



Greater Cambridge Partnership

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# **CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT**

Appendix G – Individual Consultation  
Report – Phase One (2018)

Produced by the Cambridgeshire Research Group



Greater Cambridge Partnership  
Cambourne to Cambridge Better Bus  
Journeys: Phase One  
Summary Report of Consultation Findings

Version 1

Feb 2018

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## Executive Summary

Between 13 November 2017 and 29 January 2018, the Greater Cambridge Partnership (GCP) held an extensive consultation on options to improve sustainable travel in the Cambourne to Cambridge area.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- Whilst the preference between the Park & Ride sites options was clear, this was not the case for the three transport route options. Preference between the routes, in both the quantitative and qualitative response, being different depending on personal characteristics including age, place of residence and economic status.
- The Greater Cambridge Partnership received a great number of detailed comments. From these it was clear that the public wanted to see greater refinement before any one of the three route options could be taken forward.

## Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of more than 14,000 consultation brochures. In addition, the GCP commissioned a series of focus groups to obtain more detailed and qualitative feedback from a range of local residents.

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

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 2,049 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at road-shows, via email and social media and at other meetings. In addition, a series of focus groups and an LLF workshop were commissioned and are reported as part of Systra's qualitative report (see separate report).

This report summarises the core 2,049 responses and makes reference to wider material.

## Key findings

### Park & Ride

#### Quantitative

- Question 1 asked participants which of the proposed Park & Ride sites they would prefer; 2022 respondents answered this question.
  - Just over half of respondents supported the Scotland Farm site (54%) with far fewer respondents supporting the Waterworks site (17.3%).  
A fifth of respondents opposed any new Park & Ride site (20.3%) with 8.4% of respondents indicated they had no preference.
- Further analysis of the responses shows that:
  - Residents living close to Cambridge were more likely to oppose the development of a new Park & Ride Site (32.8%) compared to those elsewhere.
  - 42.7% of respondents indicated they would be 'very likely' or 'likely' to use any new Park & Ride site built at Scotland Farm compared to 27.2% being 'very likely' or 'likely' to use any new Park & Ride site built at the Waterworks site.
- Question 4 asked respondents for more detail on why they had chosen their preferred Park & Ride site; 1660 respondents answered this question. The responses were broken down by their choice in question 1.

#### Qualitative

- The additional qualitative focus groups carried out by Systra (see separate report) showed that *"Most residents preferred the Scotland Farm Park & Ride site, over the Waterworks site, due to its distance from the city centre, smaller visual and ecological impact and accessibility to the west of Cambridge."*
- In general submissions from stakeholder groups indicate a preference for the Scotland Farm Site.
- For respondents who preferred the Scotland Farm site, the main themes were; about being able to access to the site before congestion and from a main road; about the distance of the site to themselves; about the site's positive potential impact; the reasons for disagreeing with the Waterworks site; about the lower comparative visual impact compared to the Waterworks site; about the difference compared to the Madingley Road Park & Ride; about journey times along the proposed route.
- For respondents who preferred the Waterworks site, the main themes were; the distance of the site to themselves or from Cambridge; about the ease of access to the site from main roads; reasons for disagreeing with the Scotland Farm site; about the



congestion Scotland Road would create for Dry Drayton; about the length of journey cycling from Scotland Road compared to Waterworks into Cambridge.

## Transport Route Choice

### *Quantitative:*

- Question 5 asked participants which overall route they would prefer from 'on-road route A', 'On-road route B' and 'Off-road route C (any variation)'; 2,020 respondents answered this question.
  - 'On-road route B' was preferred by 40%
  - 'Off-road route C' was preferred by 32.5%
  - 'On-road route A' was preferred by 17.6%
  - 5.9% of the respondents did not like any of the routes and 4% did not know which route they preferred.
- Further analysis of the responses shows:
  - There was an age related difference within the response to question 5. Of those aged under 35 (386 respondents) 46% preferred route C, 29% preferred on-road route B and 15% preferred on-road route A (the remainder had no preference). Of those over 55 (722 respondents) only 23% preferred route C compared to 45% preferring on-road route B and 22% preferring on-road route A.
  - Of those in employment 39.3% preferred the off-road route C compared to 34.2% preferring route B and 15.6% preferring route A.
  - Those respondents living to the west of Cambourne (105 respondents) preferred the off-road route C (53.3%) compared to the on road routes A&B (29.5%). Those living in Cambourne and east to Barton (644 respondents) also preferred the off-road route C (47.2%) compared to the on road routes A&B (41.2%). Those living closer to Cambridge (730 respondents) much preferred on-road routes A&B (68.9%) compared to off-road route C (22.2%).
- Question 7 asked respondents how important improvements for pedestrians, cyclists and equestrians were for this project. 1943 respondents answered this question.
  - Over 3 quarters of respondents felt that these improvements were 'very important' or 'important' (77.6%), while 6.6% felt they were 'unimportant' or 'very unimportant'.

- Under a fifth of respondents felt 'neutral' about the improvements (15.8%).

### Qualitative

- The additional qualitative focus groups carried out by Systra (see separate report) showed that *“Residents were most likely to prefer Route C, compared to Routes A and B. The key reasons for this were the reliability of the service and the associated walking and cycling provisions”*. (this was based on focus groups with a random sample of residents living in the transport corridor).
- Submissions from stakeholder groups indicate a strong local opposition to route C.
- There was a question asking respondents about why they chose the route option in Question 5. 1208 respondents answered this question. The question was broken down by their choice in question 5.
  - For respondents who preferred an on-road route, the main themes were; about the environment and the impact the off-road route would have on it; about the cost of building the route; about the differences in journey times between the on-road and off-road routes; about the congestion on Grange Road and impact from the off-road routes; about making use of existing infrastructure; about the positive impact to congestion the on-road routes would make on Madingley Road; about the community impact the off-road routes would have; about alternative suggestions to the routes proposed; about where the bus stop locations would be in reference to the route and areas of work.
  - For respondents who preferred an off-road route, the main themes were; about the positive impact the off-road route would have on congestion and encouraging people to switch to public transport; about the unsuitability of Madingley Road for the on-road routes; about the improvements in journey times for the off-road route; about the improvements to cycling; about the reliability of services using the off-road route; about future-proofing travel infrastructure with the off-road route.
  - For respondents who did not know which route they preferred, the main themes were; about the importance of cycling provision; about the reliability of the bus service; about the community impact both on-road and off-road could have.
  - For respondents who opposed all routes, the main themes were; about alternative suggestions to the route options proposed; about the impact on the environment; about the effect of the routes and effect on the routes from congestion.
- Question 8 asked respondents whether they had any additional comments they would like to make about walking, cycling and equestrian provision. 1196 respondents left comments to this question. These comments were broken down into comments related

to cycling, walking and equestrian provision.

- The main themes related to cycling were; about having dedicated paths, both from motorised traffic and other active travel users; about the quality and availability of existing provision for cycling; about the importance of cycling safety on these routes.
- The main themes related to pedestrian provision were; about having segregated routes, both from motorised traffic and other active travel users; about the importance of safety on these routes; about the potential loss of provision along Madingley Road from the on-road route development.
- The main themes related to equestrian provision were; about having segregated routes, both from motorised traffic and other active travel users; about equestrian provision being not needed, as it was a less used form of transport particularly for commuting; about the proximity to the guided bus for the off-road route.
- Question 9 asked respondents if they felt there were any other measures outside of the proposals that could lead to better bus journeys between Cambourne and Cambridge. 1117 respondents left comments on this question.
  - The main themes were; about public transport and Park & Ride services running directly to areas of employment outside of central Cambridge; about managing the cost of the Park & Ride service; about the development of alternative modes of public transport, such as a light rail or underground service; about having frequent, reliable, quick bus journeys; about developing the Girton Interchange into a transport hub or Park & Ride site.
- Question 10 asked respondents if they felt any of the proposals would affect people or groups, positively or negatively, that have protected characteristics under the Equality Act 2010. 405 respondents answered this question.
  - The main themes were; about the potential impact on those with a disability because of their access to nearby bus stops, potential loss of space on footpaths and proximity of the routes to residential property; about the potential negative impact on those with age related characteristics because of the potential loss of space on footpaths or proximity to the guided bus, their access to nearby bus stops and the proximity of routes to residential and academic properties.
- Question 11 asked respondents to include any further comments or suggestions. 1063 respondents answered this question.
  - The main themes were; about the impact on the environment, particularly along the West Fields and on the Green Belt; about the cost of development for the off-road route; about the development of alternative modes of public transport; about the bus stop locations along the route and to areas of work outside of

central Cambridge; about the consultation, about how it worked with other long-term transport plans for the area, about the need for estimates on the costings with land acquisition and maintenance costs, and the perceived changes to 'option 6' from previous engagement sessions.

# Introduction

## Background

The Cambourne to Cambridge: Better Bus Journeys consultation ran from 13 November 2017 and 29 January 2018, this included a week's extension from the original 22 January end date and allowed a two week period to account for the Christmas holidays.

This consultation considers Phase 1: a bus, cycling and walking route from a Park & Ride site to the west of Cambridge and a dedicated bus route into the city. Phase 2, a route in the area from Cambourne to a Park & Ride site, is anticipated to follow next year. This consultation follows a consultation on initial ideas for Better Bus Journeys between Cambourne and Cambridge, which took place in autumn 2015 and continuing engagement with stakeholders including via the 'Cambourne to Cambridge and Western Orbital Local Liaison Forum'.

Objectives of the consultation were:

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

Please note that these objectives are separate to the high level scheme objectives and planning objectives, which can be found in the Options Appraisal Report, June 2014. The purpose of the consultation was to gain feedback on a choice of two proposed Park & Ride sites and three routes between Madingley Mulch Roundabout and Grange Road: on-road Route A, on-road route B and Route C, which contained various off-road routes.

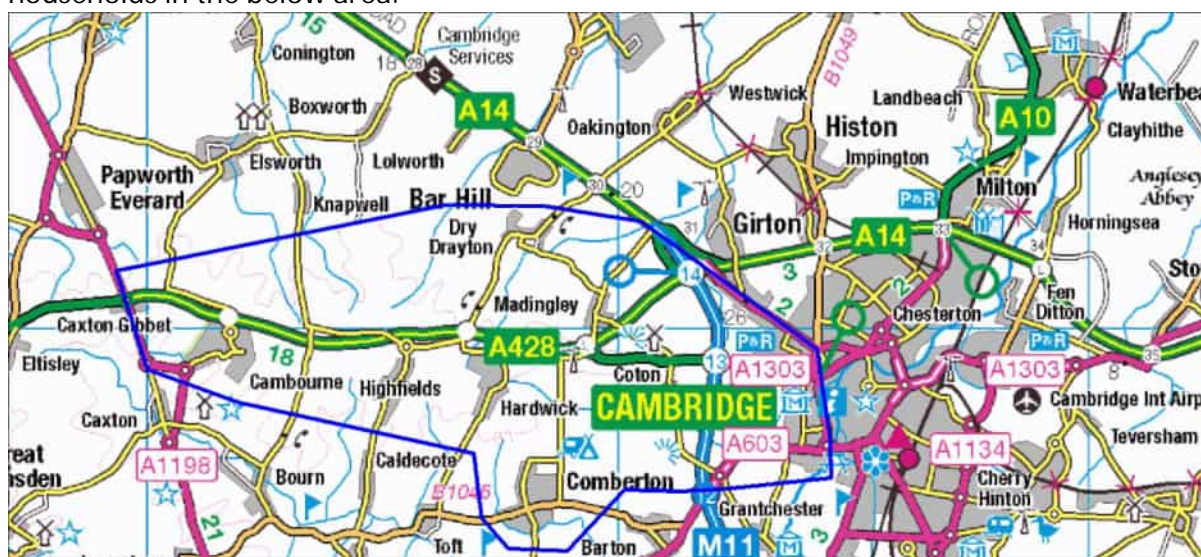
Every effort has been made to carry out the consultation to best practice guidance. The consultation complies with the accepted principles for central government, known as the Letwin principles. The survey questions put to the public and stakeholders were designed with input from the County Council's Research Team; they also provided quality assurance on the process and analysis of the results. External Quality Assurance was received throughout the consultation process from The Consultation Institute, of whom Cambridgeshire County Council and the Greater Cambridge Partnership are a member. The Institute is an independent not-for-profit organisation which offers advice and guidance on the best practice in public and stakeholder consultations.

## Design and Delivery

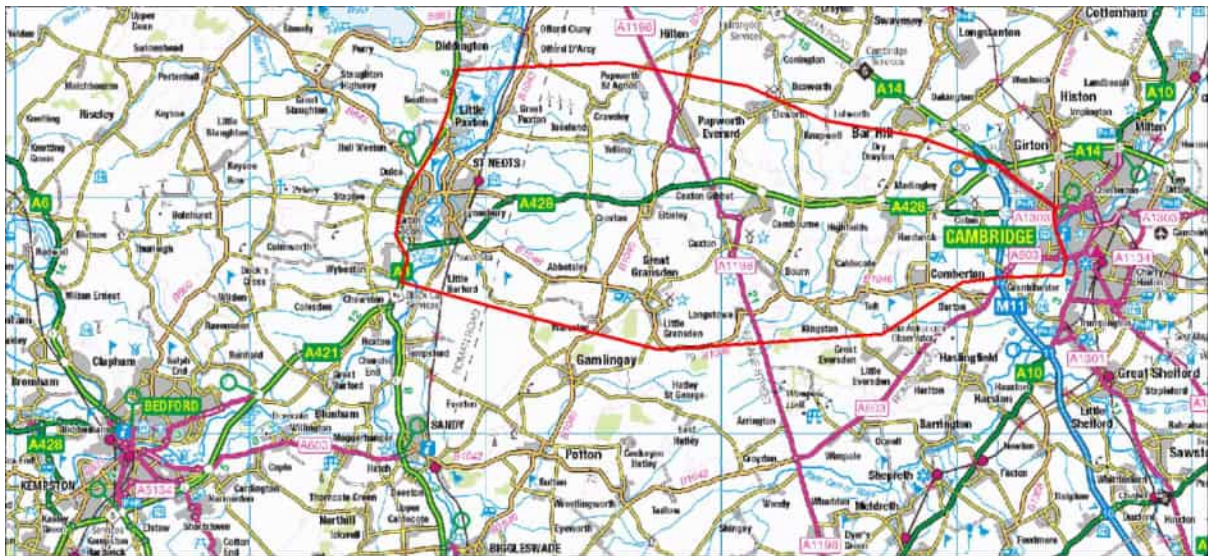
Publicity for the Cambourne to Cambridge consultation was led by the Greater Cambridge Partnership's Communication and Engagement Team, which devised an integrated and targeted multi-channel approach.

A consultation document was the principle paper-based mechanism for providing information about the consultation to people across the area. The leaflet included a questionnaire to invite comments on the level of support for each Park & Ride site proposed, for bus priority options as well as other relevant information such as whether respondents would use such a bus service and opinions on facilities cycling, walking and other non-motorised users. The questionnaire sought profile information in order to facilitate further analysis. The leaflet was made available in other formats on request. Two requests for large print information were received and actioned, no further requests were made.

The leaflet delivering area is shown below. Every effort was made to deliver to all households in the below area.



A wider target area was also identified, shown below.



Background documents were made available online with links to the consultation page and the project webpage sent electronically at the commencement of the consultation to stakeholders. The availability of further online information and the online survey was referenced in the leaflet.

Other means of publicity included events, earned media from news releases and distribution via the Partnership's owned channels both on and offline e.g. leaflets at the County's Park & Ride sites and information on South Cambridgeshire's website. Paid for media included Park & Ride bus screens and poster sites including city centre boards. Online promotion included targeted Facebook advertising across the wider identified area. Twitter posts encouraging retweets via local people and organisations' feeds. Information was also in online newsletters/digests e.g. Addenbrooke's Hospital's staff newsletter, Dry Drayton e-mailing list.

18 events were originally planned across the area and following a midpoint review into areas with lower than expected feedback three additional events were added in Newnham, Dry Drayton and at Cambourne. This was supported by postings to local area groups on Facebook e.g. Cambourne Information and further geographic and age targeted social media advertising.

In addition to the promotion of the paper and online survey, specialists in transport-focused opinion research, Systra, was commissioned to gain further qualitative feedback. Systra ran a series of focus groups with a cross-section of local residents from across the wider targeted area, as well as a workshop with Local Liaison Forum members.

# Consultation and Analysis Methodology

## Background

The consultation strategy for this stage of the Cambourne to Cambridge proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team and advice and guidance from The Consultation Institute<sup>1</sup>. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

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

## Consultation Strategy

### Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was identified as residents of Cambridge and South Cambridgeshire, particularly those living within the Cambourne to Cambridge transport corridor or those who regularly travel along that route. Specific types of organisations were also identified such as parish councils and residents' groups and reference was also made to respondents from previous consultation rounds. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

### Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express a preference between two Park & Ride sites and three different transport routes) a twenty-eight page information document was produced, supplemented with additional online information.

This document explained the Greater Cambridge Partnership's strategy and the time-scales to which it was working and discussed the reasons why significant changes to transport

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<sup>1</sup> <https://www.consultationinstitute.org/>



routes between Cambourne and Cambridge were being proposed. It also provided detailed maps and information on each of the options to enable residents to compare the pros and cons for each scheme.

### **Design of Consultation Questions**

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

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

There was a slight risk of contradictory information being provided by respondents between questions 5 and 6. Question 5 asks the preferred route (A, B or C) then question 6 asks for detailed comments on each 'zone' of the route. People could therefore express contradictory opinions. This is noted as a possibility and managed during analysis with the route of people's opinions being shown and primacy given within the analysis to the answer given to question 5.

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

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

### **Diversity and Protected Characteristics**

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage. Previous experience has shown that there will be issues such as lighting, accessibility of payment options, availability of public lavatories, design of pathways and stops (as well as internal design of buses) in order for all people to travel independently.

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

## Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
  - Duplicate Entries. Measures were in place to avoid analysing duplicated entries. The on-line survey software collects the timestamp / IP address of entries so patterns of deliberate duplicate entries can be spotted and countered. Similarly, data-entry staff were trained to spot duplicate entries from the paper / mail versions of the consultation.
  - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes.
- The final report is then written to provide an objective view of the results of the consultation.

### Data Integrity

- A visual check of the raw data shows no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- IP address analysis showed no unusual patterns. There were some groups (less than 20 in each case) of responses from similar IP Addresses but these corresponded to the largest Cambridge employers. The pattern of these being consistent with of people responding from their work accounts rather than at home.
- Date/time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

### Amendments Issued During Consultation

The following is a record of amendments, clarifications and additional communication issues during the consultation (note that the consultation commenced on the 13<sup>th</sup> November 2018).

- 14<sup>th</sup> November  
An error in the layout of the leaflet required the correction of one row of information on page 18 of the leaflet explaining the 'Impact of Bus Routes on General Traffic' between Routes A and B. There was also the requirement to correct the information provided on 'Journey Times' for route C on the same page. Based on advice from the Consultation Institute and LGSS Legal, the following actions were taken:
  - Distribution of hard copy leaflets was halted to allow for the leaflet to be corrected and re-distributed to all households who had received a previous version, together with a letter of clarification. The updated leaflets were discretely marked with pen (within the 'o' of the title on page 23) allowing for quantification of responses based on the revised information.
  - There was also extensive communication of the error through the media and on social media, including via GCP accounts.
  - The online version was immediately corrected and the clarification noted in a prominent place on the consultation page.
  - All online respondents were contacted and offered the opportunity to resubmit their response.
- At this point the opportunity was also taken to answer questions posed by residents having read the material, particular around costs and the engineering challenges of each option It was agreed that during the QA process prior to analysis, responses received prior to the re-communication (about 350) would be checked to see if there was any material impact on the results.

- 17<sup>th</sup> November  
A further error was reported with regard to information provided on the two alternative Park & Ride sites concerning their position within the Green Belt: the Water Works site was identified as being located within the Green Belt, the same information was omitted from the Scotland Farm information

The online material was immediately updated and there was extensive communication of the error through the media, and by letter to all households where leaflets were delivered and pro-active contact with all existing online respondents. The clarification letter was inserted at the relevant page in all remaining leaflets for distribution at events and supporting materials (e.g. roller banners) were corrected. The issue was highlighted for a QA check within the analysis.

- 8<sup>th</sup> November / 13<sup>th</sup> December  
It was reported that a handful of the uncorrected leaflets were distributed at two consultation events. QA of 10 boxes of x 100 leaflets in stock found no uncorrected leaflets. This was managed through communication with participants.

### Impact of Amendments

A check has been made to see if there was a material difference in the first 350 responses received.

- These were all received on-line at the early stages of the consultation. The main characteristics of this group were those who commuted regularly down the route, worked in Cambridge and lived in Cambourne or areas to the west.
  - Between the two Park & Ride sites 51% of people favoured Scotland Farm compared to 15% favouring the Waterworks site (the remainder selected don't know or no preference).
  - Between the different route options 48% preferred the Off-Road Route C compared to 40% preferring either of the On-Road Routes.

A comparison of these results, together with the results for people with similar characteristics who responded later in the consultation, show no significant differences or unusual patterns. This is suggestive of the issuing of amendments having little impact on the outcome of the consultation.

- An additional check was made on paper survey responses, particularly those early in the consultation (as being representative of the possible response from leaflets with the original material). The main characteristics of this group were those who were resident in South Cambridgeshire/Cambridge.
  - These also showed a strong preference for the Scotland Farm Park & Ride site

compared to the Waterworks site. A result consistent with the whole sample.

- These showed a strong preference for the on-Road Routes (65%) compared to the off-Road Route (22%)

A comparison of these results, together with the results for people with similar characteristics who responded later in the consultation, show no significant differences or unusual patterns. This is, again, suggestive of the issuing of amendments having little impact on the outcome of the consultation.

### **Impact of campaigns**

Concern has been raised in regard to the distribution of a campaign leaflet that mirrored much of the graphics/look and feel of the official leaflet. No discernible impact of this on the responses could be identified.

## Survey Findings

### Respondent Profile

In total, 2049 residents responded to the consultation.

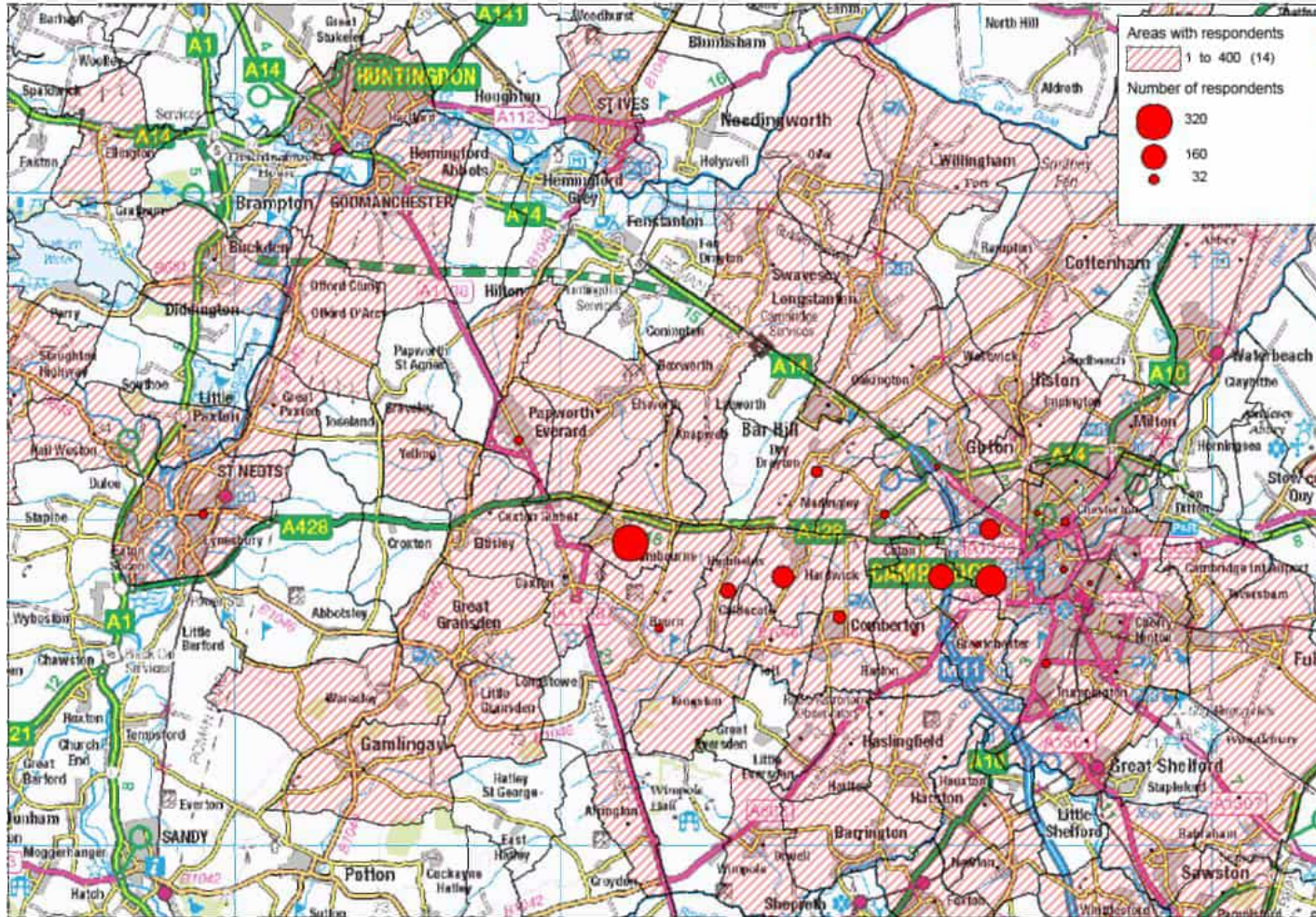
#### Respondent location

Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 1573 respondents entered recognisable postcodes while nearly a quarter did not (473 respondents). Based on postcode data provided by respondents, most respondents resided in Cambourne (15.28%), Newnham (11.76%), Coton (8.25%), Hardwick (6.69%) and Castle (5.47%). Other locations had too few responses to have statistical significance for further analysis. These postcodes were also used to categorise respondents into one of four categories; 'West of Cambourne' (covering 5.17% of respondents); 'Cambourne to Barton', for respondents along the proposed route up to Barton (covering 31.77% of respondents); 'Close to Cambridge', for respondents from Coton and east towards Cambridge (covering 11.52% of respondents); and 'Cambridge City' for respondents in Cambridge (covering 23.18% of respondents).

