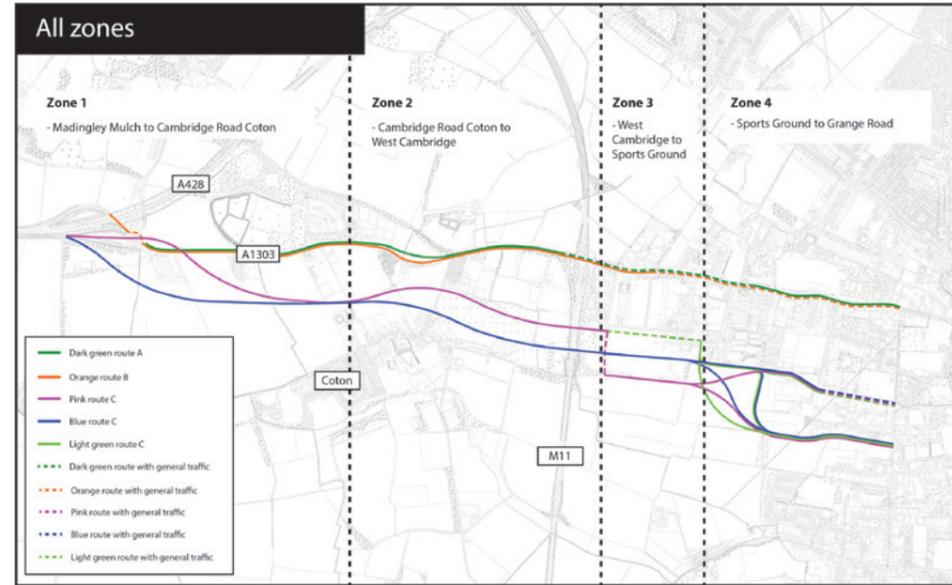
Route

- 5) Referring to the route plan on pages 12 & 13, please indicate which overall route would be your preferred choice.
Please tick one box.
 - On-road Route A On road Route B
 - Off-road Route C (any variation)
 - Don't know None of the above

If you would like to provide more detailed comment on your chosen route, please go to question 6, otherwise please skip to question 7.

- 6) We have divided the route into zones. Referring to information on pages 12 to 17 in the brochure and using the map overleaf, please let us know which route you prefer. Please note either Park & Ride site can use any route. Similarly, all options for Route C could use either Adams Road or the Rugby Club Access Track.

QUESTIONNAIRE



My comments are on:
Please tick as many as apply.

- Zone 1 Zone 2 Zone 3 Zone 4

Referring to your response to Question 5, why have you chosen this route?

- 7) How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project?
- Very Important Important Neutral Unimportant
 Very Unimportant

- 8) Are there any other comments you would like to make about walking, cycling and equestrian provision?

Your thoughts

- 9) Are there any other measures, beyond the proposals included in this brochure, which could lead to better bus journeys between Cambourne and Cambridge?

- 10) We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

- 11) We welcome your views. If you have any further comments on the project or particular options, please add these in the space available below. *Please continue on separate sheet if needed.*

You & your journeys

The following information will help us better evaluate the consultation response.

- 12) Please indicate your interest in this project.

Tick all that apply.

- Resident in Cambridge
 Resident in South Cambridgeshire
 Resident elsewhere
 Local Business owner/employer
 I regularly travel in the A428/A1303 area
 I occasionally travel in the A428/A1303 area
 Other _____

- 13) If you do, how do you usually travel along the A428/A1303?

- Car driver Car passenger
 Van or lorry driver Powered Two Wheeler Bus user Bicycle
 On foot Not applicable

- 14) If you travel along the A428/A1303, please indicate your usual workplace or other destination.

Postcode of destination, if known:

Please tick one only

- Cambourne Cambridge Business/ Science Parks Cambridge Biomedical Campus (including Addenbrooke's Hospital) Cambridge city centre
 North West Cambridge site
 St Neots West Cambridge site
 Other _____

- 15) Please indicate your age range

Please tick one box.

- Under 15 15-24 25-34
 35-44 45-54 55-64 65-74
 75 and above Prefer not to say

- 16) Are you:

- In education Employed
 Self-employed Unemployed
 A home-based worker
 A stay at home parent, carer or similar
 Retired Prefer not to say Other

- 17) Do you have a disability which influences the way you travel?

- Yes No Prefer not to say

- 18) How did you hear about this consultation?

- Booklet Postcard
 Advert on bus/at P&R
 Newspaper advert Radio
 Newspaper Email
 Social media Library
 Cambridge Matters
 South Cambridge Magazine
 Word of mouth
 Other

Keep in touch

If you would like to be updated by the Greater Cambridge Partnership on the Cambourne to Cambridge scheme, please add your details below. Your data will be held in accordance with the Data Protection Act and you can opt out at any time.