A full breakdown of respondent locations can be found in Appendix 2.

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

Figure 1: Map to show areas of response



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

### Respondent interest in project

1990 respondents answered the question on their interest in the project. Respondents could select multiple options for this question. The majority of respondents indicated they were a 'resident in South Cambridgeshire' (55.38%) and 'regularly travel in the A428/A1303 area' (49.35%). A fifth of respondents indicated that they were a 'resident in Cambourne' (21.36%). The amount of respondents indicating they reside in Cambourne (20.74%) differs here from the postcode data (15.28%). Some of the respondents who did not provide a recognisable postcode did answer this question. This may be due to the more generalised location of this response than a full postcode, as a similar increase can be seen from postcodes related to South Cambridgeshire. Fewer respondents indicated they were a 'resident elsewhere' (14.52%) or 'occasionally travel in the A428/A1303 area' (11.51%). Few respondents were a 'local business owner/employer' (5.08%). Although 12.21% of respondents indicated they had an 'other' interest in the project, comments left by respondents simply gave more detailed locations of residence or employment.

Resident in Cambourne	425	21.36%
Resident in South Cambridgeshire	1102	55.38%
Resident elsewhere	289	14.52%
Local business owner/employer	101	5.08%
Regularly travel in the A428/A1303 area	982	49.35%
Occasionally travel in the A428/A1303 area	229	11.51%
Other	243	12.21%
	Total	1990

### Respondent usual mode of travel on the A428/A1303

1966 respondents answered this question. The majority of respondents indicated they travelled by car (65.01%), significantly more than by bicycle (14.19%) or bus (7.93%).

Car	1278	65.01%
Passenger in car	104	5.29%
Van or lorry	4	0.20%
Powered two wheeler	6	0.31%
Bus	156	7.93%
Bicycle	279	14.19%
Foot	28	1.42%
Not applicable	111	5.65%
	Total	1966



## Respondent usual destination when travelling on the A428/A1303

1651 respondents answered this question. Nearly half of respondents usually travelled to Cambridge city centre (44.82%). Over a quarter of respondents travel to other employment sites around Cambridge (26.16%). Just over a tenth of respondents travel West from Cambridge, towards Cambourne or St Neots (10.6%). 'Other' responses included villages along the route and places outside of Cambridgeshire, such as London and Milton Keynes. It should be noted that there were numerous responses indicating areas in central Cambridge.

Cambourne	119	7.21%
Cambridge Business/Science Parks	108	6.54%
Cambridge Biomedical Campus (incl Addenbrookes)	136	8.24%
Cambridge city centre	740	44.82%
North West Cambridge site	25	1.51%
St Neots	56	3.39%
West Cambridge site	163	9.87%
Other	304	18.41%
	Total	1651

## Respondent age range

1992 respondents answered this question. Average working ages, from 15-24 to 55-64, were well represented.

Under 15	7	0.35%
15-24	146	7.33%
25-34	233	11.70%
35-44	349	17.52%
45-54	449	22.54%
55-64	314	15.76%
65-74	299	15.01%
75 and above	128	6.43%
Preferred not to say	67	3.36%
	Total	1992

### Respondent employment status

1979 respondents answered this question. Respondents could choose multiple answers to this question. The majority of respondents indicated they were in employment (56.49%). A fifth of respondents indicated they were retired (19.76%). Those in education (10.26%) and were self-employed (9.04%) had similar levels of representation.

In education	203	10.26%
Employed	1118	56.49%
Self-employed	179	9.04%
Unemployed	4	0.20%
A home-based worker	47	2.37%
A stay at home parent, carer or similar	35	1.77%
Retired	391	19.76%
Preferred not to say	62	3.13%
Other	35	1.77%
	Total	1979

### Respondent disability status

1967 respondents answered this question. 6.15% of respondents indicated they had a disability that influences how they travel.

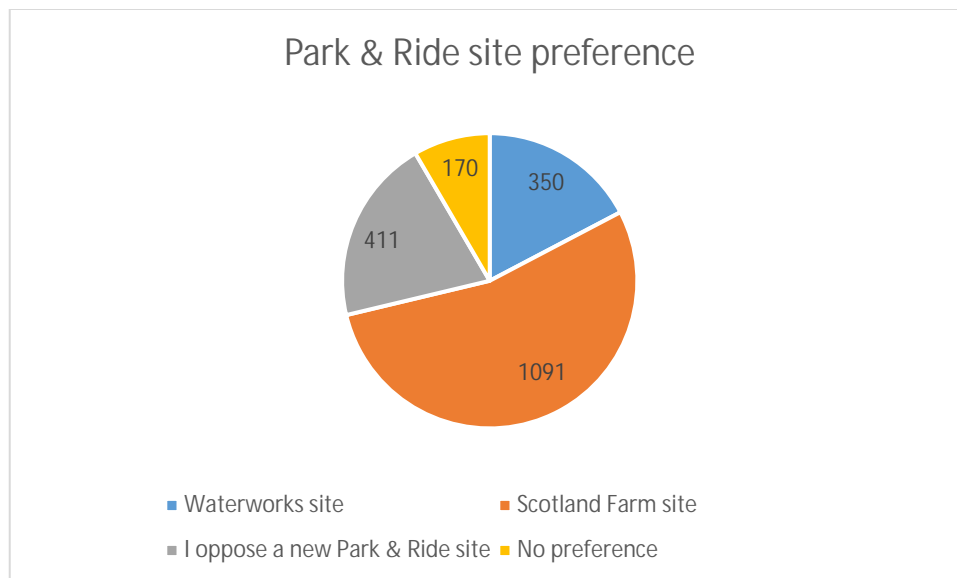
Yes	121	6.15%
No	1748	88.87%
Prefer not to say	98	4.98%
	Total	1967

## Question 1: Which new Park & Ride site would you prefer?

Question 1 asked respondents which of the proposed Park & Ride sites they would prefer. 2022 respondents answered this question. The majority of respondents supported the Scotland Farm site (54%). A fifth of respondents opposed a new Park & Ride site (20.3%) with fewer respondents supporting the development of the Waterworks site (17.3%). 8.4% of respondents indicated they had no preference.

Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
350 (17.3%)	1091 (54%)	411 (20.3%)	170 (8.4%)	2022

Figure 2: Park & Ride site preference



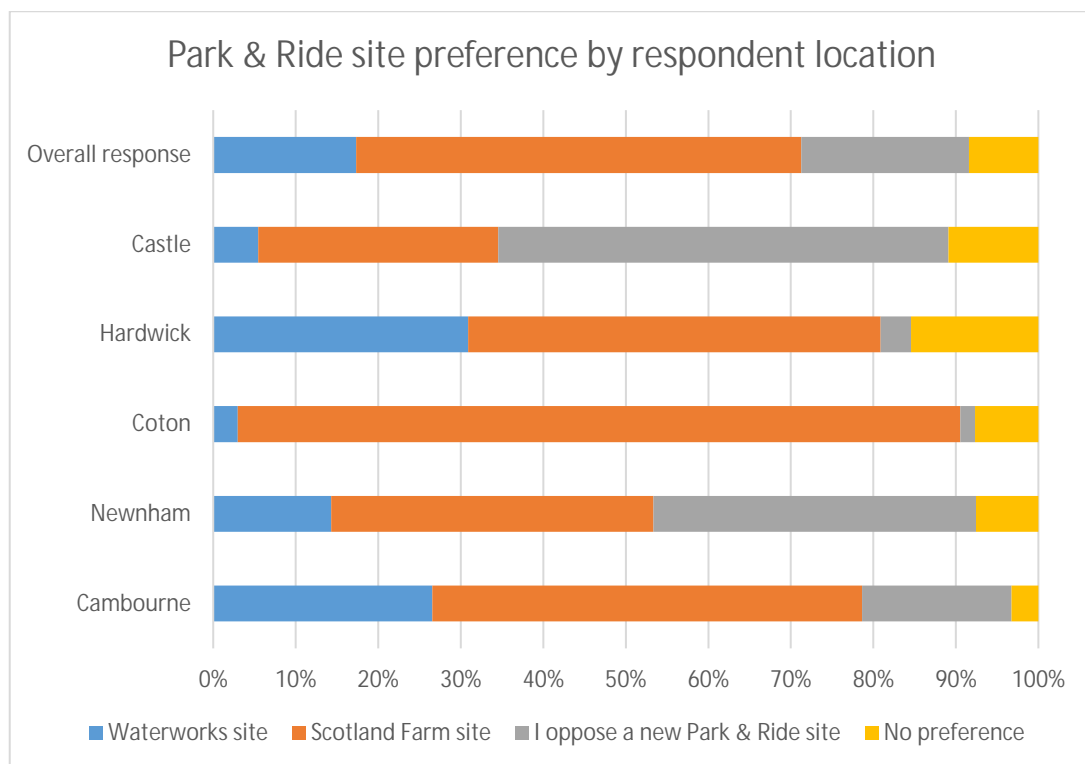
The Waterworks site had more support than average from respondents from Cambourne (26.5%) but the majority of respondents preferred the Scotland Farm site (52.1%). Much less support for the Waterworks site came from Coton (3%) and Castle (5.5%).

The Scotland Farm had more support from a high majority of respondents from Coton (87.6%). Less support for the Scotland Farm site came from Castle (29.1%) and Newnham (39.1%).

More opposition to a new Park & Ride site came from respondents from Newnham (39.1%) and the majority of respondents from Castle (54.5%).

Location	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
Cambourne	82 (26.5%)	161 (52.1%)	56 (18.1%)	10 (3.2%)	309
Newnham	34 (14.3%)	93 (39.1%)	93 (39.1%)	18 (7.6%)	238
Coton	5 (3%)	148 (87.6%)	3 (1.8%)	13 (7.7%)	169
Hardwick	42 (30.9%)	68 (50%)	5 (3.7%)	21 (15.4%)	136
Castle	6 (5.5%)	32 (29.1%)	60 (54.5%)	12 (10.9%)	110

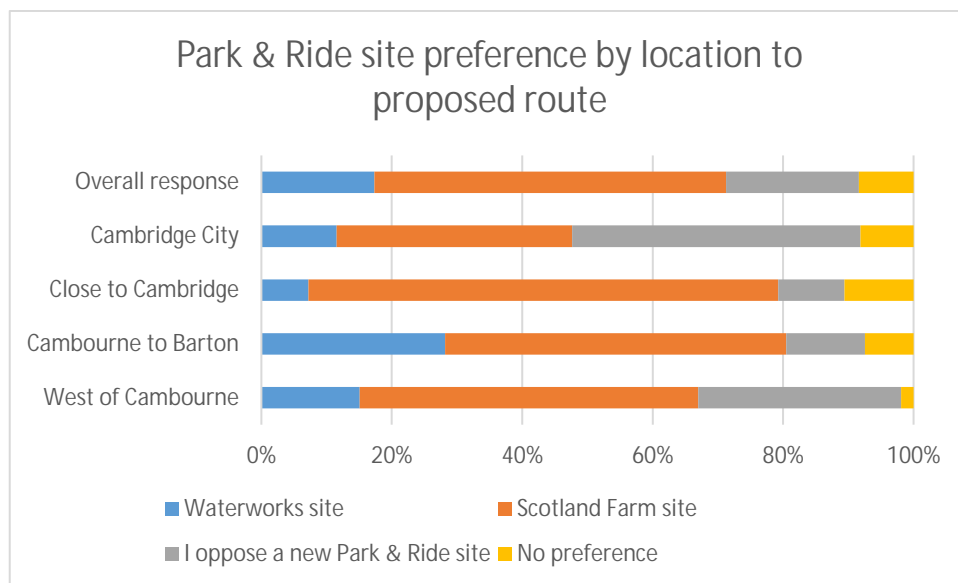
Figure 3: Park & Ride site preference by respondent location



The majority of respondents across the whole of the proposed routes preferred the Scotland Farm site. Those who lived around the route, from 'Cambourne to Barton', were more supportive of the Waterworks site (28.2%) than the overall response. Opposition to the Park & Ride sites were higher than the overall response if respondents were 'West of Cambourne' (31.1%) or in 'Cambridge City' (44.2%).

	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
West of Cambourne	16 (15.1%)	55 (51.9%)	33 (31.1%)	2 (1.9%)	106
Cambourne to Barton	182 (28.2%)	338 (52.3%)	78 (12.1%)	48 (7.4%)	646
Close to Cambridge	17 (7.2%)	170 (72%)	24 (10.2%)	25 (10.6%)	236
Cambridge City	54 (11.5%)	169 (36.1%)	207 (44.2%)	38 (8.1%)	468

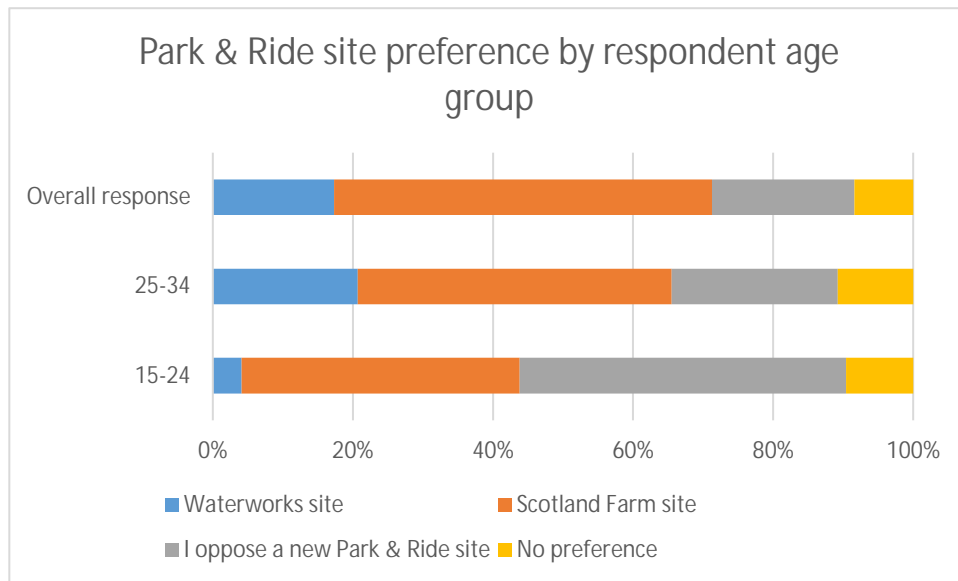
Figure 4: Park & Ride site preference by location to proposed routes



Respondents aged 15-24 differed the most from the overall response to the Park & Ride sites. The majority were opposed to a new Park & Ride site (46.6%), with 39.7% supporting the Scotland Farm site and 4.1% supporting the Waterworks site. Those aged between 25-34 were slightly less supportive of the Scotland Farm site (44.8%) than the overall response but was still the response the majority of respondents chose.

Age	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
15-24	6 (4.1%)	58 (39.7%)	68 (46.6%)	14 (9.6%)	146
25-34	48 (20.7%)	104 (44.8%)	55 (23.7%)	25 (10.8%)	232

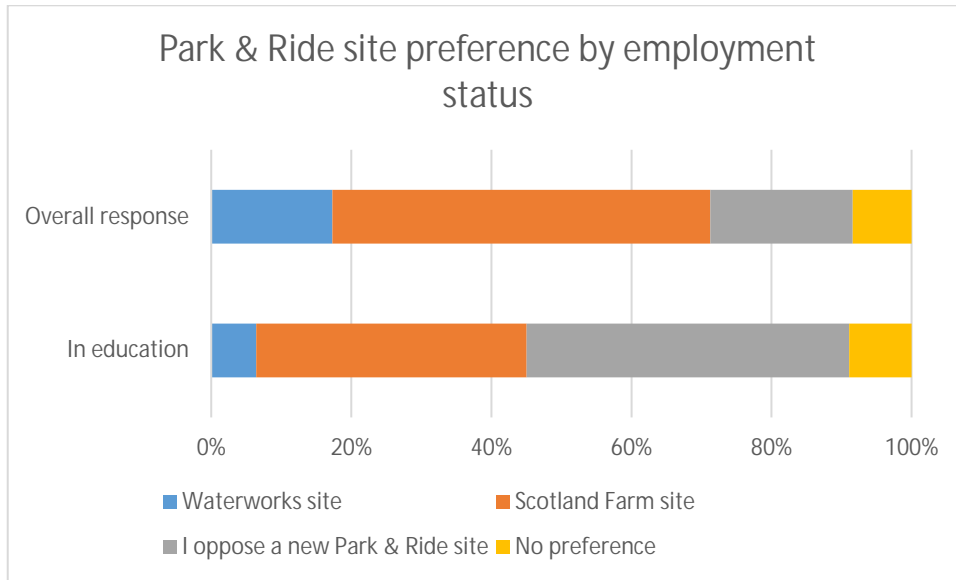
Figure 5: Park & Ride site preference by respondent age group



Respondents in education differed the most from the overall response, with the majority of respondents opposing a new Park & Ride site (46%).

Employment status	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
In education	13 (6.4%)	78 (38.6%)	93 (46%)	18 (8.9%)	202

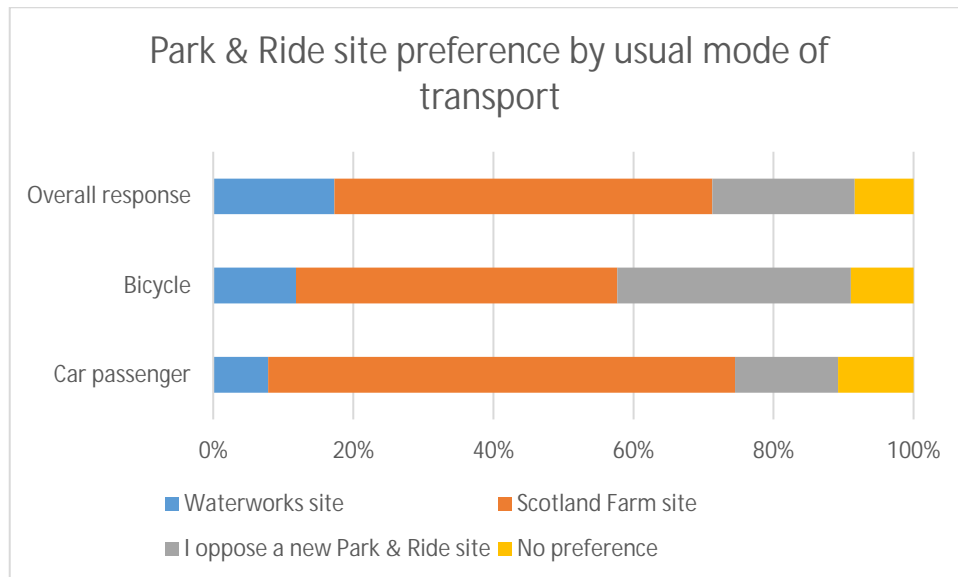
Figure 6: Park & Ride site preference by employment status



Respondents who usually travel on the A428/A1303 by bicycle were more opposed to a new Park & Ride site (33.3%) than the overall response. Cyclists had less preference for the Waterworks site (11.8%) and the Scotland Farm site (45.9%) than the overall response but the majority of cyclists preferred the Scotland Farm site. Car passengers showed more preference for the Scotland Farm site (66.7%) than the overall response and less preference for the Waterworks site (7.8%).

Usual mode of travel	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
Car passenger	8 (7.8%)	68 (66.7%)	15 (14.7%)	11 (10.8%)	102
Bicycle	33 (11.8%)	128 (45.9%)	93 (33.3%)	25 (9%)	279

Figure 7: Park & Ride site preference by usual mode of travel

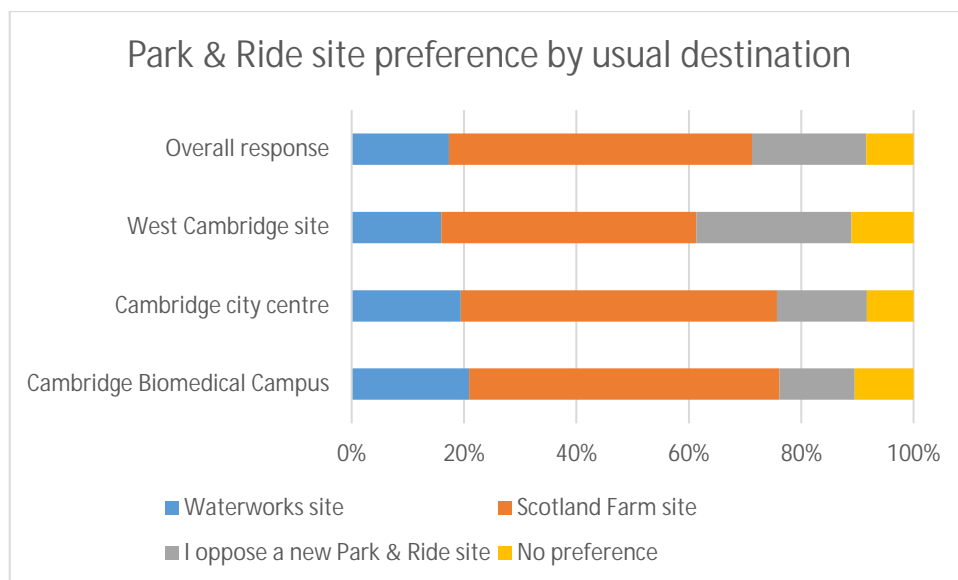




Fewer respondents who usually travel to the Cambridge Biomedical Campus were opposed to a new Park & Ride site (13.4%) than the overall response. There were more respondents opposed to a new Park & Ride site who usually travel to a West Cambridge site (27.6%) than the overall response. Scotland Farm was preferred by the majority of respondents who usually travel to a North West Cambridge site (45.5%) or a West Cambridge site (45.4%), however this was lower than the overall response.

Usual destination	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
Cambridge Biomedical Campus	28 (20.9%)	74 (55.2%)	18 (13.4%)	14 (10.4%)	134
Cambridge city centre	142 (19.4%)	412 (56.3%)	117 (16%)	61 (8.3%)	732
West Cambridge site	26 (16%)	74 (45.4%)	45 (27.6%)	18 (11%)	163

Figure 8: Park & Ride site preference by usual destination



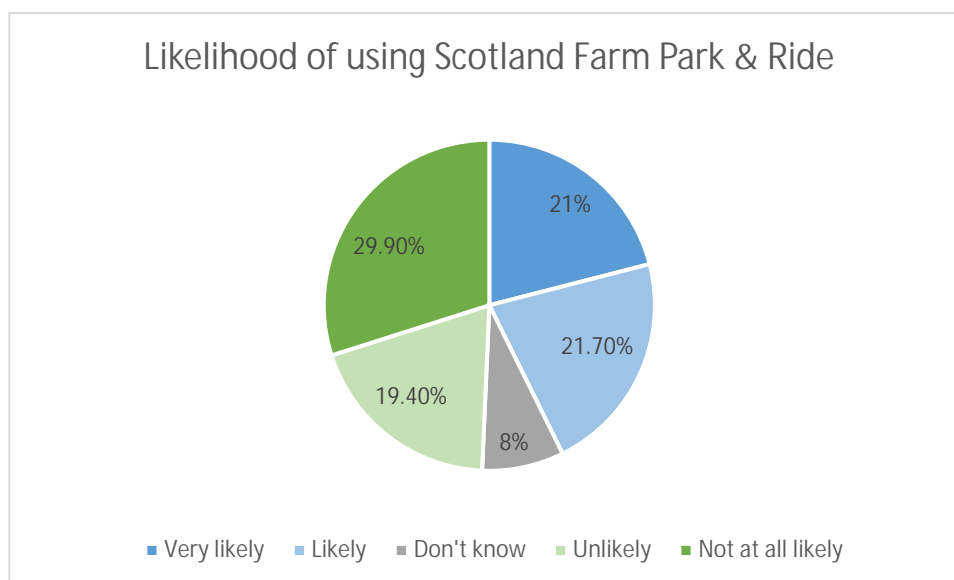
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

## Question 2: In principle, how likely or unlikely are you to use the new proposed Park & Ride site at Scotland Farm?

Question 2 asked respondents how likely they were to use the Park & Ride proposed for the Scotland Farm site. 1980 respondents answered this question. 49.3% of respondents indicated they would be 'unlikely or 'not at all likely' to use the Scotland Farm Park & Ride, with 29.9% indicating they would be 'not at all likely'. 42.7% of respondents indicated they would 'very likely' or 'likely' to use the Scotland Farm Park & Ride site, with 21% indicating they would be very likely using the site. 8% of respondents did not know if they would use the site.

Very likely	Likely	Don't know	Unlikely	Not at all likely	Grand Total
416 (21%)	429 (21.7%)	158 (8%)	385 (19.4%)	592 (29.9%)	1980

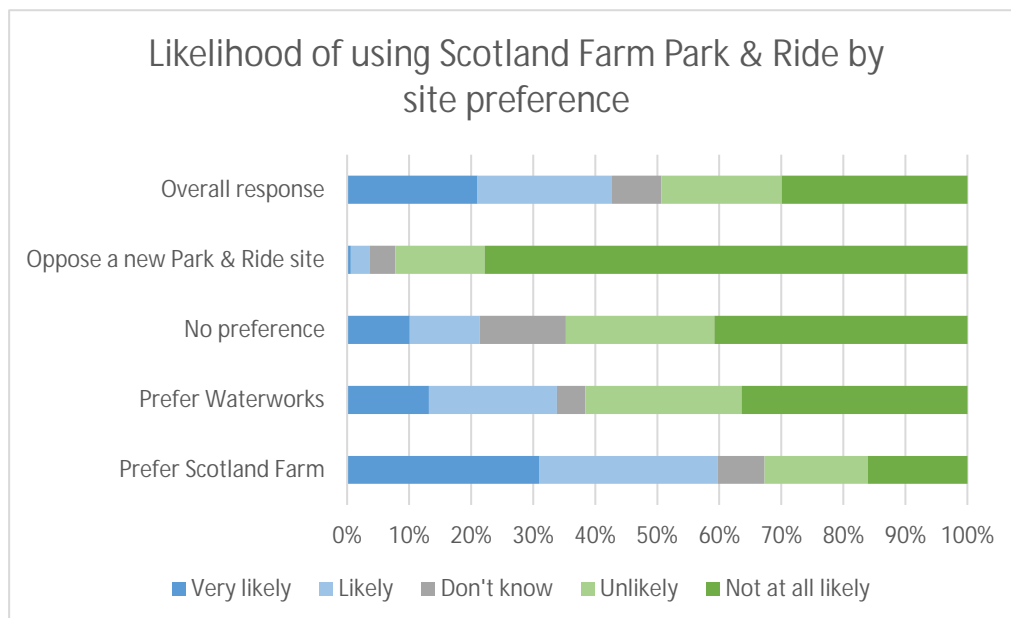
Figure 9: Likelihood of using Scotland Farm Park & Ride



This question was open to everyone, including those who responded that they opposed a new Park & Ride site and those that preferred the Waterworks site. More respondents who had said they would prefer the Scotland Farm site in question 1 said they would be 'very likely' or 'likely' to use the site (59.7%), with 30.9% indicating they would be 'very likely' to use it. More respondents who preferred the Waterworks site in question 1 felt they would be 'unlikely' or 'not at all likely' to use the Scotland Farm site (61.6%), with 36.4% feeling they would be 'not at all likely'. These respondents were also less likely to not know (4.6%) whether they would be using the site or not. More respondents who had no preference to the Park & Ride site in question 1 also felt they would be 'unlikely' or 'not at all likely' to use Scotland Farm (64.7%), with 40.8% feeling they would be 'not at all likely' to use it.

Site Preference	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Scotland Farm site	328 (30.9%)	306 (28.8%)	80 (7.5%)	177 (16.7%)	170 (16%)	907
Waterworks site	46 (13.2%)	72 (20.6%)	16 (4.6%)	88 (25.2%)	127 (36.4%)	349
No preference	40 (10.1%)	45 (11.3%)	55 (13.9%)	95 (23.9%)	162 (40.8%)	397
Oppose a new Park & Ride site	1 (0.6%)	5 (3%)	7 (4.2%)	24 (14.4%)	130 (77.8%)	167

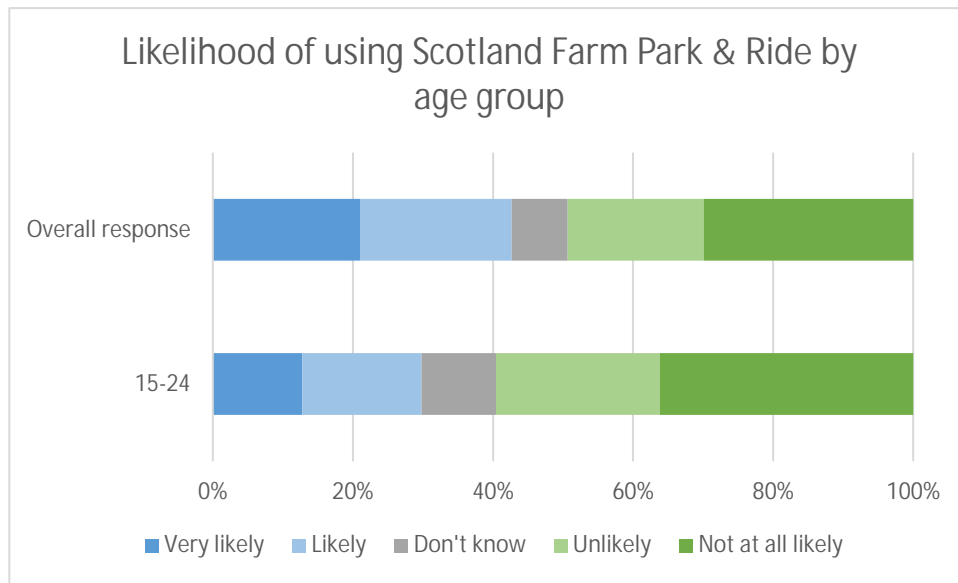
Figure 10: Likelihood of using Scotland Farm Park & Ride by site preference



More of those aged between 15-24 responded that they would be 'not at all likely' to use the Scotland Farm site (36.2%) than the overall response and were also less responses of 'very likely' (12.8%) than the overall response.

Age	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
15-24	18 (12.8%)	24 (17%)	15 (10.6%)	33 (23.4%)	51 (36.2%)	141

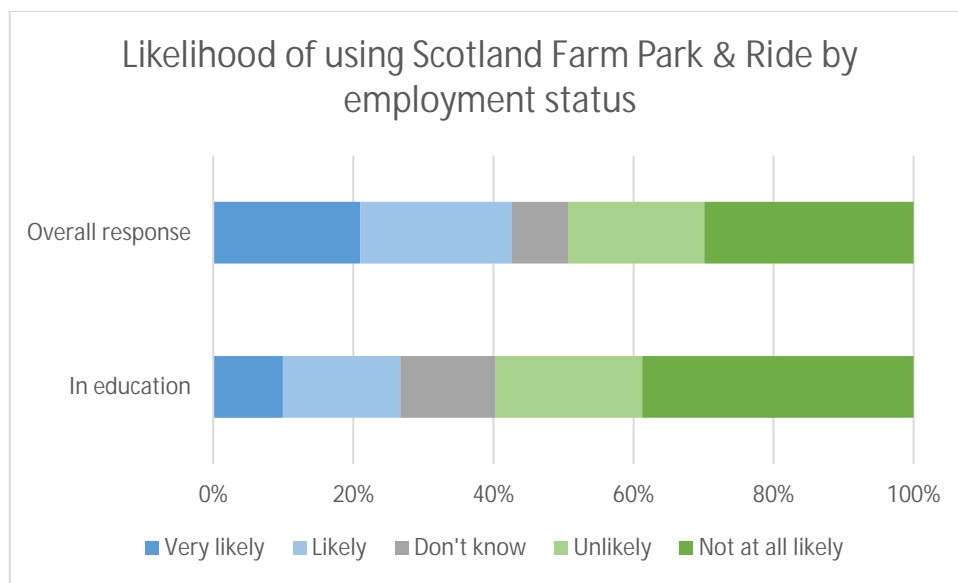
Figure 11: Likelihood of using Scotland Farm Park & Ride by age group



More respondents who are in education responded as 'not at all likely' to use the Scotland Farm site (38.7%) than the overall response, resulting in the majority indicating they would be 'unlikely' or 'not at all likely' to use the Scotland Farm site (59.6%). Less of those in education selected 'very likely' (9.9%) as their response to using the Scotland Farm site.

Employment status	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
In education	19 (9.9%)	32 (16.8%)	26 (13.6%)	40 (20.9%)	74 (38.7%)	191

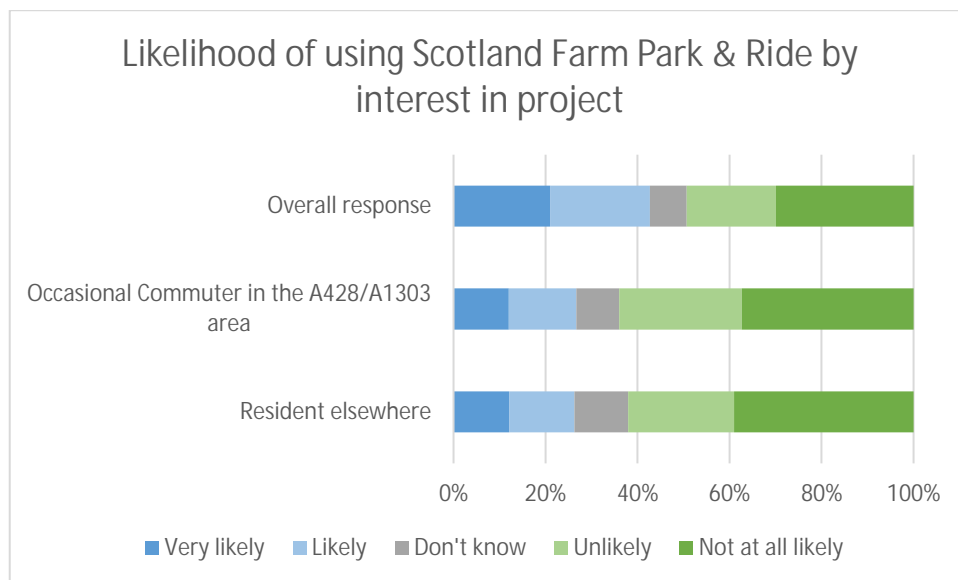
Figure 12: Likelihood of using Scotland Farm Park & Ride by employment status



Respondents who indicated they were an 'occasional commuter in the A428/A1303 area' differed the most from the overall response. More of these respondents indicated they would be 'unlikely' (26.7%) or 'not at all likely' (37.3%) to use the Scotland Farm site. Fewer of these respondents indicated they would be 'very likely' (9.2%) or 'likely' (15%) to use the site. More respondents who indicated they were 'residents elsewhere' selected 'not at all likely' (39%) than the overall response and fewer of this group selected 'likely' (14.2%).

Interest in project	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Resident elsewhere	34 (12.1%)	40 (14.2%)	33 (11.7%)	65 (23%)	110 (39%)	282
Occasional Commuter in the A428/A1303 area	27 (12%)	33 (14.7%)	21 (9.3%)	60 (26.7%)	84 (37.3%)	225

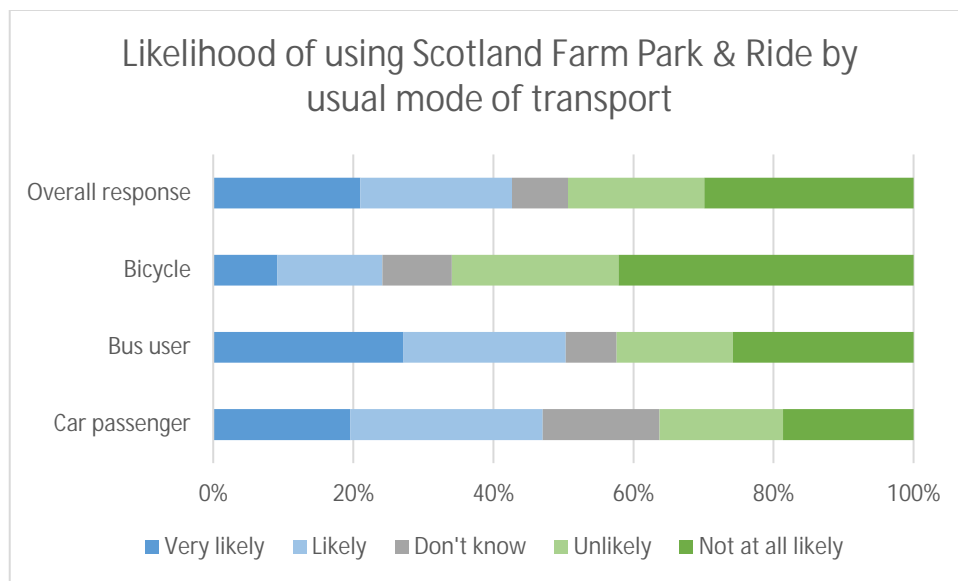
Figure 13: Likelihood of using Scotland Farm Park & Ride by interest in project



Those who indicated their usual mode of transport was a bicycle had more responses indicating they would be 'not at all likely' (42.1%) to use the site. This group also had fewer responses indicating they would be 'very likely' (9.2%) or 'likely' (15%) to use Scotland Farm. More bus users indicated they would be 'very likely' (27.2%) to use Scotland Farm. More car passengers indicated they would be 'likely' (27.5%) to use the site, while fewer of this group indicated they would be 'not at all likely' (18.6%) to use Scotland Farm. More respondents who indicated they were car passengers felt that they did not know whether they would use the site (16.7%) than the overall response.

Usual mode of travel on A428/A1303	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Car passenger	20 (19.6%)	28 (27.5%)	17 (16.7%)	18 (17.6%)	19 (18.6%)	102
Bus user	41 (27.2%)	35 (23.2%)	11 (7.3%)	25 (16.6%)	39 (25.8%)	151
Bicycle	25 (9.2%)	41 (15%)	27 (9.9%)	65 (23.8%)	115 (42.1%)	273

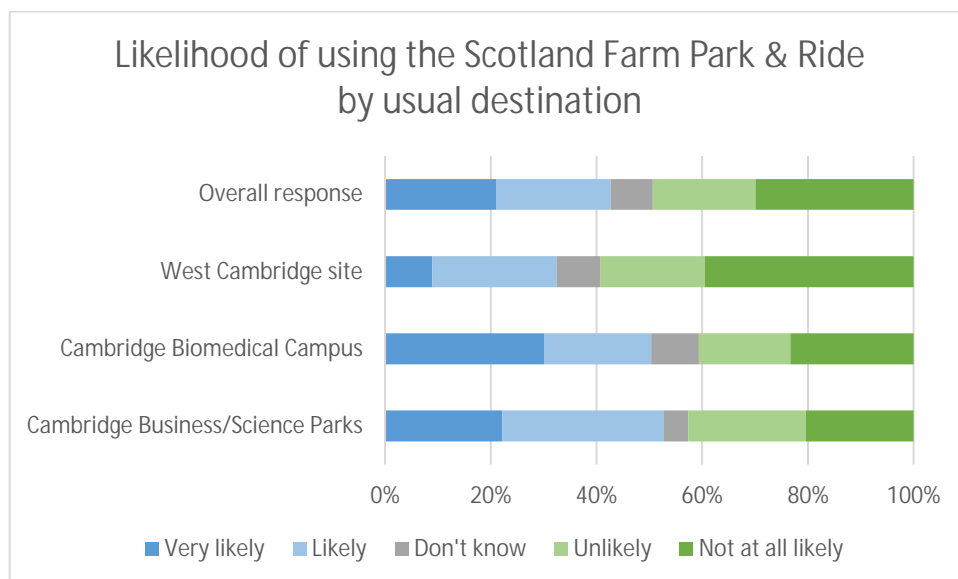
Figure 14: Likelihood of using Scotland Farm Park & Ride by usual mode of transport



More respondents indicated they would be 'very likely' to use the Scotland Farm site if they had also indicated their usual destination was the Cambridge Biomedical Campus (30.1%). Fewer respondents than the overall response indicated they would be 'not at all likely' to use the site if their usual destination was the Cambridge Biomedical Campus (20.4%) or the Cambridge Business/Science Parks (20.4%). Those that indicated the Cambridge Business/Science Parks were their usual destination had more responses to being 'likely' to use the Scotland Farm site (30.6%). More respondents who indicated a West Cambridge site was their usual destination indicated they would be 'not at all likely' (39.5%) to use the Scotland Farm site, while fewer of these respondents indicated they would be 'very likely' (8.9%) to use the site than the overall response.

Usual destination	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Cambridge Business/Science Parks	24 (22.2%)	33 (30.6%)	5 (4.6%)	24 (22.2%)	22 (20.4%)	108
Cambridge Biomedical Campus	40 (30.1%)	27 (20.3%)	12 (9%)	23 (17.3%)	31 (23.3%)	133
West Cambridge site	14 (8.9%)	37 (23.6%)	13 (8.3%)	31 (19.7%)	62 (39.5%)	157

Figure 15: Likelihood of using the Scotland Farm Park & Ride by usual destination

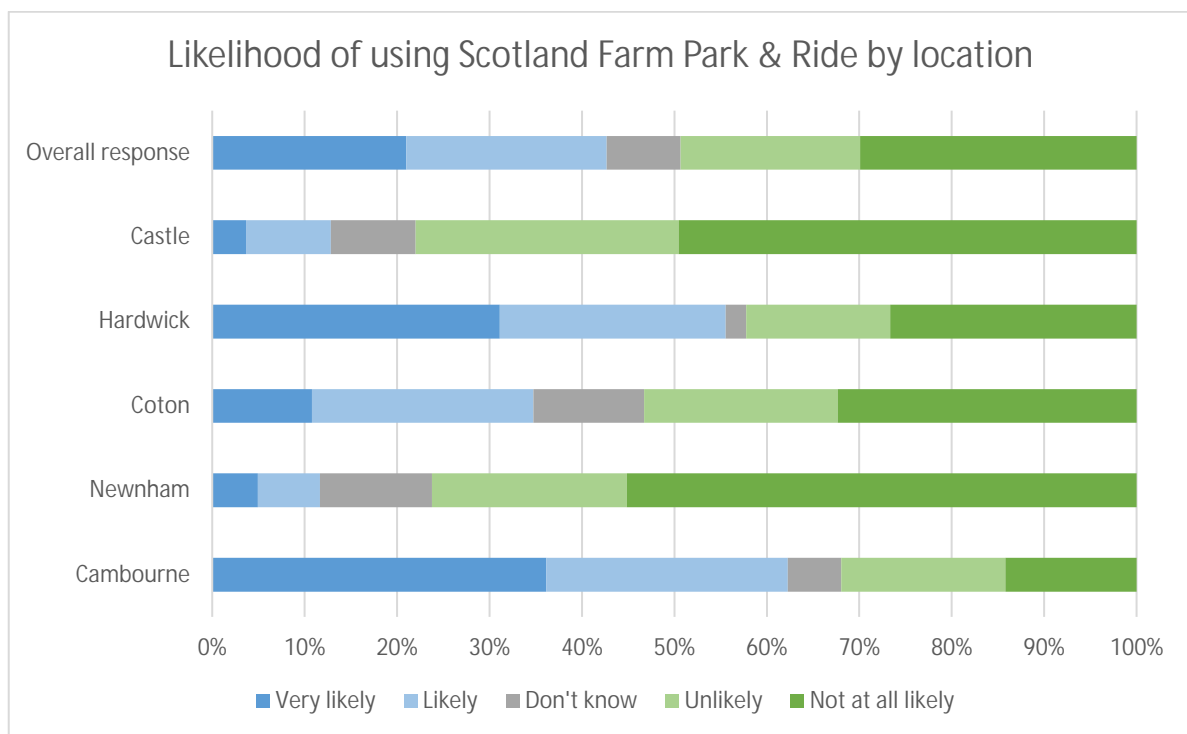




More respondents whose postcode indicated they resided in Cambourne felt they would be 'very likely' (36.1%) to use the Scotland Farm than the overall response and those respondents that indicated they lived in Cambourne based on the 'about you' section of the survey (27.2%). As previously discussed, more respondents indicated they lived in Cambourne through the survey question than gave applicable postcodes. There were more respondents who felt they were 'very likely' or 'likely' to use the Scotland Farm who resided in: Cambourne (62.2%) or Hardwick (55.5%). There were more respondents who felt they would be 'unlikely' or 'not at all likely' to use the site from: Newnham (76.3%), Coton (53.3%) and Castle (77.9%).

Location	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Cambourne	112 (36.1%)	81 (26.1%)	18 (5.8%)	55 (17.7%)	44 (14.2%)	310
Newnham	11 (4.9%)	15 (6.7%)	27 (12.1%)	47 (21.1%)	123 (55.2%)	223
Coton	18 (10.8%)	40 (24%)	20 (12%)	35 (21%)	54 (32.3%)	167
Hardwick	42 (31.1%)	33 (24.4%)	3 (2.2%)	21 (15.6%)	36 (26.7%)	135
Castle	4 (3.7%)	10 (9.2%)	10 (9.2%)	31 (28.4%)	54 (49.5%)	109

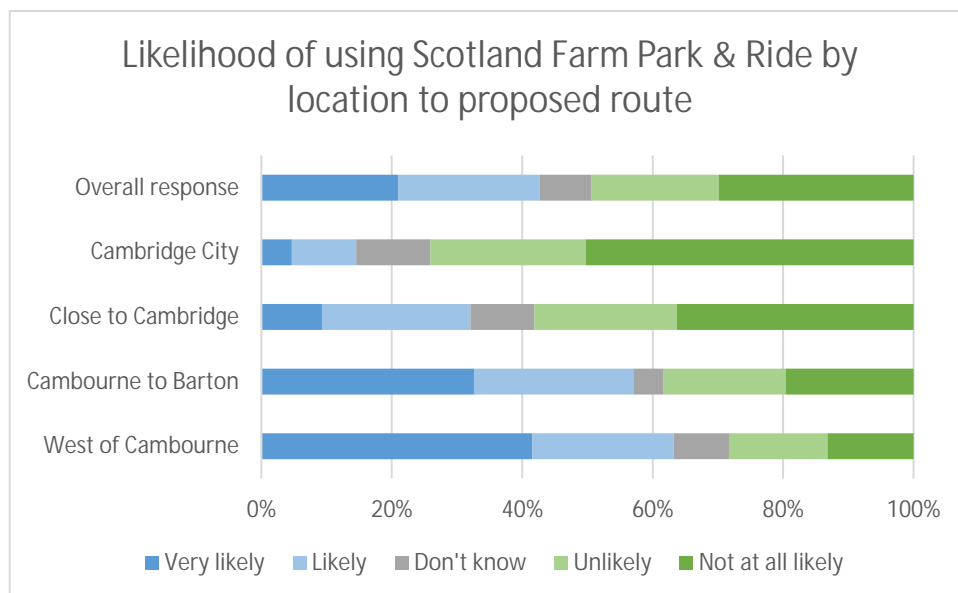
Figure 16: Likelihood of using Scotland Farm Park & Ride by location



The majority of respondents indicated they would be 'very likely' or 'likely to use' the Scotland Farm site if they were West of Cambourne (63.2%) or from Cambourne to Barton (57%). The majority of respondents indicated they would be 'unlikely' or 'not at all likely' to use the site if they were 'close to Cambridge' (58.1%) or from Cambridge City (74.1%).