- 19) Name

- 20) Email Address

- 21) Postcode

- 22) Date of Birth
(Optional: this is used to ensure separate entries on our database.)

Please tape closed

You can also complete the questionnaire online via:
www.greatercambridge.org.uk/C2C

Fold B

21

Business Reply Plus
Licence Number
RTYB-CZBZ-JGTS



Cambridgeshire County Council
Greater Cambridgeshire Partnership
SH1317
Shire Hall
Cambridge
CB3 0AP

Fold A

NEXT STEPS

The consultation will close at 23.59 on Monday 22 January. All responses will be collated by Cambridgeshire County Council's Research Team. Once this work is completed responses* will be published at:

www.greatercambridge.org.uk.

*Responses from private individuals will be anonymised.

These responses will also inform further technical work on the options.

In summer 2018, taking all of the supporting information into account, the Executive Board will consider how to proceed with the project and choose a preferred Park & Ride site and bus route to develop in more detail.

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language please call 01223 699906.





www.greatercambridge.org.uk/C2C



Greater Cambridge Partnership

CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT

Appendix F – Leaflet Statement –
Phase One Consultation (24.11.17)



**GREATER
CAMBRIDGE
PARTNERSHIP**

Cambourne to Cambridge Leaflet Statement Friday 24/11/17

The Greater Cambridge Partnership is consulting local people and stakeholders on the Cambourne to Cambridge Better Bus Journeys project.

We want as many people as possible to find out more about what is proposed and give us their views. So far, we have received more than 350 responses to the public consultation since it started on Monday, November 13.

Since that time, we have been made aware of further information and would like to bring this to your attention.

Campaign leaflet

We have been made aware of an anonymous campaign leaflet entitled “Important extra information” being distributed to communities along the route, which has a similar look and feel as the Greater Cambridge Partnership consultation document. The Greater Cambridge Partnership is in no way affiliated with, or supportive of, the contents of this leaflet.

We welcome and encourage the widest range of views and people’s right to hold and present alternative views. However, in attempting to take on the identity of the responsible authority, this may constitute a breach of our copyright and we are seeking legal advice, as it has the potential to mislead or confuse respondents to our consultation.

Clarifications

To ensure your views are based on accurate and like-for-like information, we offer the following points of clarification:

- **Costs** – The costs presented for Routes A (£12.4m), B (£17.7m) and C (£41.5-58.2m) within our document are comparative estimated construction costs for phase one of the scheme only. The costs are presented on a ‘like for like’ basis to allow people to make a fair comparison. There will be other costs associated with all the options including the cost of acquiring land and ongoing maintenance, but these are dependent on the specific option selected. Accurate forecasts will be developed as part of the next stage.
- **Green belt** – Routes A and B are not located within the green belt, although they run through the green belt, so any widening or increase in traffic will have an impact on it. Route C and both Park & Ride sites presented as options, at Scotland Farm and Waterworks, are located within the green belt.

- Route B gantries: A central tidal bus lane along Madingley Road, in line with today's transport regulations on safety, would, as a minimum, require over-head gantries.
- Route B M11 bridge: Engineering work to date shows that a widening of the M11 bridge would be required in order to provide safe and effective operation of this busy junction including a need to provide for safe cycling and walking.
- Journey times: Relative journey times between Madingley Mulch roundabout to Cambridge City Centre presented within our consultation leaflet are based on modelling to date and correct at time of publication. These are:
 - Route A: 25-35 mins
 - Route B: 26-36 mins
 - Route C: 21.5 – 33.5 mins

We will continue to work to refine these figures as the scheme develops and present any updated information openly and transparently to inform future decisions.

Other clarifications

We have also been made aware of some information which was unintentionally left out of the original material.

We have updated this information and are grateful for the feedback we have received to point this out.

Please note the following clarifications:

- Park & Ride comparison table (Page 11): Both Scotland Farm and the Waterworks site are located within the green-belt.
- Route comparison table (page 18, journey times): The journey time range for Route C is 21.5 to 33.5 minutes.
- Route comparison table (page 18, impact of bus routes on general traffic): Route A infrastructure is a bus lane and standard bus transport that interacts with traffic and can be affected by congestion; Route B infrastructure is a central tidal lane on Madingley Road, which would provide faster movement of buses into and out of Cambridge during peak periods. At other times, buses would travel in general traffic.

As a public body, it is very important to us that everyone who is interested in the provision of transport along this route has a chance to shape our proposals. That's why we have responded to the feedback and will extend the consultation for a further week to enable all interested parties to participate.

The consultation will now run from 13 November for 11 weeks, through to January 29 (closing at 23:59).

Further information, including opportunities to chat to our officers at a series of community events, is available on our website at www.greatercambridgepartnership.org.uk