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
West of Cambourne	44 (41.5%)	23 (21.7%)	9 (8.5%)	16 (15.1%)	14 (13.2%)	106
Cambourne to Barton	210 (32.7%)	156 (24.3%)	30 (4.7%)	120 (18.7%)	126 (19.6%)	642
Close to Cambridge	22 (9.4%)	53 (22.6%)	23 (9.8%)	51 (21.8%)	85 (36.3%)	234
Cambridge City	21 (4.7%)	44 (9.8%)	51 (11.4%)	107 (23.9%)	225 (50.2%)	448

Figure 17: Likelihood of using the Scotland Farm Park & Ride by location to proposed route



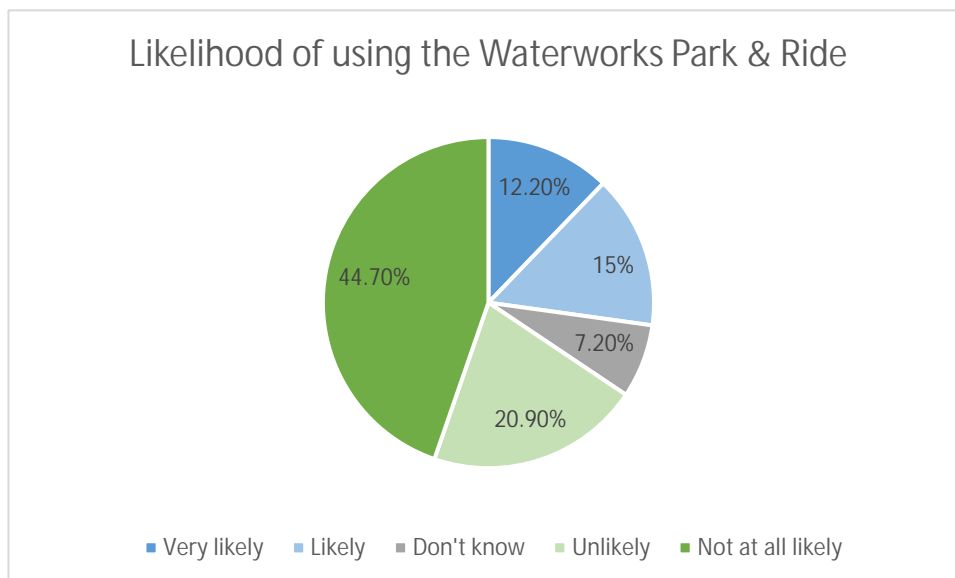
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

### Question 3: In principle, how likely or unlikely are you to use the new proposed Park & Ride site at the Waterworks?

Question 3 asked respondents how likely they would be to use the proposed Park & Ride site located at Waterworks. 1975 respondents answered this question. 65.6% of respondents felt they would be 'unlikely' or 'not at all likely' to use the Waterworks site, with nearly half of respondents feeling they would be 'not at all likely' to use it (44.7%). Over a quarter of respondents felt they would be 'very likely' or 'likely' to use the site (27.2%), with 12.2% feeling they would be 'very likely' to use it. 7.2% of respondents did not know whether they would use the Waterworks site.

Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
240 (12.2%)	297 (15%)	143 (7.2%)	413 (20.9%)	882 (44.7%)	1975

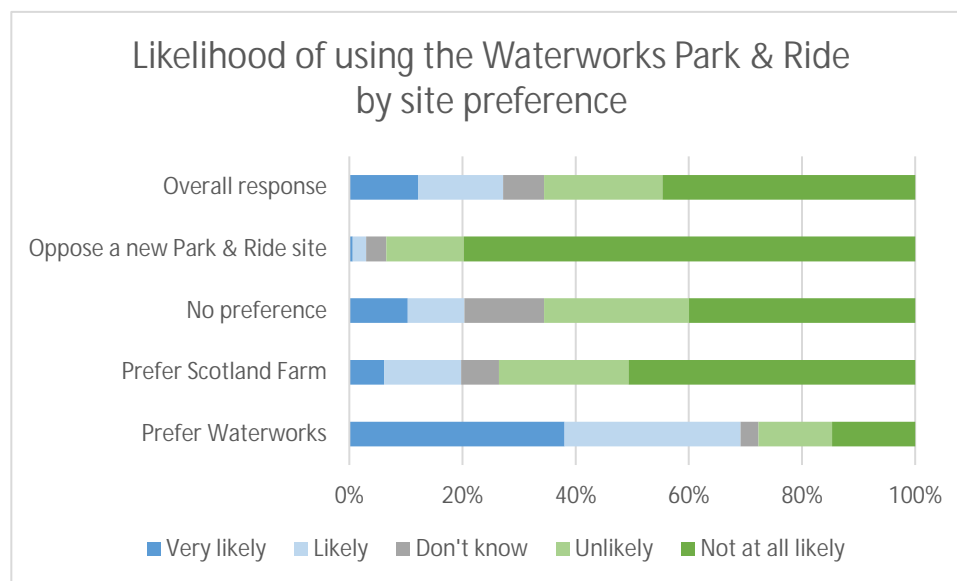
Figure 18: Likelihood of using the Waterworks Park & Ride



Nearly three quarters of respondents who preferred the Waterworks site in question 1 felt they would be 'very likely' or 'likely' to use the site (69.1%), with 38% feeling they would 'very likely' use the site. 27.7% felt they would be 'unlikely' or 'not at all likely' to use it. Nearly a fifth of respondents who preferred the Scotland Farm site felt they would be 'very likely' or 'likely' to use the Waterworks site, while nearly three quarters felt they would be 'unlikely' or 'not at all likely' to use it (73.6%). More respondents who had no preference to the Park & Ride site in question 1 felt they would be 'unlikely' or 'very unlikely' to use the Waterworks site (65.5%), with a fifth feeling they would be 'very likely' or 'likely' to use it (20.4%). 14.1% of these respondents did not know if they would use it or not.

Site preference	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Prefer Waterworks	132 (38%)	108 (31.1%)	11 (3.2%)	45 (13%)	51 (14.7%)	347
Prefer Scotland Farm	65 (6.2%)	144 (13.6%)	70 (6.6%)	242 (22.9%)	535 (50.7%)	1056
No preference	41 (10.3%)	40 (10.1%)	56 (14.1%)	102 (25.6%)	159 (39.9%)	398
Oppose a new Park & Ride site	1 (0.6%)	4 (2.4%)	6 (3.6%)	23 (13.7%)	134 (79.8%)	168

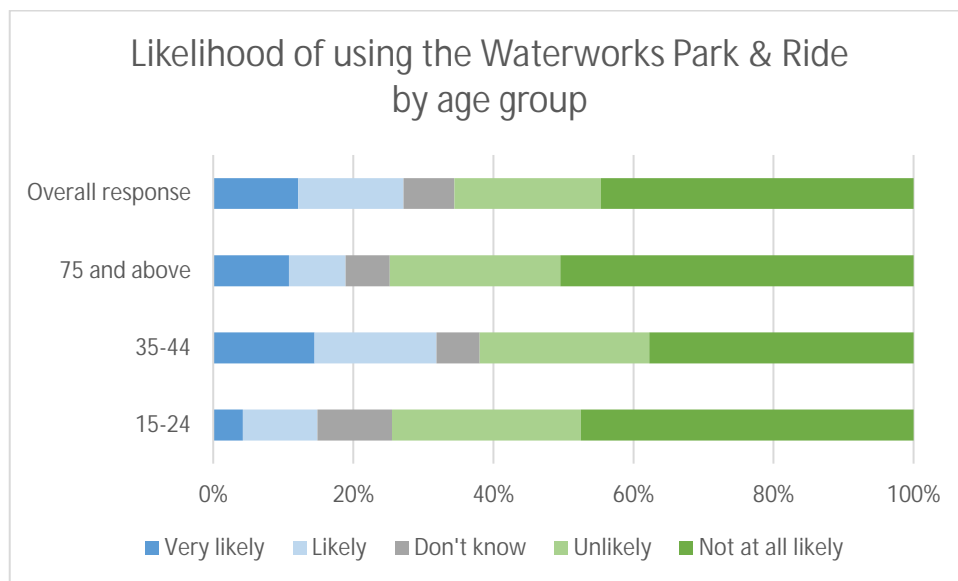
Figure 19: Likelihood of using the Waterworks Park & Ride by site preference



More respondents aged 15-24 felt they would be 'unlikely' to use the Waterworks site (27%) and less felt they would be 'very likely' (4.3%). Less respondents aged 35-44 felt they would be 'not at all likely' to use the site (37.8%), while less respondents aged 75 and above felt they would be 'likely' to use it (8.1%).

Age	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
15-24	6 (4.3%)	15 (10.6%)	15 (10.6%)	38 (27%)	67 (47.5%)	141
35-44	49 (14.5%)	59 (17.4%)	21 (6.2%)	82 (24.2%)	128 (37.8%)	339
75 and above	12 (10.8%)	9 (8.1%)	7 (6.3%)	27 (24.3%)	56 (50.5%)	111

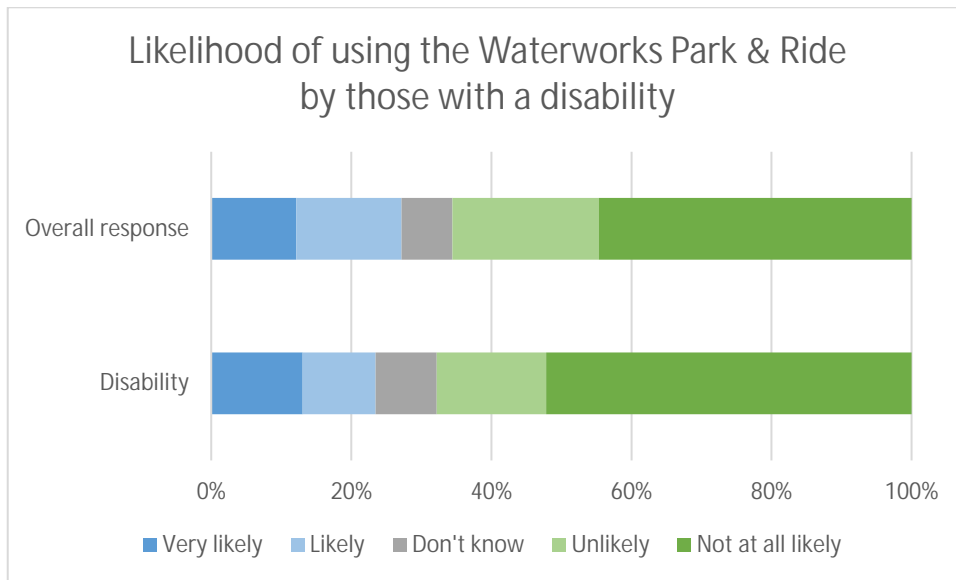
Figure 20: Likelihood of using the Waterworks Park & Ride by age group



More respondents who indicated they have a disability felt they would be 'not at all likely' to use the Waterworks site (52.2%).

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Disability	15 (13%)	12 (10.4%)	10 (8.7%)	18 (15.7%)	60 (52.2%)	115

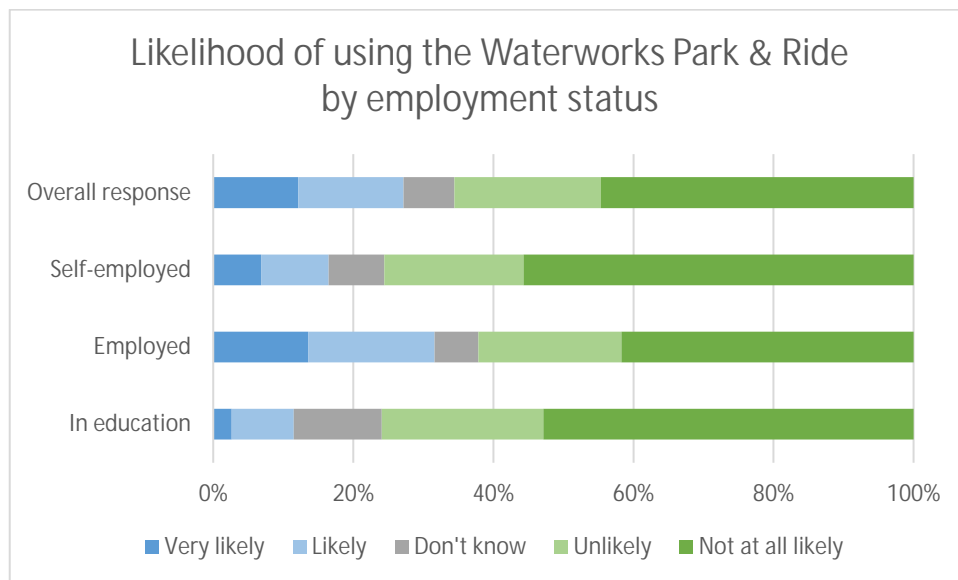
Figure 21: Likelihood of using the Waterworks Park & Ride by those with a disability



More respondents in education felt they would be 'not at all likely' to use the Waterworks site (52.9%), while fewer of these respondents felt they would be 'very likely' (2.6%) or 'likely' (8.9%) to use the site. This is similar to the response to the Scotland Farm site and respondents from this group were the most opposed to a new Park & Ride site being built. More self-employed respondents felt they would be 'not at all likely' (55.7%) to use the Waterworks site, while fewer of these respondents felt they would be 'very likely' (6.8%) or 'likely' (9.7%) to use the site.

Employment status	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
In education	5 (2.6%)	17 (8.9%)	24 (12.6%)	44 (23%)	101 (52.9%)	191
Employed	150 (13.6%)	200 (18.1%)	69 (6.2%)	226 (20.4%)	462 (41.7%)	1107
Self-employed	12 (6.8%)	17 (9.7%)	14 (8%)	35 (19.9%)	98 (55.7%)	176

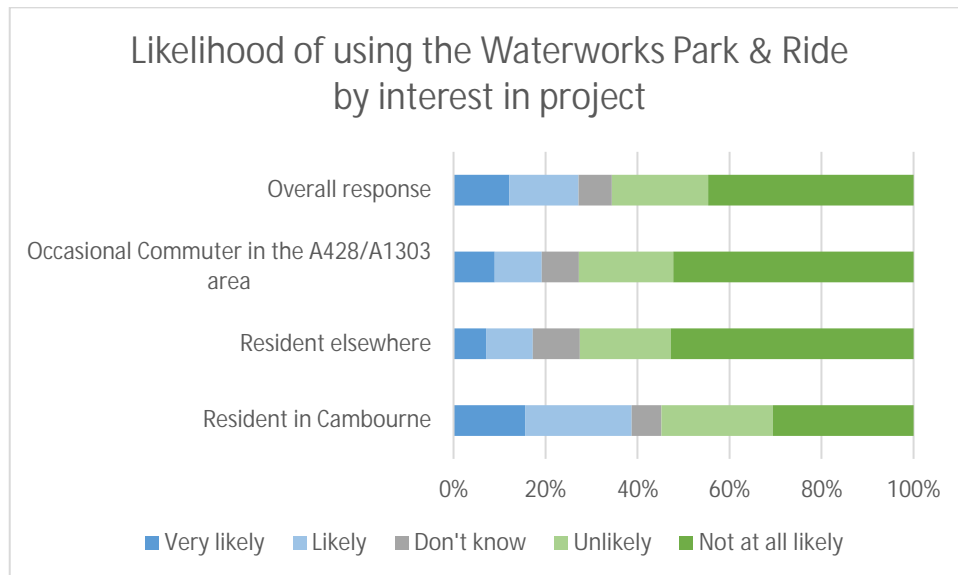
Figure 22: Likelihood of using the Waterworks Park & Ride by employment status



More respondents who indicated they were a resident in Cambourne felt they would be 'likely' to use the Waterworks site (23.2%), while fewer of these respondents felt they would be 'not at all likely' to use it (30.6%). More respondents who indicated they were a 'resident elsewhere' felt they would be 'not at all likely' to use the Waterworks site (52.8%), as were those who indicated they were an occasional commuter in the A428/A1303 area (52.2%).

Interest in project	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Resident in Cambourne	65 (15.6%)	97 (23.2%)	27 (6.5%)	101 (24.2%)	128 (30.6%)	418
Resident elsewhere	20 (7%)	29 (10.2%)	29 (10.2%)	56 (19.7%)	150 (52.8%)	284
Occasional Commuter in the A428/A1303 area	20 (8.9%)	23 (10.3%)	18 (8%)	46 (20.5%)	117 (52.2%)	224

Figure 23: Likelihood of using the Waterworks Park & Ride by interest in project

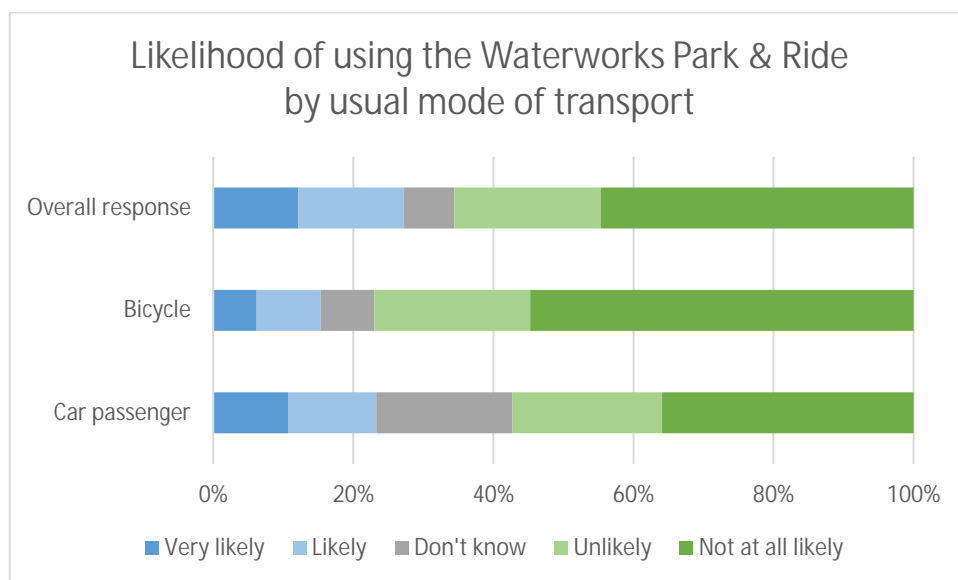




More respondents who indicated they usually travelled on the A428/A1303 as a car passenger did not know whether they would use the Waterworks site (19.4%). Fewer of these respondents felt they would be 'not at all likely' to use it (35.9%). More respondents who indicated they travel by bicycle felt they would be 'not at all likely' to use the site (54.7%), while fewer of these respondents felt they would be 'very likely' (6.2%) or 'likely' (9.1%) to use it.

Usual mode of transport	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Car passenger	11 (10.7%)	13 (12.6%)	20 (19.4%)	22 (21.4%)	37 (35.9%)	103
Bicycle	17 (6.2%)	25 (9.1%)	21 (7.7%)	61 (22.3%)	150 (54.7%)	274

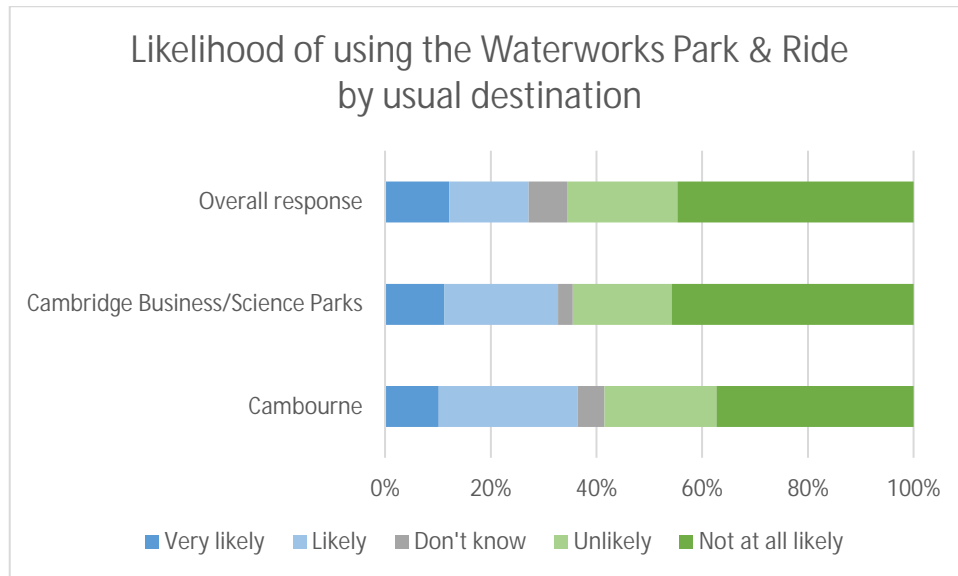
Figure 24: Likelihood of using the Waterworks Park & Ride by usual mode of transport



More respondents who indicated they would be 'likely' to use the Waterworks site if their usual destination was Cambourne (26.3%) or the Cambridge Business/Science Parks (21.5%).

Usual destination	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Cambourne	12 (10.2%)	31 (26.3%)	6 (5.1%)	25 (21.2%)	44 (37.3%)	118
Cambridge Business/Science Parks	12 (11.2%)	23 (21.5%)	3 (2.8%)	20 (18.7%)	49 (45.8%)	107

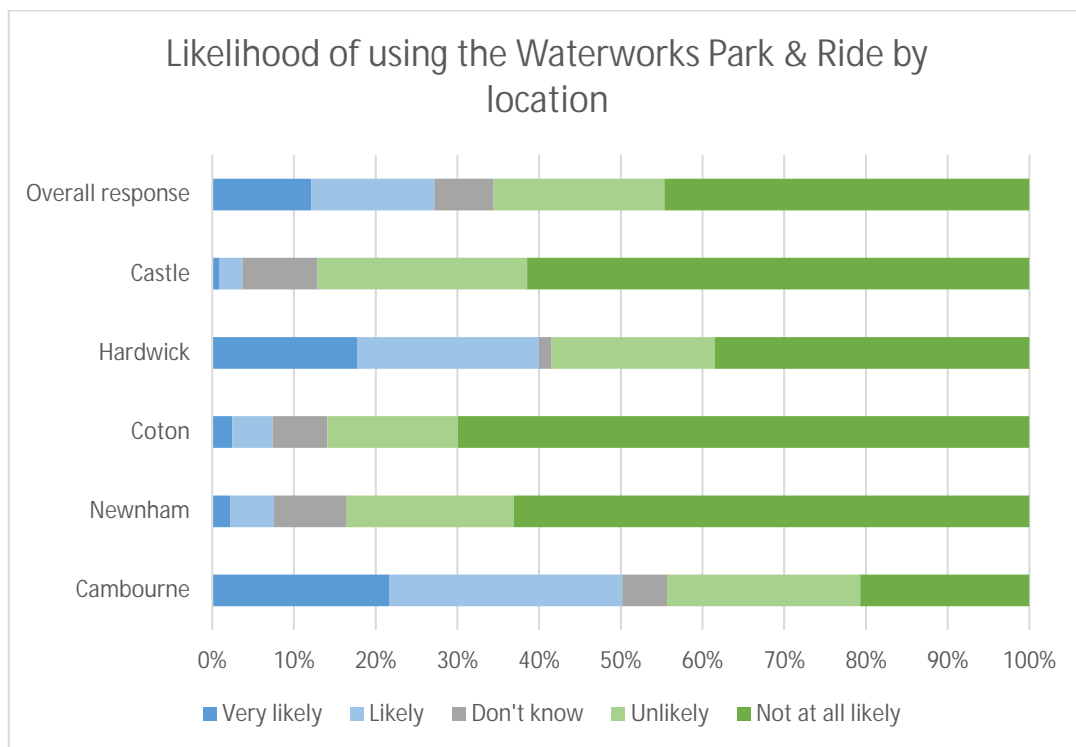
Figure 25: Likelihood of using the Waterworks Park & Ride by usual destination



More respondents from the following locations felt they would be 'very likely' or 'likely' to use the Waterworks site from Cambourne (50.2%). This indicates that fewer respondents from Cambourne felt they would be 'very likely' or 'likely' to use Waterworks when compared to Scotland Farm (62.2%). More respondents who come from the following locations felt they would be 'unlikely' or 'not at all likely' to use the Waterworks Site: Newnham (83.5%), Coton (85.9%), Hardwick (58.5%) and Castle (87.2%).

Location	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Cambourne	67 (21.7%)	88 (28.5%)	17 (5.5%)	73 (23.6%)	64 (20.7%)	309
Newnham	5 (2.2%)	12 (5.3%)	20 (8.9%)	46 (20.4%)	142 (63.1%)	225
Coton	4 (2.5%)	8 (4.9%)	11 (6.7%)	26 (16%)	114 (69.9%)	163
Hardwick	24 (17.8%)	30 (22.2%)	2 (1.5%)	27 (20%)	52 (38.5%)	135
Castle	1 (0.9%)	3 (2.8%)	10 (9.2%)	28 (25.7%)	67 (61.5%)	109

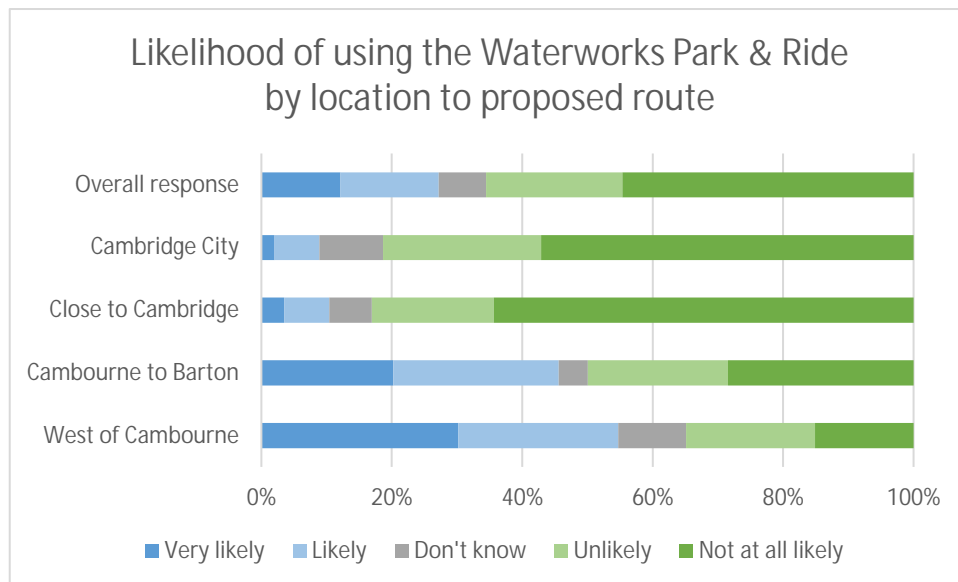
Figure 26: Likelihood of using the Waterworks Park & Ride by location



The majority of respondents west of Cambourne indicated that they would be 'very likely' or 'likely' to use the Waterworks site (54.7%). The majority of respondents indicated they would be 'unlikely' or 'not at all likely' to use the site if they were along the route from Cambourne to Barton (50%), 'close to Cambridge' (83%) or from Cambridge City (81.3%).

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
West of Cambourne	32 (30.2%)	26 (24.5%)	11 (10.4%)	21 (19.8%)	16 (15.1%)	106
Cambourne to Barton	130 (20.2%)	163 (25.3%)	29 (4.5%)	138 (21.5%)	183 (28.5%)	643
Close to Cambridge	8 (3.5%)	16 (7%)	15 (6.5%)	43 (18.7%)	148 (64.3%)	230
Cambridge City	9 (2%)	31 (6.9%)	44 (9.8%)	109 (24.2%)	257 (57.1%)	450

Figure 27: Likelihood of using the Waterworks Park & Ride by location to proposed route



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

## Question 4: Referring to your response to Questions 1 to 3, what is your reason for this response?

This question asked respondents to enter comments on why they responded the way they did for questions 1 to 3. 1660 respondents left comments.

### Waterworks Park & Ride preference

Of those who chose the Waterworks Park & Ride site as their preferred site in question 1, there were comments:

#### *Main themes*

- About the distance of the Waterworks site to them or to Cambridge. This was one of the main themes for these respondents. Respondents who lived close to the Waterworks site, such as those living in Coton, felt the site appealed more as it was within reasonable walking or cycling distance to them. Other respondents indicated they lived easterly of the Scotland Farm site and so the Waterworks site would reduce their car usage, as it would save them needing to drive further out from Cambridge. Respondents also felt that the Waterworks site being nearer to Cambridge would result in more reliable bus journeys, as there would be less traffic to contend with, and may encourage more cycling uptake as it would require cyclists to cover less distance.
- About access to the site. This was one of the main themes for these respondents. The Waterworks site was felt to have good access from main roads including the M11, to business sites in Dry Drayton and some respondents also felt the Waterworks site had better links with employment sites to the South of Cambridge. Cycle and pedestrian access was felt by some respondents to be better at this site.
- About congestion. Many respondents discussed this theme. Respondents felt that Dry Drayton already struggles with congestion so would not be able to handle more traffic generated by accessing the Scotland Farm site. Other respondents felt that the Waterworks site was located away from more residential buildings and so traffic coming into the site would affect fewer people. Respondents also commented that the area around the Waterworks site is where congestion tends to begin, so having a site near to this may encourage drivers off the road and into the Park & Ride. Some respondents felt that the site would attract users and so help ease congestion.
- About disagreeing with the Scotland Farm site. Many respondents discussed this theme. For some respondents this was because of location of the site, being in the wrong direction of travel for them. Others felt the site was too far away from Cambridge, resulting in too long a journey on the bus or by bicycle. Some respondents were concerned about the impact it would have on the traffic and living conditions around Dry Drayton. Respondents who indicated they lived near the proposed Scotland Farm site were worried about the proximity to residential buildings and suitability of the roads to be used for accessing the site.
- About cycling. Many respondents discussed this theme. Respondents felt that the Waterworks site was either close enough to cycle to and use the bus into the city centre or close enough to the city centre to Park & Cycle from.

- About why they would not use it. Many respondents discussed this theme, who indicated they would not be using the Park & Ride site, generally because of their location from the site. For some there were other factors involved such as cost, necessity of car access for work or due to a lack of employment. Many of these respondents indicated the reasons they felt the site would be preferable in principle.

#### *Minor themes*

- About the cost of Park & Ride. Some respondents felt that having a parking charge to use the site would put people off using the site. Others felt the cost of the bus journey was too expensive, particularly for those who would car share who felt that parking in Cambridge would be cheaper than paying for several bus tickets. Respondents indicated that they would use the site if they felt it was affordable, with some respondents feeling the Waterworks site being closer to Cambridge would result in cheaper bus tickets.
- About journey times. Some respondents felt the Waterworks site would improve journey times across all modes of transport. This was linked with the congestion on the A428 that respondents felt the bus would avoid by being located here and that cyclists would be able to get around.
- About the Madingley Road Park & Ride. Some respondents indicated that they currently use this site and felt the Waterworks site would be closer along their journey and would have to contend with less traffic. Some respondents felt that the Madingley Road site should remain open as it was easier to access for them and they preferred to use it.
- About the visual impact. Some respondents felt that the visual impact of both Waterworks and Scotland Farm was similar. A few respondents felt the Scotland Farm site would be intrusive to nearby residential properties.
- About a lack of public transport. Some respondents commented on the need to drive from villages along the route as public transport was limited. Respondents were concerned about the potential loss of the citi 4 bus service.
- About the stop locations. Some respondents felt that the Park & Ride service only running into the centre of Cambridge was dissuading some people from using the service, as journeys to locations, such as the Science Park, required much longer journey times than driving there.
- Some respondents felt that either site would work in reducing congestion and would be accessible for them to use.
- About the cost. A few respondents felt the Waterworks site was more cost effective.
- About usage. A few respondents indicated they chose the site due to the higher predicted usage in the brochure.

## Scotland Farm Park & Ride site preference

Of those who chose the Scotland Farm Park & Ride site as their preferred site in question 1, there were comments:

### *Main themes*

- About access to the site. This was one of the main themes for respondents. The Scotland Farm site was felt to be easier to access than the Waterworks site, as it had better road connectivity and was situated before congestion hotspots. It was also felt to be more accessible to areas west of Cambridge, such as Cambourne. Cycle and pedestrian access was felt by some respondents to be better at this site who wished to cycle or walk to the site to use the bus service. Some respondents indicated that access for bicycles and pedestrians would be good so long as there was good cycle/pedestrian path provision away from the main roads.
- About the distance of the Scotland Farm site to them. This was one of the main themes for these respondents. Respondents who lived close to the Scotland Farm site, felt the site appealed more as it was within reasonable walking or cycling distance to them.
- About congestion. Many respondents discussed this theme. Respondents felt the Scotland Farm site was better due to the high amounts of congestion located near to where the Waterworks site would be located. There were concerns the Waterworks site would increase this congestion, particularly around the Madingley Mulch roundabout with people queuing to use the site. Scotland Farm was felt to be better situated to remove traffic before congestion would begin to build up.
- About why they disagreed with the Waterworks site. Many respondents discussed this theme. Respondents felt that the Waterworks site was too close to Cambridge and may result in drivers deciding to make the final part of the journey by car rather than using it. The area the site was located in was also linked with existing heavy congestion and respondents felt this would make accessing the site difficult and result in the buses having difficulty leaving the site in a timely manner. Respondents who indicated they lived nearby felt the site would negatively impact on the area, increasing traffic and pollution. The Waterworks site was also felt to have a higher visual impact due to the site's position and height. Some respondents also felt the site would have a serious negative impact on the environment and the Green Belt. Respondents also commented on how the increased journey needed by personal vehicle to get to the Waterworks site would not be as effective at reducing environmental damage from the amount of vehicles in the area.
- About the visual impact. Many respondents discussed this theme. Scotland Farm was felt to have less of a visual impact on the surrounding areas.
- About the Madingley Road Park & Ride. Many respondents discussed this theme. Respondents indicated that they currently use this site and felt the Waterworks site would be located too close to the current site to be effective. Some respondents felt that the Madingley Road site should remain open as it was easier to access for them and they preferred to use it.

- About journey times. Many respondents discussed this theme. Respondents felt that the congestion on this route was increasing their journey times and the Scotland Farm site would alleviate this. Some respondents were concerned the service would be unreliable as they had experienced this in the past.

#### *Minor themes*

- About why they would not use it. Some respondents discussed this theme. Some respondents indicated they would not be using the Park & Ride site which, for many, was due to their location being close to Cambridge. For some there were factors involved such as cost, necessity of car access for work or lack of employment. Some respondents commented on the potential for bus traffic to get caught up in city centre traffic still and that this would need to be resolved before they would make use of Park & Rides. Many of these respondents indicated the reasons they felt the site would be preferable in principle.
- About alternative sites. Some respondents felt that the Park & Ride would be better located elsewhere. Suggestions included: Newnham, Caxton, the Girton Interchange, where the A603 enters Cambridge or Cambourne. Some respondents also suggested the use of alternative modes of public transport, such as a light rail system, shuttle bus system or underground instead.
- About the stop locations. Some respondents felt that the Park & Ride service only running into the centre of Cambridge was dissuading some people from using the service, as journeys to locations, such as the railway station, required much longer journey times than driving there. Respondents felt more location options should be offered for the site to be effective as well as longer operating hours.
- About their current use of public transport. Some respondents indicated that they already use public transport in the area. Some of these respondents were concerned about the potential loss of the citi 4 bus service.
- About the cost. Some respondents chose the Scotland Farm site as the cost of building was not felt to be as significant as the Waterworks site. Some respondents felt that there would need to be redevelopment of the area around the Waterworks site, such as the Madingley Mulch roundabout, that would add to the building cost.
- Some respondents felt that either site would work in reducing congestion and would be accessible for them to use.
- About the cost of Park & Ride. Some respondents discussed this theme. Respondents felt that having a parking charge to use the site would put people off using the site. Others felt the cost of the bus journey was too expensive, particularly for those who would car share who felt that parking in Cambridge would be cheaper than paying for several bus tickets. Respondents indicated that they would use the site if they felt it was affordable.
- About accessibility. A few respondents indicated that they had some form of mobility issue and were unable to use the bus or had concerns about the accessibility of buses for mobility aids.
- About driverless vehicles. A few respondents commented on the potential future use of driverless vehicles and how this may negate the need for Park & Ride sites.



## No Park & Ride site preference

Of those had no preference on Park & Ride site in question 1, there were comments:

### *Main themes*

- About the distance of the sites to them. This was one of the main themes for these respondents. These respondents indicated they lived in the wrong areas of Cambridge, so were unsure which of these sites would be best for people, but felt they needed to be built.
- About cycling. This was one of the main themes for these respondents. Those respondents who indicated they cycle felt that either site would be of benefit to them as it would reduce motorised traffic. Some felt that a safe, segregated route would be beneficial along the route as well.
- About their current use of public transport. Many respondents indicated that they already use public transport in the area. Some of these respondents were concerned about the potential loss of the citi 4 bus service.

### *Minor themes*

- About the stop locations. Some respondents felt that the Park & Ride service only running into the centre of Cambridge was dissuading some people from using the service, as journeys to locations, such as the railway station or the Science Park, required much longer journey times than driving there. Respondents felt more location options should be offered for the site to be effective as well as longer operating hours.
- About the cost of Park & Ride. Some respondents discussed this theme. Respondents felt that having a parking charge to use the site would put people off using the site.
- About the Madingley Road Park & Ride. Some respondents indicated that getting to this site was difficult due to congestion and either of the proposed Park & Ride sites would solve this issue.
- About alternative sites. Some respondents felt that the Park & Ride would be better located elsewhere. Suggestions instead that the site should be located at Cambourne or junction 12 of the M11. Some respondents felt there needed to be better links to sites across Cambridge from St Neots.
- About Scotland Farm. Some respondents felt that the Scotland Farm site would be better as it was located away from the main areas of congestion, however others felt that the site was located too far away indicating it would not attract all of those causing the congestion. Some respondents who indicated they would cycle felt the site was too far away from Cambridge to make use of Park & Cycle facilities if they were made available, while others felt it was close enough to them to cycle to and use public transport from.
- About the Waterworks site. Some respondents felt that this site was more convenient for them. However, as with those who mentioned Scotland Farm, both sites were felt to be useful and have benefits.

- About the environment. Some respondents were concerned about the amount of pollution from congestion and felt the Park & Ride proposals would help alleviate this. Others were concerned about the impact on the environment from building the sites.
- A few respondents suggested the use of alternative modes of public transport, such as a light rail system, shuttle bus system or underground instead.
- That either site would work in reducing congestion and would be accessible for them to use. A few respondents discussed this theme.
- About accessibility. A few respondents indicated that they had concerns about the accessibility of buses for mobility aids and buggies.

### Oppose a new Park & Ride

Of those opposed to a new Park & Ride site in question 1, there were comments:

#### *Major themes*

- About the environment. This was the main theme for these respondents. These respondents were concerned about the impact on the environment from building the sites. Some highlighted the use of Green Belt land and felt this was inappropriate.
- About the Madingley Road Park & Ride. Many respondents discussed this theme. Respondents indicated that they already used this site and felt it provided adequate provision already.
- About cycling and pedestrian access. Many respondents discussed this theme, who felt the sites did not have adequate access for those using bicycles or walking. Some respondents felt these sites would make cycling dangerous.
- About the reliability of the Park & Ride services. Many respondents felt that using the Park & Ride sites increased their journey time to an unacceptable level.
- About the cost of Park & Ride sites. Many respondents felt that the cost for parking and individual bus tickets made the service unattractive to them. Some respondents felt it was cheaper to drive into Cambridge and park there.
- About alternative sites. Many respondents felt that the Park & Ride would be better located elsewhere. Suggestions instead that the site should be located at Cambourne, as part of the Bourn Airfield development, Eddington, the Girton Interchange or at St Neots with better public transport links to Cambridge.

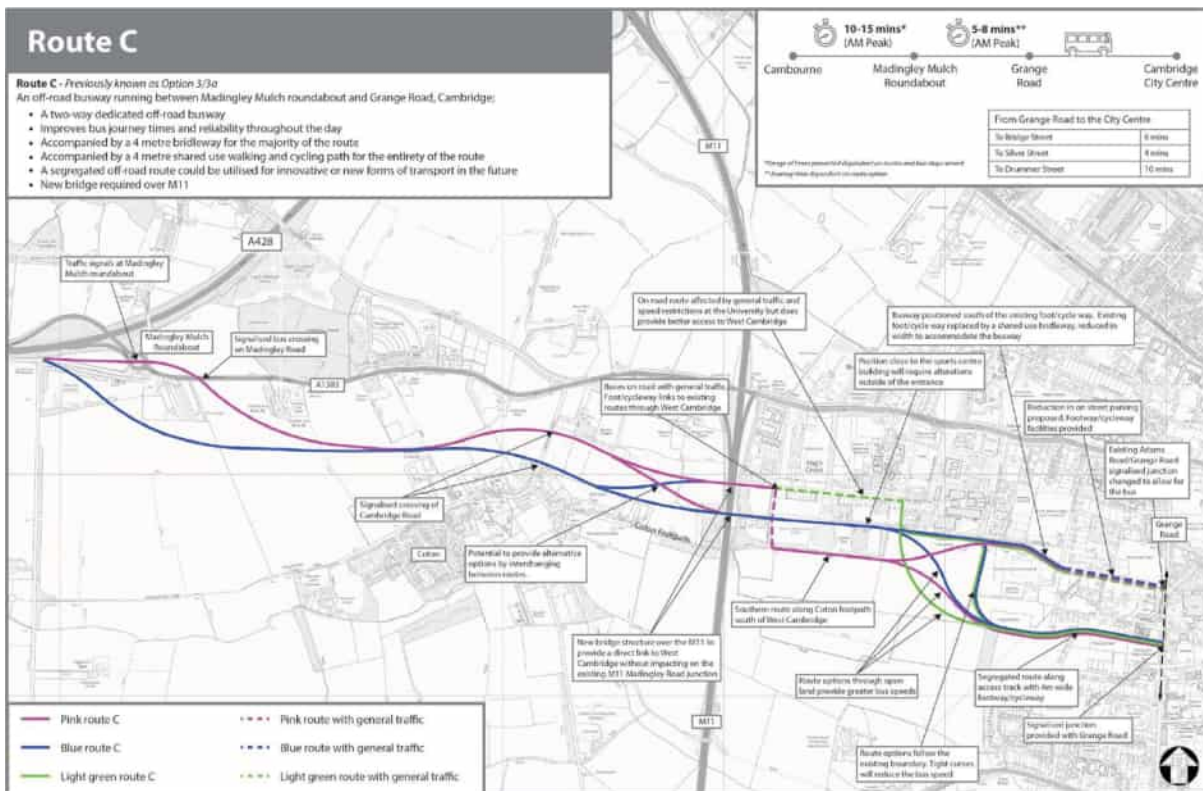
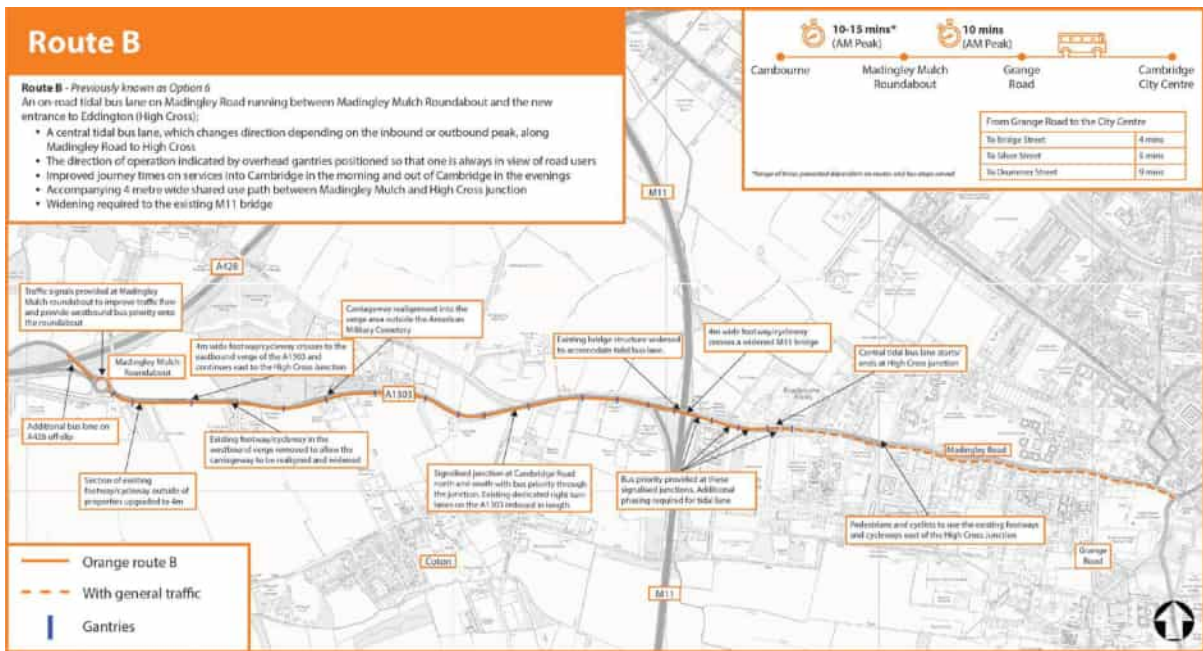
#### *Minor themes*

- About the Waterworks site. Some respondents discussed this theme. Respondents felt this site would have an adverse effect on the environment have a negative visual impact on Cambridge. They felt the site would be difficult to access with the congestion at the Madingley Mulch roundabout.
- About the Scotland Farm site. Some respondents discussed this theme. Respondents felt that this area of Dry Drayton was already suffering with congestion and would be made worse with a site placed there.
- About the stop locations. Some respondents felt that the Park & Ride service only running into the centre of Cambridge was not useful to many people who travel to

other areas of Cambridge, such as the Science Park. Some respondents felt the service did not run late or early enough.

- About the cost. A few respondents felt it was a waste of money to develop new Park & Ride sites. Respondents felt the money could be better spent on other things around Cambridgeshire, such as improvements to street lighting or other public transport provision.
- A few respondents suggested the use of alternative modes of public transport, such as a light rail system, shuttle bus system or underground instead.
- About the building work. A few respondents were concerned that the building of these sites would cause disruption on already congested routes.

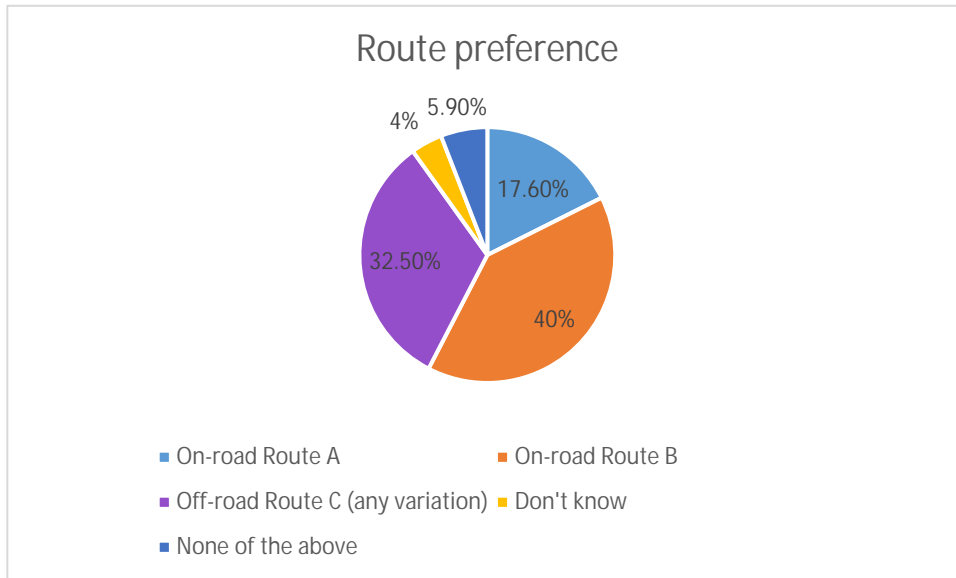




'On-road route B' was the most preferred route, with 2 fifths of respondents (40%) choosing this. Nearly as many respondents preferred 'Off-road route C', with 32.5% of respondents choosing this option. Nearly a fifth of respondents (17.6%) preferred 'On-road route A'. 5.9% did not like any of the routes and 4% did not know which route they preferred. 57% of respondents preferred one of the two on-road options.

On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
356 (17.6%)	808 (40%)	656 (32.5%)	80 (4%)	120 (5.9%)	2020

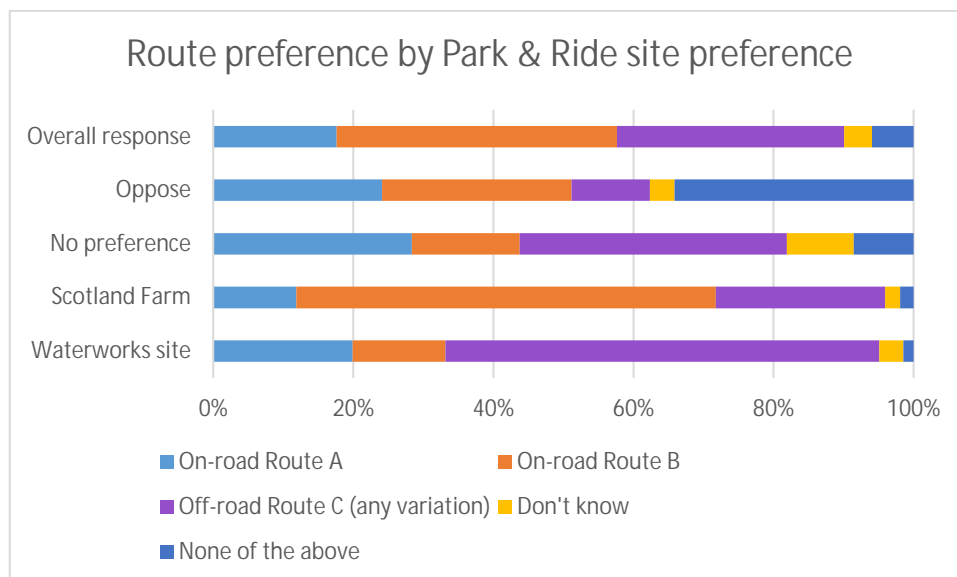
Figure 28: Route preference



The majority of the respondents who chose the Waterworks site in question 1 preferred the off-road route (62%). Some of these respondents left comments in question 4 about their preference for the Waterworks site as it appeared to have better access to the off-road route. 'On-road route A' was preferred (19.9%) over 'on-road route B' (13.3%). The majority of respondents who chose the Scotland Farm site in question 1 preferred an on-road route (71.8%). The majority of these respondents preferred 'on-road route B' (59.9%) over 'on-road route A' (11.9%). A slightly higher majority of respondents who had no preference to the proposed Park & Ride sites in question 1 preferred the on-road routes (43.8%) over the off-road route (38.1%). These respondents preferred 'On-road route A' (28.4%) over 'On-road route B' (15.4%). The majority of those respondents who opposed a new Park & Ride in question 1 preferred the on-road routes (51.2%) over the off-road route (11.2%), with only a small difference in preference between 'on-road route A' (24.1%) and 'on-road route B' (27.1%). Nearly 2 fifths of these respondents chose 'none of the above' (34.1%), indicating many of these respondents oppose both changes.

Park & Ride preference	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Waterworks site	69 (19.9%)	46 (13.3%)	215 (62%)	12 (3.5%)	5 (1.4%)	347
Scotland Farm	129 (11.9%)	651 (59.9%)	263 (24.2%)	23 (2.1%)	21 (1.9%)	1087
No preference	116 (28.4%)	63 (15.4%)	156 (38.1%)	39 (9.5%)	35 (8.6%)	409
Oppose	41 (24.1%)	46 (27.1%)	19 (11.2%)	6 (3.5%)	58 (34.1%)	170

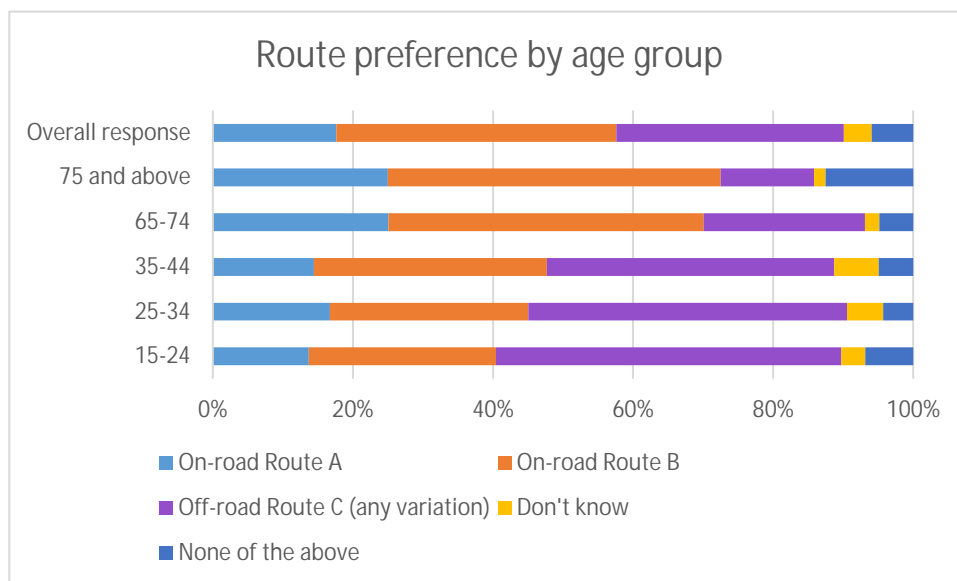
Figure 29: Route preference by Park & Ride site preference



Respondents aged 75 and above differed the most from the overall response. The majority of these respondents still preferred 'On-road route B' but closer to half off all this group of respondents chose this option (47.5%). A quarter of these respondents preferred 'On-road route A' (25%) with just over a tenth preferred 'Off-road route C' (13.3%). This group had the most respondents who did not like any of the routes, with just over a tenth choosing this option (12.5%). Respondents aged 65-74 also preferred 'On-road route A' (25.1%) over 'Off-road route C' (23%) but there was still more overall preference for 'On-road route B' (45%) from this age group. Some age groups had the majority of respondents preferring 'Off-road route C', 15-24 (49.3%), 25-34 (45.5%) and 35-44 (41%). However 47.7% of those aged 35-44 preferred an on-road route. These respondents had more preference for 'On-road route B' (33.2%) than 'On-road route A' (14.5%).

Age group	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
15-24	20 (13.7%)	39 (26.7%)	72 (49.3%)	5 (3.4%)	10 (6.8%)	146
25-34	39 (16.7%)	66 (28.3%)	106 (45.5%)	12 (5.2%)	10 (4.3%)	233
35-44	50 (14.5%)	115 (33.2%)	142 (41%)	22 (6.4%)	17 (4.9%)	346
65-74	73 (25.1%)	131 (45%)	67 (23%)	6 (2.1%)	14 (4.8%)	291
75 and above	30 (25%)	57 (47.5%)	16 (13.3%)	2 (1.7%)	15 (12.5%)	120

Figure 30: Route preference by age group

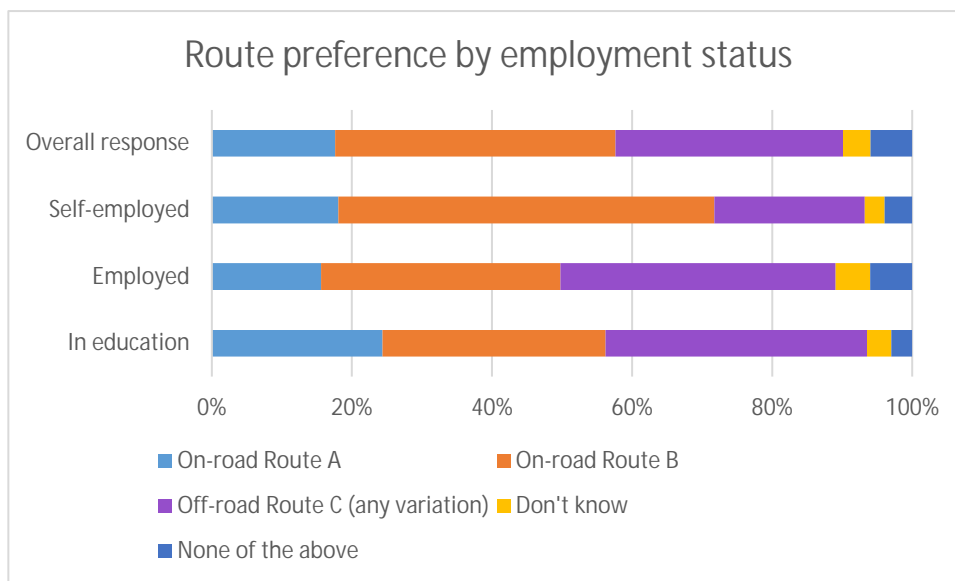




Employment status made a difference in route preference. 'Off-road route C' was preferred more by respondents in education (37.3%) or who were employed (39.3%). However the majority of these respondents preferred an on-road route, with 56.2% of those in education and 49.8% of those who were employed choosing on-road options. 'On-road route B' was the next most preferred route by these respondents, with 31.8% of those in education and (34.2%) of those who were employed choosing this option. More respondents than the overall response preferred 'On-road route B' if they were self-employed (53.7%). 'Off road-route C' was the next preferred route of these respondents (21.5%).

Employment status	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
In education	49 (24.4%)	64 (31.8%)	75 (37.3%)	7 (3.5%)	6 (3%)	201
Employed	174 (15.6%)	381 (34.2%)	438 (39.3%)	5 (4.9%)	67 (6%)	1115
Self-employed	32 (18.1%)	95 (53.7%)	38 (21.5%)	5 (2.8%)	7 (4%)	177

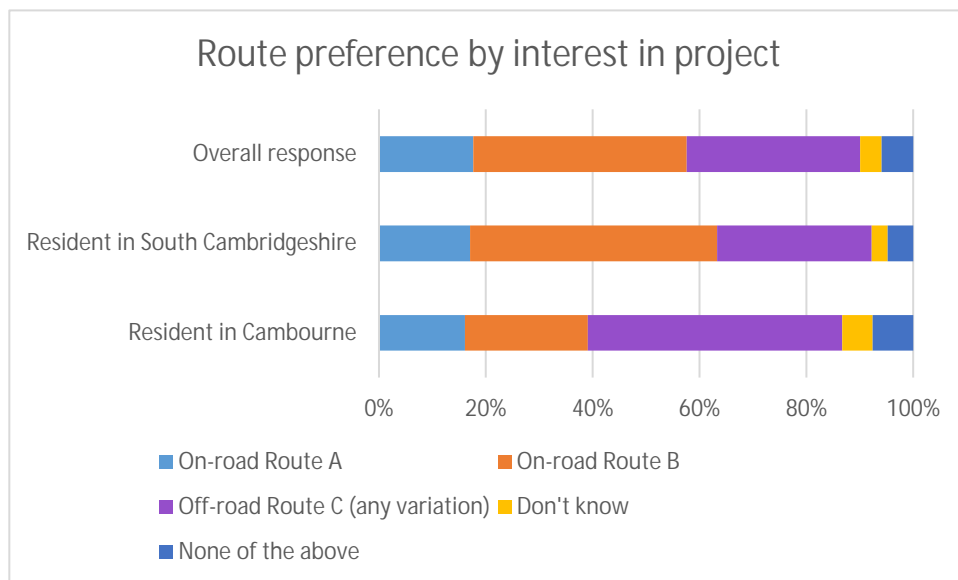
Figure 31: Route preference by employment status



Many of the respondents who indicated their interest in the project was because they were residents in Cambourne preferred 'Off-road route C' (47.6%). These respondents preferred 'On-road route B' (23%) over 'On-road route A' (16.1%). Respondents who indicated they were residents in South Cambridgeshire preferred 'On-road route B' slightly more than the overall response (46.2%). These respondents preferred 'Off-road route C' (29%) over 'On-road route A' (17.1%).

Interest in project	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Resident in Cambourne	68 (16.1%)	97 (23%)	201 (47.6%)	24 (5.7%)	32 (7.6%)	422
Resident in South Cambridgeshire	185 (17.1%)	501 (46.2%)	314 (29%)	32 (3%)	52 (4.8%)	1084

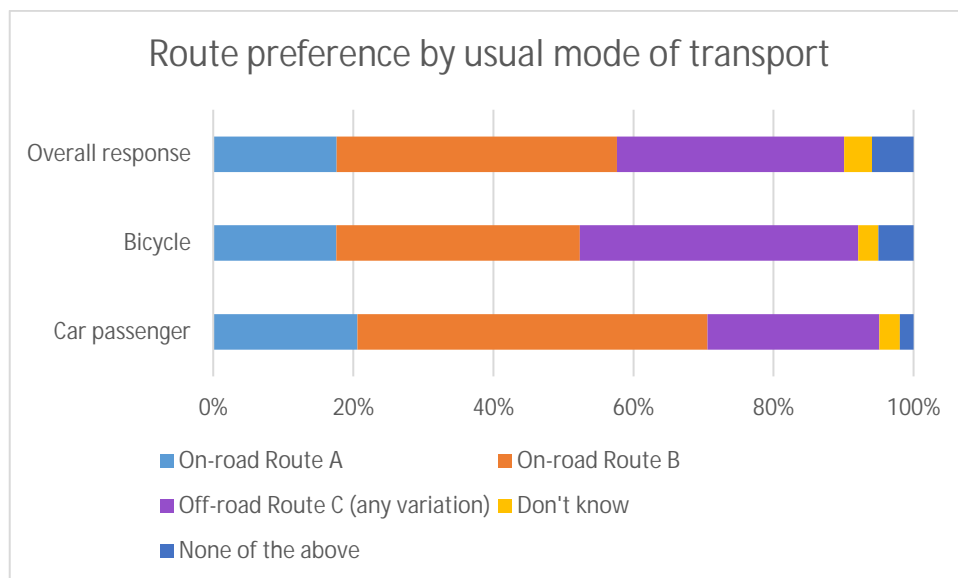
Figure 32: Route preference by interest in project



'Off-road route C' was preferred by the many of respondents who usually travel on the A428/A1303 by bicycle (39.8%). 52.4% of respondents who travel by bicycle preferred an on-road route, preferring 'On-road route B' (34.8%) over 'On-road route A' (17.6%). 'On-road route B' was preferred by more respondents who usually travel as car passengers (50%) than the overall response. These respondents preferred 'Off-road route C' (24.5%) more than 'On-road route A' (20.6%).

Usual mode of transport	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Car passenger	21 (20.6%)	51 (50%)	25 (24.5%)	3 (2.9%)	2 (2%)	102
Bicycle	49 (17.6%)	97 (34.8%)	111 (39.8%)	8 (2.9%)	14 (5%)	279

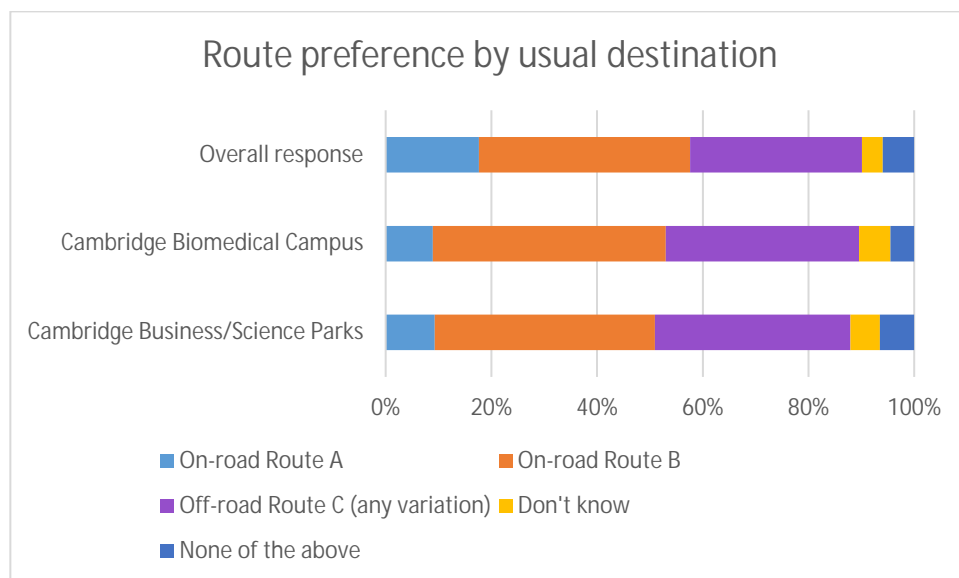
Figure 33: Route preference by usual mode of transport



Fewer respondents preferred 'On-road route A' than the overall response if their usual destination was the Cambridge Business/Science Parks (9.3%) or Cambridge Biomedical Campus (9%).

Usual destination	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Cambridge Business/Science Parks	10 (9.3%)	45 (41.7%)	40 (37%)	6 (5.6%)	7 (6.5%)	108
Cambridge Biomedical Campus	12 (9%)	59 (44%)	49 (36.6%)	8 (6%)	6 (4.5%)	134

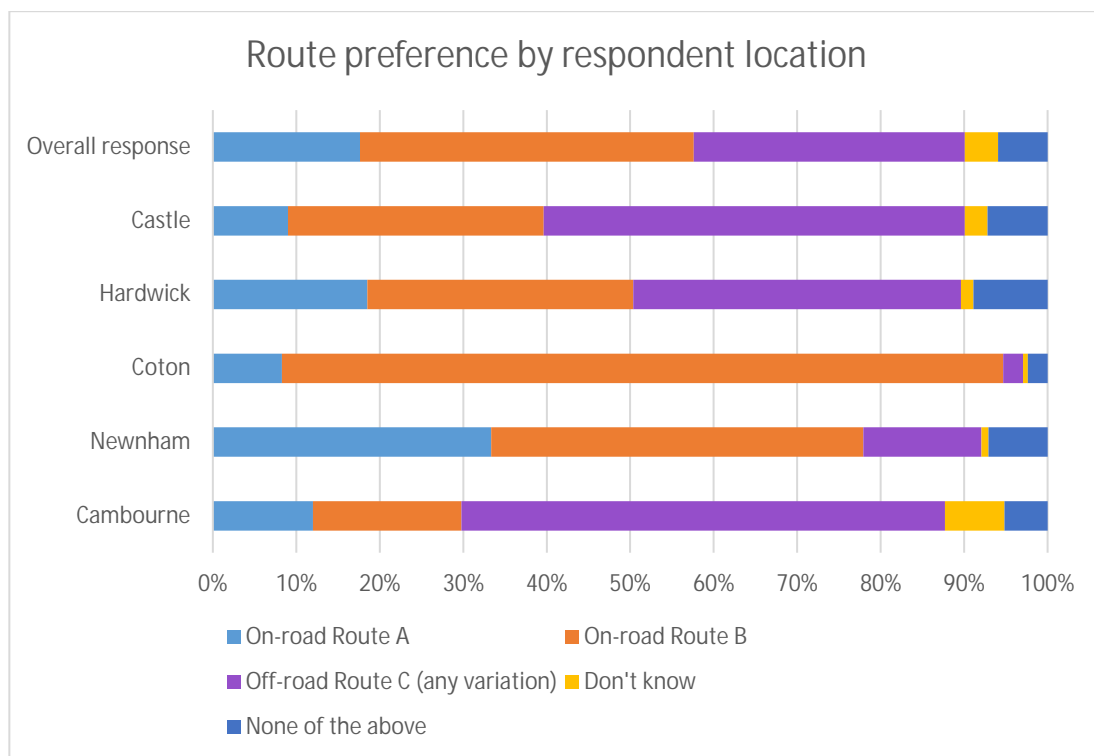
Figure 34: Route preference by usual destination



'Off-road route C' was preferred by more respondents from Cambourne (57.9%), Hardwick (39.3%) and Castle (50.5%). The majority of respondents from Coton preferred 'On-road route B' (86.4%), as did respondents from Newnham (44.6%). 'On-road route A' was preferred over 'Off-road route C' by respondents from Newnham (33.3%) and Coton (8.3%).

Location	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Cambourne	37 (12%)	55 (17.8%)	179 (57.9%)	22 (7.1%)	16 (5.2%)	309
Newnham	80 (33.3%)	107 (44.6%)	34 (14.2%)	2 (0.8%)	17 (7.1%)	240
Coton	14 (8.3%)	146 (86.4%)	4 (2.4%)	1 (0.6%)	4 (2.4%)	169
Hardwick	25 (18.5%)	43 (31.9%)	53 (39.3%)	2 (1.5%)	12 (8.9%)	135
Castle	10 (9%)	34 (30.6%)	56 (50.5%)	3 (2.7%)	8 (7.2%)	111

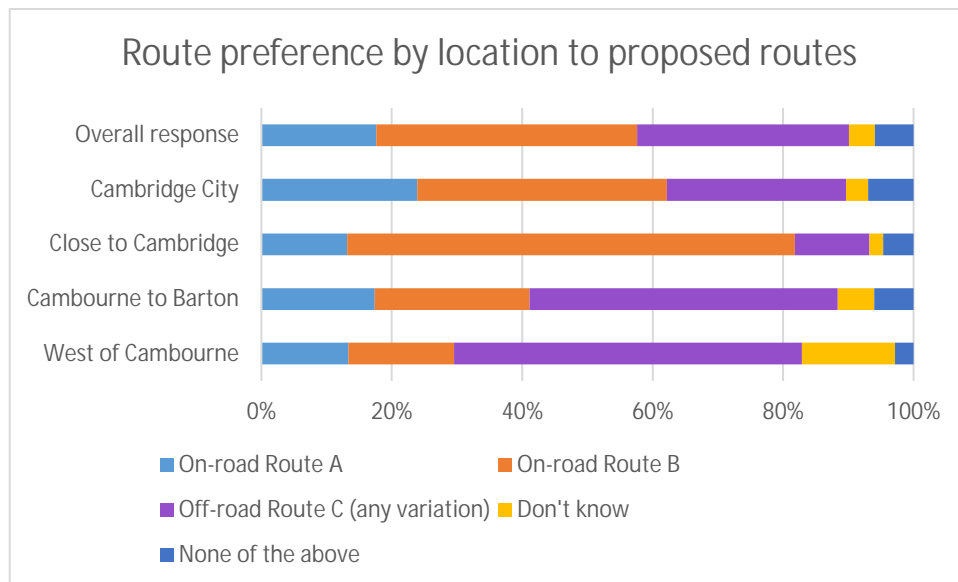
Figure 35: Route preference by respondent location



The majority of respondents preferred the off road option if they were west of Cambourne (53.3%) or along the proposed route, from Cambourne to Barton (47.2%). The majority of respondents who are close to Cambridge preferred the on road options (68.9%), with more preference for 'on-road route B' (48.5%).

	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
West of Cambourne	14 (13.3%)	17 (16.2%)	56 (53.3%)	15 (14.3%)	3 (2.9%)	105
Cambourne to Barton	112 (17.4%)	153 (23.8%)	304 (47.2%)	36 (5.6%)	39 (6.1%)	644
Close to Cambridge	31 (13.1%)	162 (68.6%)	27 (11.4%)	5 (2.1%)	11 (4.7%)	236
Cambridge City	113 (23.9%)	181 (38.3%)	130 (27.5%)	16 (3.4%)	33 (7%)	473

Figure 36: Route preference by location to proposed routes



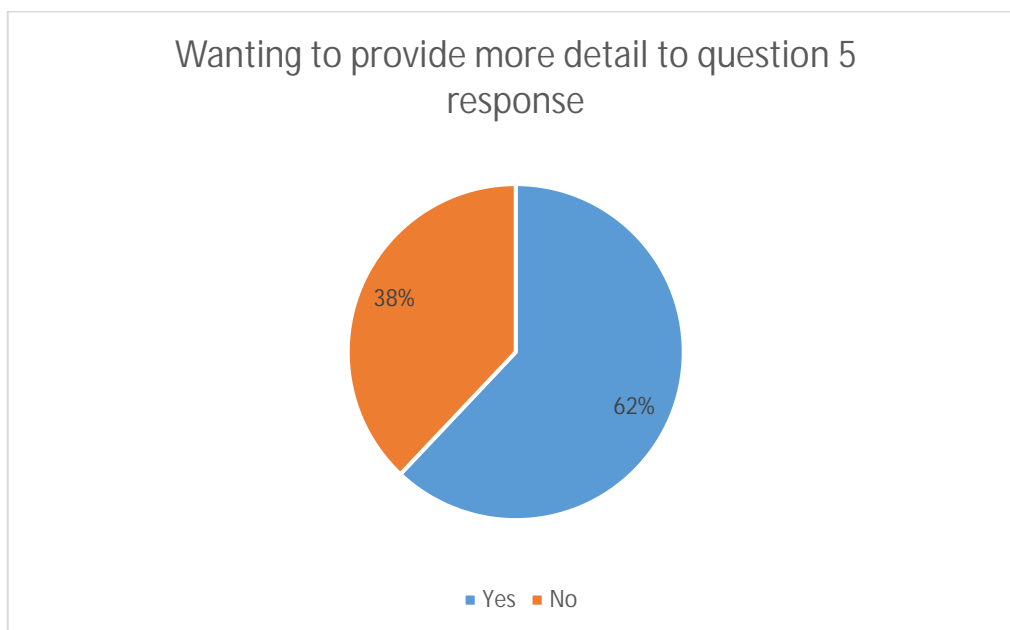
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

## Would you like to provide more detail on your response to Question 5?

This question asked respondents whether they wanted to provide more detail to their response on question 5. Those who answered 'no' were redirected to question 7. 2000 respondents answered this question. The majority of respondents responded 'yes' to this question (62%).

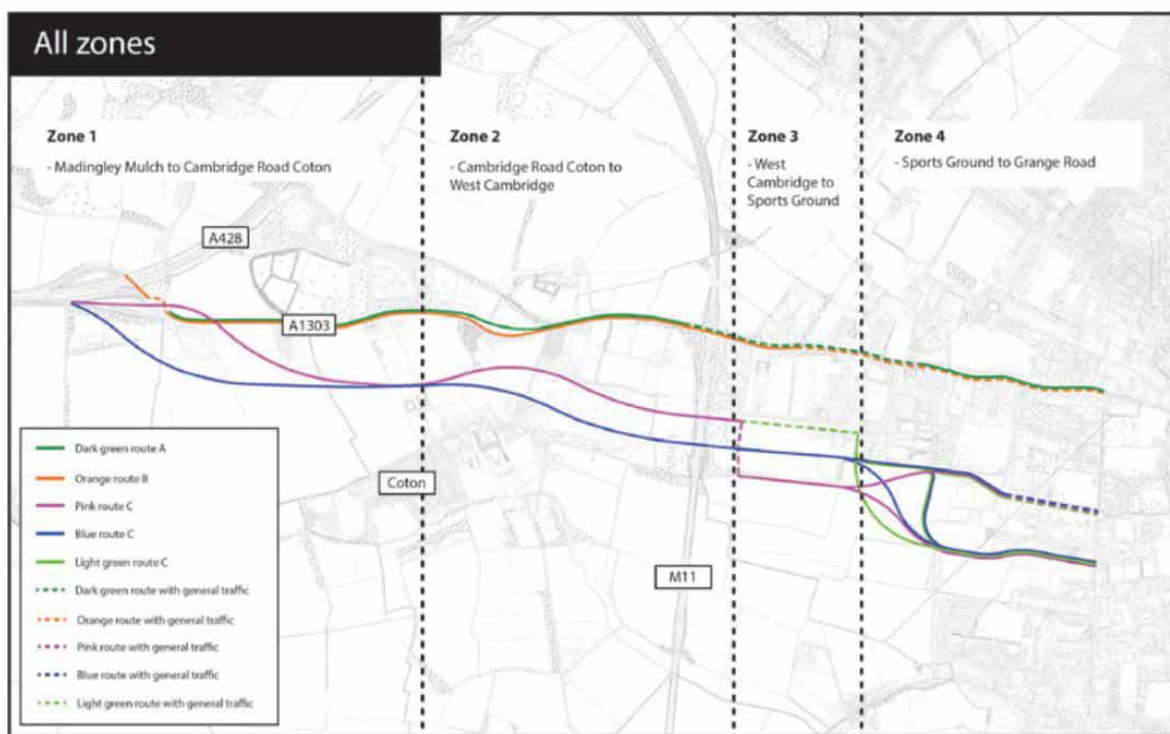
	Yes	No	Total
All respondents	1241 (62%)	759 (38%)	2000

Figure 37: Wanting to provide more detail to question 5 response



The majority of responses were similar across respondent profiles. A full breakdown of the responses by the respondent profile can be found in Appendix 2.

Question 6a: We have divided the route into zones. My comments are on:

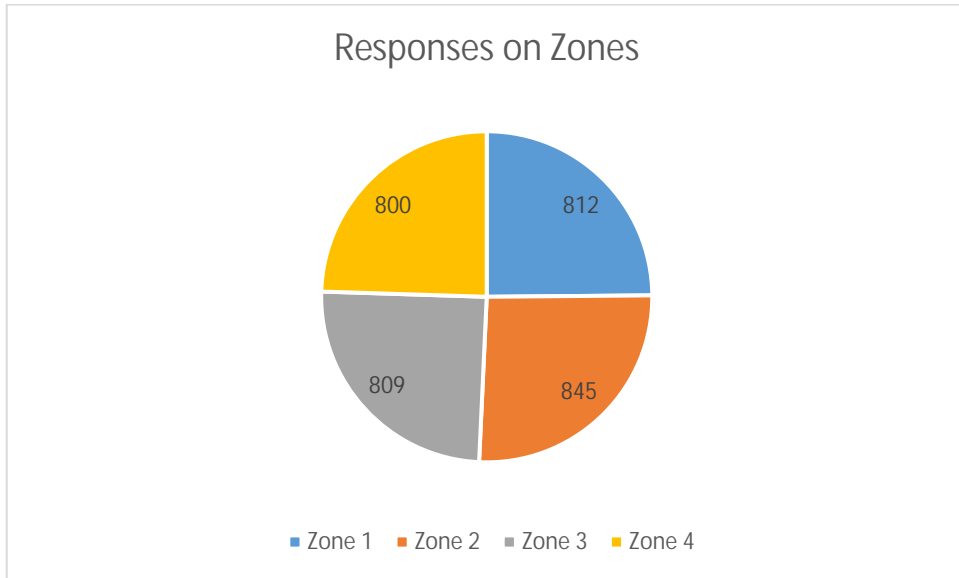


This question asked respondents which zones on the above map their comments would be on for the following question. Respondents could pick multiple responses. 1241 respondents answered this question. Slightly more respondents indicated they wanted to comment on Zone 2 (68.1%) but each of the 4 zones had a similar response rate, with 65.4% indicating comments were on Zone 1, 65.2% on Zone 3 and 64.5% on Zone 4.



Zone 1	Zone 2	Zone 3	Zone 4	Grand total
Yes	Yes	Yes	Yes	
812 (65.4%)	845 (68.1%)	809 (65.2%)	800 (64.5%)	1241

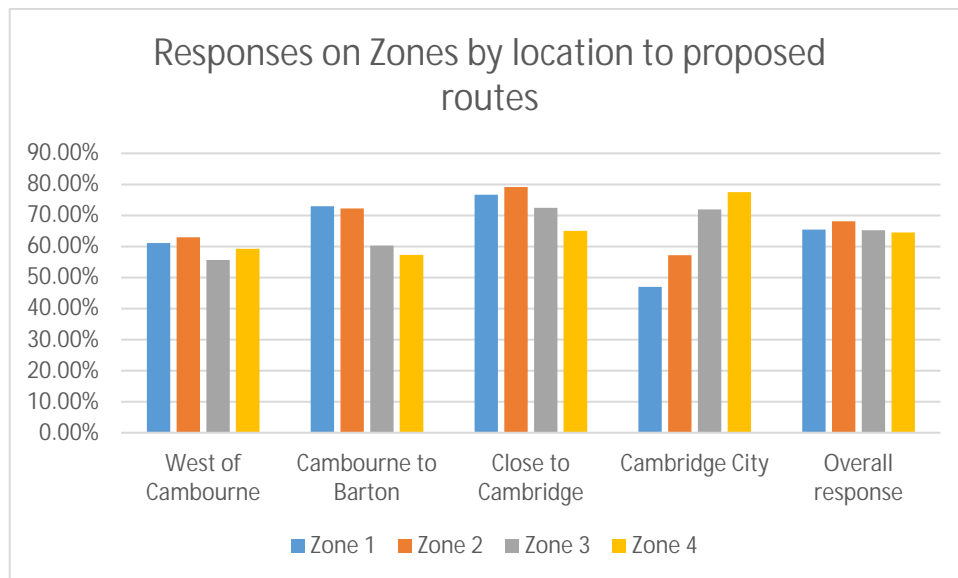
Figure 38: Responses on Zones



Slightly more respondents west of Cambourne and along the proposed route from Cambourne to Barton indicated they wanted to leave comments about Zones 1 and 2 and slightly less respondents wanted to comment on Zones 3 and 4 from these areas. More respondents close to Cambridge wanted to comment about every Zone while more of those respondents in Cambridge city wanted to comment on Zones 3 and 4 and less wanted to comment on Zones 1 and 2.

	Zone 1	Zone 2	Zone 3	Zone 4	Grand total
West of Cambourne	33 (61.1%)	34 (63%)	30 (55.6%)	32 (59.3%)	54
Cambourne to Barton	270 (73%)	267 (72.2%)	223 (60.3%)	212 (57.3%)	370
Close to Cambridge	125 (76.7%)	129 (79.1%)	118 (72.4%)	106 (65%)	163
Cambridge City	134 (47%)	163 (57.2%)	205 (71.9%)	221 (77.5%)	285

Figure 39: Responses on Zones by location to proposed routes



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

## Question 6b: Referring to your response to Question 5, why have you chosen this route?

This question asked respondents about why they chose the on-road or off-road options. 1208 respondents left comments for this question.

### On-road preference

Of those that chose 'On-road route A' or 'On-road route B' there were comments:

#### *Main themes*

- About the environment. This was the most significant theme for these respondents. These respondents were concerned about the impact 'Off-road route C' would have on the environment. They felt protecting the Green Belt, biodiversity and farmland was more important than the small improvement in journey times. The quality of life benefits of the Green Belt were of high importance to these respondents and many felt it was what made Cambridge attractive to people and businesses. A few respondents indicated that the West Fields is a flood plain that they felt would be negatively impacted by the introduction of an off-road route. A few respondents felt that an off-road route would open up the areas it passes through to further development and wished to avoid this.
- About the cost of building the route. This was also a significant theme for these respondents. Respondents felt that the off-road option was too expensive. Some respondents felt that there were not enough benefits over the on-road routes to justify the increased cost. Some respondents felt that the cost of maintaining an off-road route had not been included for consideration and that this would make it financially unviable. These respondents commented on the cost of previous off-road schemes. Some of these respondents felt that the money not spent on this project should be saved for other solutions. Those respondents who chose 'On-road route B' and discussed the cost of building did so in the context of 'off-road option C'. Some of those who chose 'On-road route A' indicated that this route was chosen because it was the cheapest while others discussed in the context of the cost of 'off-road option C'.
- About the journey times. Many respondents discussed this theme. Respondents felt the journey time differences between the on-road and off-road routes was negligible. Some of these respondents felt that the journey time saved in Zones 2 and 3 would be lost upon entering the city, as the options for the off-road route would result in the bus becoming stuck in Cambridge traffic. Some respondents felt an on-road route would be easier to access and use for existing bus services so improve journeys for those who use public transport. Some respondents felt the Park & Ride bus would terminate at Grange Road for the off-road route while others questioned the route the bus would take from that location to central Cambridge. These respondents felt this would negatively impact on journey time compared to the on-road routes.
- About congestion on Grange Road. Many respondents discussed this theme. Respondents felt that Grange Road was too narrow for buses with significant

congestion from nearby school and college access. This was felt to make the route difficult for large vehicles such as buses which would result in an unsafe route for the children and cyclists who currently use it. Some respondents questioned how the bus route would continue from this location. A few respondents felt there would be similar issues with Adams Road, Silver Street and around the rugby grounds.

- About using existing infrastructure. Many respondents discussed this theme. These respondents felt that making the best use of existing roads and infrastructure should be a priority over building new roads or infrastructure.
- About Madingley Road. Many respondents discussed this theme. Madingley Road was felt by these respondents to be a main area of congestion which the on-road routes would help ease. This was also felt to be a good area to access the rest of Cambridge. There was some debate amongst participants about whether there was space on Madingley Road for a bus lane. Some respondents felt that the verges and housing placement indicated there would be enough room while others felt there was not. Some respondents questioned whether the walking or cycling provision along this road would be negatively impacted and felt it was important to have a segregated route for walking and cycling here. A few of the respondents that chose 'on-road route A' indicated they did so as it appeared to improve cycle routes in this area.
- About community impact. Many respondents discussed this theme. Respondents felt that the off-road routes would have a negative impact on the areas the route would pass through. They were concerned about the increased noise and pollution from the buses. They were also concerned about the loss of green space around the city which was felt to be important to quality of life. Respondents discussed Coton and Clare Hall as the main areas of concern, with those who chose 'on-road route B' feeling Coton was the biggest area of concern and those who chose 'on-road A' feeling Clare Hall was the biggest area of concern. Those who discussed Coton felt the routes would not be accessible to them and so would negatively affect them without any benefit to the community. A few of the respondents who discussed Clare Hall felt that both 'off-road option C' and 'on-road option B' would have a negative impact on Clare Hall.
- About alternative suggestions. Many respondents discussed this theme. Some respondents felt that the Girton Interchange should be improved and used as a transport hub, as it has links to multiple major roads around Cambridge with access to work sites to the North and South of Cambridge. Some respondents felt the routes should link up with the St Ives busway as it provides better access to sites around Cambridge. Some respondents felt the tidal bus lane should be opened to other motorised traffic, particularly car sharing. Some respondents suggested introducing restrictions on personal vehicles in the city, through schemes such as congestion charging, as they felt this would reduce congestion and negate the need for more buses. A few respondents felt that all three options for bus routes should be used in some way, for example by using the off-road route for some of the journey before becoming on-road further out of Cambridge than proposed. A few respondents felt that improvements to traffic signalling could help alleviate problem areas of congestion and improve bus journey times by giving them priority.
- About the bus stop locations. Many respondents discussed this theme. Respondents felt that the routes should avoid focusing on just going into the city centre. They

indicated that many work sites are located to the north and south of Cambridge which would require changing buses in order to reach, negating any time saving benefits for using the service. Some of these respondents also indicated that the bus service does not run early or late enough for them to use. Some respondents felt that the bus service from the Park & Ride sites should make stops at villages along the route, as this would allow people in these locations to avoid using personal vehicles at all. A few respondents questioned whether this could be achieved with 'on-road route B'.

#### *Minor themes*

- About the M11 bridge. Some respondents discussed this theme. These respondents felt that widening the M11 bridge or adding a bridge for the off-road route would cause too much disruption during building. A few respondents who chose 'on-road option B' felt that widening the M11 bridge was unnecessary. Those who chose 'on-road option A' indicated that they chose this option to avoid construction around the M11.
- About cycling. Some respondents discussed this theme. Respondents indicated they wanted a segregated route for cyclists and pedestrians. A few respondents indicated that they felt the off-road route put them too close to buses. A few respondents were concerned about where the off-road routes join general traffic again, feeling these roads were small and would make cycling unsafe there. Some respondents felt that the off-road route would negatively impact on the Coton Footpath and indicated this was a well-used route for pedestrians and cyclists already. Some respondents questioned if there would be enough room for a dedicated cycleway. These respondents felt that ensuring this was the case should be a priority. Respondents who chose 'on-road route A' discussed the cycle path crossing the road in Zone 1 for 'on-road route B' and felt this would be unsafe. These respondents spoke positively about the width of the cycle paths in Zone 4.
- About the gantries. Some respondents who chose 'on-road route B' discussed this theme and a few respondents who chose 'on-road route A' did as well. Some of the respondents who chose 'on-road route B' felt that overhead gantries were unnecessary and visually unappealing. A few respondents felt that other approaches to segregating the lane should be investigated, such as using low barriers. Others felt that gantries could be avoided by making the lane in-bound only rather than tidal. Some of the respondents who chose 'on-road route A' indicated they did so because of the gantries.
- About rush hour traffic. Some respondents discussed this theme. Respondents who chose 'on-road route A' felt that congestion was only an issue during morning rush hour which an inbound bus lane would help ease. Respondents who chose 'on-road route B' felt that congestion was an issue during both morning and evening rush hour requiring a tidal lane. A few of these respondents felt that the lane could be used by other traffic outside of rush hour.
- About alternative modes of transport. Some respondents discussed this theme. Respondents felt that 'off-road option C' would be less flexible in regards to possible future modes of transport, either because it would take away funding potential or because it would interfere with infrastructure needs. These respondents discussed the potential for a light rail system, underground trains or driverless vehicles.

- About preference for either 'on-road option A' or 'on-road option B'. Some respondents commented that they preferred both the on-road options.
- About the consultation document. A few respondents felt that there were issues with the consultation. These respondents felt that the costs between routes was not comparative and that the ecological impact was not fully assessed or addressed.
- About accessibility. A few respondents were concerned about accessibility issues. These respondents were concerned over the lack of proposed stops in Hardwick and Coton which could result in isolating elderly residents or those unable to use a personal vehicle.
- About the visual impact. A few respondents indicated they chose an on-road option because of the visual impact the off-road route would have on the surrounding area. Those who chose 'on-road route A' felt that the off-road route and the gantries on 'on-road route B' would have too much visual impact on the area.
- About the blue route. A few respondents indicated that they were against this route due to the impact it would have on the countryside and villages along the route.
- About the pink route. A few respondents indicated they were against this route because of the impact on the environment and the villages nearby. There were also concerns about the accessibility of Grange Road for buses.

There was one theme specific to respondents who chose 'on-road route A':

- About the rugby ground route. A few respondents were concerned about the off-road route impacting on the area around the rugby club. These respondents felt the road would need widening to accommodate a bus route, negatively impacting on an environment used by walkers and Clare Hall.

There were two themes specific to respondents who chose 'on-road route B'. These were:

- About option 6. Some respondents felt there had been changes to 'on-road route B' from previous engagement sessions, where it was called 'option 6'. These respondents indicated that previously it had not required gantries as it was inbound only. They indicated that they preferred 'option 6'.
- About the traffic flow. Some respondents discussed this theme. Some respondents felt that a tidal lane was necessary to manage the direction of traffic congestion at different times of day. Some felt this was unnecessary as the congestion was only inbound in the morning.

### Off-road preference

Of those that chose 'off-road route C' there were comments:

#### *Main themes:*

- About congestion. This was one of the main themes for these respondents. Respondents felt that an off-road route was the best way of reducing congestion and ensuring the bus service would remain reliable. These respondents felt that adding further traffic through buses would compound the congestion issues that exist on the A428/A1303, particularly along Mandingley Road. Some respondents also felt

that the off-road route would cause less disruption along the A428/A1303 during building.

- About Madingley Road. This was one of the main themes for these respondents. They felt that the on-road routes would be unable to offer any benefit once they reach Madingley Road, due to the size and multiple access points to residential areas. This area was felt to be heavily congested which would not be negated by adding a bus lane. Some respondents were concerned about the loss of a segregated route for cyclists in order to accommodate a bus lane and felt there would not be enough room for both.
- About journey times. Many respondents discussed this theme. Respondents indicated they chose the off-road option as it appeared to be quicker. Some respondents felt that a bus service along Madingley Road would be slowed by the traffic lights, reducing the service's reliability. Some of these respondents felt this, alongside a more reliable service, would attract more people to use it. Some of these respondents felt that quick journey times could only be achieved if the route was kept separate from general traffic.
- About cycling. Many respondents discussed this theme. These respondents felt that the on-road routes would reduce cycling and walking facilities due to the space, making them unsafe. Respondents felt that more segregated cycle routes away from general traffic would make cycle journeys easier and safer.
- About reliability. Many respondents discussed this theme. Respondents felt that by being away from general traffic, the bus would encounter less issues that would cause delays and allow it to be reliable.
- About future-proofing. Many respondents discussed this theme. Respondents felt that although the off-road route was more expensive it was also more future-proofed to upcoming housing and employment sites.

#### *Minor themes*

- About the blue route. Some respondents discussed this theme. These respondents felt that overall the blue route offered the most direct route that avoided crossing areas of high congestion, such as Madingley roundabout. Some respondents specified the blue route across Zones 1 and 2. A few respondents noted that this route passed closest to Coton and preferred the pink route across Zone 2. Some respondents felt that in Zone 3 the green route offered the best access.
- About the pink route. Some respondents discussed this theme. Compared to the blue route less respondents preferred this option overall, however a few respondents who discussed the blue route felt it should change to the pink route in Zone 2. A few respondents felt in Zone 3 it should return to the blue route and some respondents felt that the pink route gave better access to the green route in zone 3.
- About the green route. Some respondents discussed this theme. These respondents felt the green route offered the best access to central Cambridge and routes leading to other areas of employment, without detracting from current cycling facilities. There was a similar level of support for the green route as for the overall blue route support. The Rugby club access was predominantly supported by respondents that discussed this area of the route. Adams Road was felt to be busy with pedestrian and cycle traffic which adding a bus route to would make unsafe.

- About the environment. Some respondents discussed this theme. Respondents felt that the benefits of the off-road route were outweighed by the environmental impact but indicated this was still of concern to them, feeling that the route options should be designed in such a way to minimise this impact where possible. A few respondents felt that the ecological benefit of reducing congestion on the A1303/A428 through greener methods of transport, such as electric buses or cycling, alongside strategic planting of greenery would outweigh the damage done through the off-road development. A few respondents felt that the on-road route, particularly 'on-road route A' would also impact on conservation areas.
- About space available on-road. Some respondents discussed this theme. These respondents felt that the amount of space available for the on-road routes was limited and risked reducing the amount of safe cycling and walking facilities nearby. Madingley Road was felt to be too narrow to accommodate a bus lane, particularly around the bridge.
- About bus access. Some respondents discussed this theme. Respondents felt that the off-road route would result in easier access to buses for locations along the route, including improving existing bus services. A few respondents felt that the development of the Western Orbital route was important for the success of this scheme, as it would allow services easier access to employment sites to the north and south of Cambridge.
- About other considerations. Some respondents discussed this theme. Respondents felt there were other factors that should be considered alongside this consultation in order to make the scheme effective. These included: the development of the Western Orbital to ensure all employment sites were easily accessible, the development of other forms of mass transit and how they can make use of the off-road route, incentives to use public transport including subsidised travel and disincentives for personal vehicle use such as congestion charging, how Park & Ride schemes function in other cities, and developing both on-road and off-road options.
- About Grange Road. A few respondents discussed this theme. These respondents had questions about what would happen to the bus service once it reached Grange Road. Respondents were concerned about the safety and accessibility of the road without further improvements.
- About the visual impact. A few respondents discussed this theme. Some of these respondents felt the gantries for 'on-road route B' would negatively impact on Madingley Road. Some respondents had concerns over the visual impact of the off-road route but felt these could be mitigated through strategic planting.
- About the questionnaire. A few respondents commented that the maps were not visible to them for the Zones and so had to make decisions without them.

## No route preference

### *Main themes:*

- About cycling. This was one of the main themes for these respondents. Cycling provision was felt to be of high importance for these respondents and did not mind which route was developed as long as high quality, segregated cycle routes were included. A few of these respondents had concerns over the safety of these routes



next to large volumes of traffic or the routes intersections with areas already busy with cycle and pedestrian traffic.

- About reliability. This was one of the main themes for these respondents. The reliability of the bus service was of predominant concern for these respondents but they had concerns about the use of Madingley Road for the on-road routes and Grange Road for the off-road routes, which were felt to be congested and have a negative impact on bus journeys.
- About the community impact. Many respondents discussed this theme. These respondents had concerns about the impact both the 'on-road' and 'off-road' routes would have on the communities near to them, including the visual impact on the area.

#### *Minor themes*

- About congestion. Some respondents discussed this theme. These respondents had concerns about whether the on-road routes would have difficulties with congestion along Madingley Road and whether the off-road routes would have difficulties with congestion around Grange Road, resulting in a loss of reliability for the buses using them. There were also questions on whether, without personal vehicle restrictions in the city centre, congestion would actually be reduced.
- About the consultation. A few respondents felt that there was not enough information available in order to make an informed decision on route choice.

#### *Opposed all route choices*

#### *Main themes:*

- About alternative suggestions. This was a major theme for these respondents who felt that there were better alternatives available than the options in the consultation. Some of these respondents discussed developing the Girton Interchange as it was felt to have good links to multiple major roads in the area, allow access to all employment sites in Cambridge and so make a good site for a Park & Ride or transport hub. Some respondents discussed the development of alternative modes of public transport, such as a light rail or underground system. These were felt to offer a more future proof solution to congestion and funding should go towards these schemes. A few respondents felt that the extra lane introduced for the on-road routes should function as a carpool lane. A few respondents felt that Smart traffic management should be introduced to manage inbound traffic to Cambridge.
- About the environment. Many respondents discussed this theme, feeling that the environmental impact of the route options was unacceptable and would negatively impact on the quality of life of Cambridgeshire residents. A few respondents indicated that the West Fields are a flood plain and any building here could risk damaging people's homes.
- About congestion. Many respondents discussed this theme, who felt that all of the routes had areas where a bus service would either increase congestion or become stuck in it. This was felt to make using the bus unattractive as the service would be

unreliable. For the on-road route, Madingley Road was indicated to be the area the route would struggle and Grange Road was felt to be where the off-road route would struggle.

*Minor themes:*

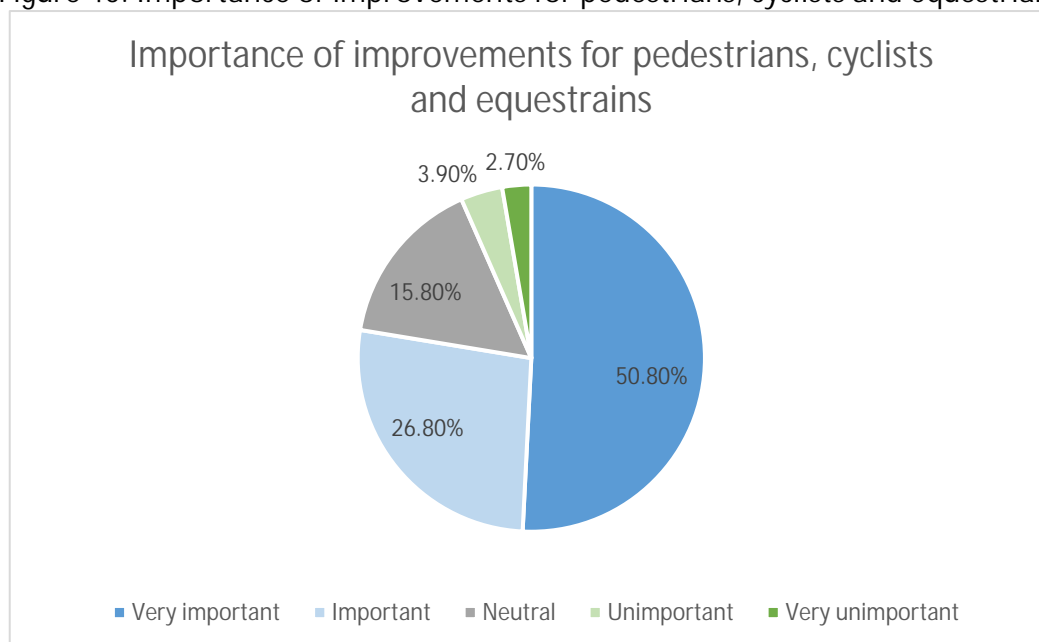
- About accessing the bus. Some respondents discussed this theme. These respondents felt that the routes offered no benefit to villages nearby, so limit the effect the routes would have on reducing congestion and negatively impact on residents who cannot use a car.
- About the cost of development. Some respondents discussed this theme and felt that cost of development was too high.
- About cycling. A few respondents discussed this theme. Cycling provision was not felt to be adequate enough along any of the routes.
- About the community impact. A few respondents discussed this theme, who felt that the routes would negatively impact on communities around the routes without directly benefitting them.
- About routes to employment sites. A few respondents discussed this theme, who indicated that the routes all travelled to the city centre and they felt that the routes should travel to other employment sites located around the city, such as Addenbrooke's and the Science Park.

**Question 7: How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project?**

This question asked respondents how important improvements for pedestrians, cyclists and equestrians were for this project. 1943 respondents answered this question. The majority of respondents felt that these improvements were 'very important' or 'important' (77.6%). Very few respondents felt it was 'unimportant' or 'very unimportant' (6.6%). Under a fifth of respondents felt 'neutral' about the improvements (15.8%).

Very important	Important	Neutral	Unimportant	Very unimportant	Grand Total
987 (50.8%)	521 (26.8%)	307 (15.8%)	75 (3.9%)	53 (2.7%)	1943

Figure 40: Importance of improvements for pedestrians, cyclists and equestrians



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

## Question 8: Are there any other comments you would like to make about walking, cycling and equestrian provision?

This question asked respondents whether they had any additional comments they would like to make about walking, cycling and equestrian provision. 1196 respondents left comments to this question. The majority of comments were made about cycling, followed by pedestrian provision and some comments about equestrian provision.

### Cycling main themes:

- **Dedicated cycle paths.** This was one of the main themes for respondents who discussed cycling provision. Respondents felt that cycle paths should be kept separated from motorised traffic, either by being off-road or through raised curbs. Many respondents felt that an off-road route for cyclists would be better than being close to main roads. Some respondents felt these dedicated routes should be away from guided bus routes as well. Some respondents discussed the benefits of having segregated paths for cyclists, away from pedestrians and equestrians. These respondents felt that shared use paths negatively affected the safety of those that use them.
- **Existing provision.** This was one of the main themes for respondents who discussed cycling provision. Respondents felt there was a lack of good quality, safe, cycling provision from Cambourne to Cambridge which needed improving and linking with employment sites around Cambridge. Some respondents indicated that existing provision was poor nearby Cambridge, feeling the paths were too narrow, badly lit and badly maintained which was resulting in cyclists moving off these paths into other traffic. These respondents felt that investment should be put towards improving these cycle paths. Madingley Road was felt by some respondents to be a key area of poor cycling provision and there were concerns the on-road routes would make this worse. The areas around Grange Road (including Adams Road and Silver Street) and the Coton Footpath were discussed by some respondents, who felt that the off-road would negatively impact the existing good cycling provision available in these areas which they indicated was heavily used.
- **Cycling safety.** Many respondents discussed this theme. Respondents felt that the safety of these routes should be considered paramount. Some respondents discussed the width of the cycle paths in relation to this theme, feeling there needed to be adequate space between other path users and motorised traffic. Some respondents felt that cycle routes being off-road would be beneficial to cycling safety. Some respondents felt that paths next to guided bus routes were dangerous due to the speed and proximity of the buses. A few respondents felt that more precautions needed to be put in place where the paths cross side roads or junctions, such as priority or warning signs.

### Cycling minor themes:

- **Modal shift.** Some respondents discussed this theme. Respondents felt that the improvements in cycling provision would encourage commuters to change their mode of transport. Some of these respondents felt that off-road routes would be most likely to cause this change.

- Guided bus. Some respondents discussed this theme. These respondents felt that cycling next to the buses on these routes felt dangerous and felt the cycle paths should be away from the guided bus or have safety features, such as barriers, placed to stop the risk of cycle or bus traffic crossing into each other.
- Width of cycle lanes. Some respondents discussed this theme, who felt that they needed to be wider in many areas in order to allow enough space for cyclists to pass each other and other path users in both directions. A few respondents indicated that ample room was needed for wheelchair, or other mobility aid, users and cargo bikes.
- Lighting. Some respondents discussed this theme. These respondents indicated that the lighting on existing and future routes was very important to them. Lighting was felt to be lacking on existing cycle paths making cycling during the night dangerous as visibility of other users and obstructions on the path became difficult.
- Grange Road and connected streets. Some respondents discussed this theme. These respondents were concerned about buses being introduced to these routes from the off-road routes. They indicated that these areas were used by large numbers of cyclists and pedestrians already, including younger vulnerable users accessing the academic institutes. These streets were felt to be too narrow for buses and cyclists.
- Madingley Road. Some respondents discussed this theme, who were concerned about the development of a bus lane on Madingley Road for the on-road routes. This area was felt to be too narrow in places, particularly near the bridge, for a bus lane and a cycle path, making it dangerous for cyclists and other active travel users. The maintenance of the cycle paths along this road was discussed by some of these respondents who indicated that the poor state of the paths made them difficult to use.
- Coton Footpath. Some respondents discussed this theme. These respondents felt that the off-road route would have a negative impact on the Coton Footpath, which many cyclists currently use, as it could reduce the size of the path. This area was felt to be an important access route to Cambridge with good existing provision for cyclists and other active travel users.
- Cycling facilities. A few respondents discussed this theme, who felt that improvements to cycling facilities should be part of this scheme. Many of these respondents discussed adding more cycle parking in Cambridge, at the Park & Ride site and at bus stops along the route. Some respondents felt that making the cycle paths sheltered would make them more accessible all year round.
- Examples of cycle path design in other countries. A few respondents felt that development of cycle routes should take advice from experts in other countries, such as Holland and Switzerland, who had experience of designing safe routes.
- No more provision. A few respondents argued that there was already enough good provision in place for cyclists so improving these provisions should not be a significant part of this project.
- Greenways Project. A few respondents felt that cycling provision was being addressed by the Greenways Project and so should not be a significant part of this project.

### Pedestrian main themes:

- Segregated routes. This was one of the main themes for respondents who discussed pedestrian provision. These respondents felt that pedestrian routes should be segregated from main traffic, as walking near too busy roads was unpleasant and felt unsafe. Some of these respondents also argued that footpaths should be segregated from other modes of active travel, particularly cyclists. It was felt that the differences in speed between these modes made travelling unsafe.
- Safety. This was one of the main themes for respondents who discussed pedestrian provision. Respondents felt that the safety of these routes should be considered paramount. Some respondents discussed the width of the paths in relation to this theme, feeling there needed to be adequate space between other path users and motorised traffic. Some respondents felt that routes being off-road would be beneficial to pedestrian safety. Some respondents felt that paths next to guided bus routes were dangerous due to the speed and proximity of the buses.
- Madingley Road. Many respondents discussed this theme, who felt that the on-road routes would have a negative impact on the available space for pedestrian provision, particularly around the bridge. These respondents felt that there was not enough room for a bus lane along this road.

### Pedestrian minor themes:

- Width of footpaths. Some respondents discussed this theme, who felt that they needed to be wider in many areas in order to allow enough space for cyclists to pass each other and pedestrians both directions. A few respondents indicated that ample room was needed for wheelchair, or other mobility aid, users and cargo bikes.
- Path maintenance. Some respondents discussed this theme. These respondents felt that there was not enough regular maintenance on footpaths around Cambridge, making it difficult to walk safely at certain times of year. Some of these respondents also commented on the poor state of cycle paths, as they can result in cyclists using footpaths endangering pedestrians.
- Existing provision. Some respondents discussed this theme, who argued that there was already enough good provision in place for pedestrians near to Cambridge so improving these provisions should not be a significant part of this project. Some of these respondents felt that existing provision should be improved, such as adding better lighting and segregating these routes from cyclists. A few respondents argued that existing paths should be better linked to employment sites around Cambridge.
- Coton Footpath. Some respondents discussed this theme. These respondents felt that the off-road route would have a negative impact on the Coton Footpath, which many pedestrians currently use, as it could reduce the size of the path. This area was felt to be an important access route to Cambridge with good existing provision for pedestrians and other active travel users.
- Greenways Project. A few respondents felt that pedestrian provision was being addressed by the Greenways Project and so should not be a significant part of this project.
- Commuting distance. A few respondents argued that the Cambourne to Cambridge route was too far to commute by foot. These respondents also felt that there was enough good provision for pedestrians close to Cambridge, where they felt the majority of pedestrians would consider commuting by foot.

- Attractiveness. A few respondents felt that the off-road route would offer a more pleasant route around the area which was important for pedestrians.
- Grange Road and connected streets. A few respondents discussed this theme. These respondents were concerned about buses being introduced to these routes from the off-road routes. They indicated that these areas were used by large numbers of cyclists and pedestrians already, including younger vulnerable users accessing the academic institutes. These streets were felt to be too narrow for buses and cyclists. These respondents were concerned about the impact on pedestrian routes that may come from mitigating the street size.

#### Equestrian main themes:

- Segregated routes. This was one of the main themes for respondents who discussed equestrian provision. These respondents felt that equestrian routes should be segregated from main traffic, as horses do not react well to traffic noise and would make riding unsafe. Some respondents felt the equestrian routes should be separate from cycling and foot traffic as it made routes unsafe for cyclists and pedestrians. A few respondents argued that without segregated routes there was a risk of travelling through horse faeces which was felt to be unhygienic, unpleasant and potentially dangerous.
- Not needed. This was one of the main themes for respondents who discussed equestrian provision. These respondents felt that provision was not needed for equestrian routes as very few people are able to ride horses. Some of these respondents argued that the project aimed at improving commuting routes and equestrian provision was inappropriate for this.
- Guided bus. Many respondents discussed this theme. These respondents felt that riding next to the buses on these routes would be dangerous due to the speed and noise of the buses.

#### Equestrian minor themes:

- Width of paths. Some respondents discussed this theme, who felt that shared paths were too narrow to be safely used by equestrians.
- Safety of other path users. A few respondents felt that sharing paths with equestrians would be dangerous for cyclists and pedestrians.
- Coton Footpath. A few respondents discussed this theme. These respondents felt that the off-road route would have a negative impact on the Coton Footpath, as it could reduce the size of the path. This area was felt to be an important access route to Cambridge with good existing provision for equestrians and other active travel users.

#### Other themes:

- Route C. A few respondents felt that the benefits for cycling, pedestrian and equestrian provision offered by 'off-road route C' did not outweigh the cost of damage to the environment.
- Accessibility. A few respondents discussed this theme. These respondents felt that consideration should be given to those with mobility issues and younger users. It was felt that ensuring the paths are well tarmacked and well light would ensure a smooth

and safe journey for these users. Some of these respondents argued that cars should not be completely dismissed as not all of those with mobility issues would be able to make use of the public transport or active travel options developed from this project.



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

This question asked respondents if they felt there were any other measures outside of the proposals that could lead to better bus journeys between Cambourne and Cambridge. 1117 respondents left comments on this question.

### Main themes:

- Areas of employment. This was one of the main themes for respondents, who felt that the bus services from Cambourne and the Park & Rides needed to connect to all areas of employment around Cambridge. These respondents felt that only going to the city centre would dissuade commuters who work at places such as Addenbrooke's or the Science Park from using the service. Some respondents felt that bus services should connect to St Neots in order to manage future growth in the area.
- Cost of the service. This was one of the main themes for respondents. These respondents felt that current public transport services around the city were unreasonably priced and should be reduced. Some respondents commented on how the price for parking at a Park & Ride alongside the bus ticket price made parking in the city an attractive proposition. Some respondents felt that smart ticketing should be introduced to make using multiple services easier. A few respondents argued that the public transport in Cambridge needs oversight like Transport for London does for London's public transport.
- Alternative modes of public transport. This was one of the main themes for respondents, who argued that more long term transport solutions should be implemented, such as a light rail or underground system.
- Frequent, reliable, quick bus journeys. Many respondents discussed this theme. Respondents felt improvements should be made that benefit the speed, frequency and reliability of bus journeys. Respondents felt that improvements in these areas would be the main way of encouraging modal shift towards public transport, particularly for commuters. Some respondents felt the existing bus services should be improved to villages along the route alongside this proposal.
- The Girton Interchange. Many respondents discussed this theme, who argued that developing a transport hub or Park & Ride site at the Girton Interchange. The site was felt to be well connected to various major roads in the area. Some of these respondents felt the Girton Interchange would be beneficial to alternative modes of public transport.

### Minor themes:

- Restrictions to personal vehicles. Some respondents discussed this theme. These respondents argued that it would be beneficial to introduce methods of personal vehicle restriction, such as congestion charging, within Cambridge. These respondents felt that congestion would remain a problem in Cambridge unless

people were dissuaded from driving and parking in the city. Some respondents felt that car-sharing should be encouraged.

- Cambourne Park & Ride. Some respondents discussed this theme, who felt that a Park & Ride site should be located at Cambourne to manage growth here and towards St Neots.
- M11. Some respondents discussed this theme, who argued that some of the congestion on Madingley Road came from drivers accessing the M11. These respondents felt that improving Junction 13 would allow these drivers easier access to the M11 and ease congestion here.
- Cycling. Some respondents discussed this theme. These respondents argued that making improvements to cycling provision would encourage more drivers to cycle instead. Some respondents felt improvements were needed on existing routes and some respondents felt that more cycle ways should be developed.
- School traffic. Some respondents discussed this theme, who felt that congestion decreased outside of school term times. These respondents argued that school buses should be introduced to lessen personal vehicle use in this regard. Some respondents felt they could run from Park & Ride sites.
- Traffic lights. A few respondents felt that improvements to traffic light signalling would reduce congestion issues. These respondents felt that bus or cycle priority at the lights would benefit users of those modes of transport.
- Long-term planning. A few respondents argued that it was difficult to understand how this project worked with the long-term transport plans for Cambridge. Respondents highlighted recent plans for a mass transit system and felt more should be done to intersect plans with each other.
- Environment. A few respondents commented on environmental issues related to the project. These were similar to issues highlighted throughout the consultation: damage to the Green Belt, impact on noise and air quality for communities, adopting electric vehicle technology for bus routes.
- Smart technology. A few respondents felt that smart technology solutions could benefit this project. Suggestions included: real-time travel updates via an app or at bus stops, smart ticketing that crosses providers, and autonomous vehicles.
- Grange Road. A few respondents argued that Grange Road was an inappropriate route for buses due to the width of the road with significant numbers of pedestrians and cyclists accessing academic institutes. Some of these respondents felt this was not an area many commuters would wish to go to.
- Madingley Road. A few respondents felt that Madingley Road was already congested and would struggle with a bus lane or extra bus traffic without negatively affecting other road users.
- Combining route options. A few respondents argued that route options shouldn't be "either/or" and consideration should be made to using different route options in different areas where appropriate.

Question 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.

This question asked respondents if they felt any of the proposals would affect people or groups, positively or negatively, that have protected characteristics under the Equality Act 2010. 405 respondents answered this question.

#### Main themes:

- **Disability.** Respondents felt that those with disabilities were at risk of being discriminated against, in particular those who mobility issues. Some respondents felt that the on-road routes would reduce the amount of space available on footpaths for those using mobility aids. Some respondents felt that the off-road route would discriminate against those with disabilities as they argued these users would have to travel further to bus stops. Respondents argued that buses themselves can discriminate against those with disabilities, due to the limited space for mobility aids and discomfort of the journeys. Respondents also commented on the need for this group to have access to stops close to their starting and stopping locations. These respondents were concerned about the loss or lack of stops along routes because of this. Some respondents had concerns about the proximity of the routes to homes, as the increased noise and traffic would have a negative impact on those with sensory sensitivities, such as those with autism. These respondents spoke about areas on both the off-road route and on-road route. Some respondents discussed the need for personal vehicle use for some with disabilities and felt that these residents should not be disadvantaged by any road use changes.
- **Age.** Respondents felt that very young or older residents were at risk of being discriminated against. Respondents argued that there were potential issues with pedestrian provision. The on-road routes were felt to reduce the size of this provision in certain areas, putting the residents closer to other path users and motorised traffic, which respondents argued made the paths uncomfortable to use and potentially unsafe. The off-road route was felt to put pedestrian provision too close to the guided bus and make these paths uncomfortable and potentially unsafe for these residents. Stop locations and times of the bus service were also discussed by respondents, who felt that buses should connect with all the villages along the route and run frequently later and earlier than they currently do. Respondents felt this would allow these residents safe access to Cambridge. Some respondents had concerns about the proximity of the routes to homes and schools, as the increased traffic would make these areas unsafe for these residents. These respondents spoke about areas on both the off-road route and on-road route.

#### Minor themes:

- Of benefit. Some respondents felt that the proposals would benefit those with protected characteristics, particularly those with disabilities or age related characteristics. These respondents felt the on-road or off-road route options would improve access to the city for everyone along the route.
- Health. Some respondents discussed this theme. Although not directly relevant to the Equality Act, respondents had concerns about the environmental impact of the routes. The majority of these respondents discussed the off-road route, its impact on the Green Belt and proximity to homes, who felt the route would reduce air quality and have a negative impact on residents' health, particularly those with breathing problems. Some of these respondents had similar concerns about the on-road routes around Madingley Road.

Question 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.

This question asked respondents to include any further comments or suggestions. 1063 respondents answered this question.

#### Main themes:

- Environment. This was one of the main themes for respondents, who were concerned about the impact development of this project would have on the environment, in particular along the West Fields and in the Green Belt. The majority of comments on the environment were related to 'off-road route C'. These respondents reiterated their objection to 'off-road route C' as they felt the environmental impact was too high. Some of these respondents argued that there would be a negative impact on Coton and Newnham. Some of the comments on the environment were related to the on-road routes, particularly 'on-road route A', which was felt to impact negatively on areas of conservation and the Green Belt along Madingley Road. A few respondents discussed the Waterworks Park & Ride site, which they argued should not be built due to its location on the Green Belt. A few respondents commented on the Scotland Farm Park & Ride site, which they felt was located too close to residential housing.
- Cost of development. This was one of the main themes for respondents. These respondents felt that the cost of the project is too high. The majority of respondents related this concern with 'off-road route C'. These respondents argued that the previous guided bus route had cost more than projected and that the consultation material had not included projected land purchase costs or maintenance costs.
- Alternative modes of public transport. Many respondents discussed this theme, who felt that investment should be made into a mass transit system, such as a light rail or underground system, which they felt would be a more long-term solution. A few respondents felt that driverless vehicles should be invested in instead.
- Bus stop locations. Many respondents discussed this theme. These respondents felt that the stop locations for this project should not just be at the Park & Ride site and Cambridge city centre. Respondents felt that there should be stops at the villages along the proposed route, or that bus services going to these villages should benefit from the improved route and be increased. Respondents also argued that the services should run to other key areas of employment in Cambridge, such as Addenbrooke's or the Science Park. Some of these respondents felt the services also needed to run earlier and later in the day.
- About the consultation. Many respondents discussed this theme. Respondents felt the consultation document was missing information related to accurate costings of the route, including land acquisition costs and maintenance costs. Respondents felt that it was difficult to understand how the project intersects with long-term transport solutions in Cambridgeshire, particularly in relation to the Mayor's Rapid Transit plans. Some respondents argued that 'on-road route B' did not represent the LLF's option 6, which these respondents preferred. Some respondents felt the mistakes in the brochure added undue confusion for respondents. A few

respondents felt 'off-road route C' was given undue bias with the on-road options being split.

#### Minor themes:

- Future proofing. Some respondents discussed this theme. Some respondents, who approved of 'off-road route C', felt the project needed to consider future growth in the area, which the off-road route was best placed to do. Some respondents, who preferred the on-road routes, felt the project should be considered as a short-term solution to congestion until other mass transit systems were developed.
- Girton Interchange. Some respondents discussed this theme, who argued that the Girton Interchange should be developed into a Park & Ride and/or transport hub. These respondents felt the site was accessible to multiple major roads and employment sites in the area and be adaptable to future mass transit development.
- Cycling. Some respondents discussed this theme. These respondents felt that cycle path development from Cambourne to Cambridge's employment sites, connecting the villages along the route, were important for the success of the scheme.
- Scotland Farm. Some respondents discussed this theme, the majority of which discussed the reasons for approving of the site. These included the location away from the start of congestion and the reduced visibility. Some respondents argued the site was not a good location for a Park & Ride due to the distance from Cambridge and the negative impact on Dry Drayton.
- Waterworks site. Some respondents discussed this theme. These respondents argued the site was not a good location for a Park & Ride, due to the existing high levels of congestion at the Madingley Mulch roundabout, the visual impact from the height of the site, and the risk of damage to the environment due to the Green Belt location and distance from a Site of Special Scientific Interest.
- Delays to project building. A few respondents discussed this theme, who felt there had been significant delays to starting the project building already and argued the solution to congestion was needed sooner rather than later.
- Gantries. A few respondents argued that there was not a need for gantries for 'on-road route B', which were felt to be visually unappealing. These respondents felt there should be other solutions to gantries over the middle lane.
- School based traffic. A few respondents felt there should be subsidised travel for school travel or a school bus system to reduce congestion from school drop offs. Some of these respondents felt the Park & Ride sites make suitable hubs for school buses.
- Restrictions on personal vehicle use. A few respondents argued that some form of restriction on personal vehicle use in Cambridge, such as a congestion charge. These respondents felt that commuters would not use public transport unless there was some form of disincentive from using personal vehicles. Some of these respondents suggested encouraging car-sharing schemes.
- Grange Road. A few respondents felt that Grange Road was an inappropriate area for bus traffic, due to the high numbers of pedestrians and cyclists in the area and

the narrowness of the road. A few of these respondents argued that Grange Road was not an area commuters wanted to alight from.

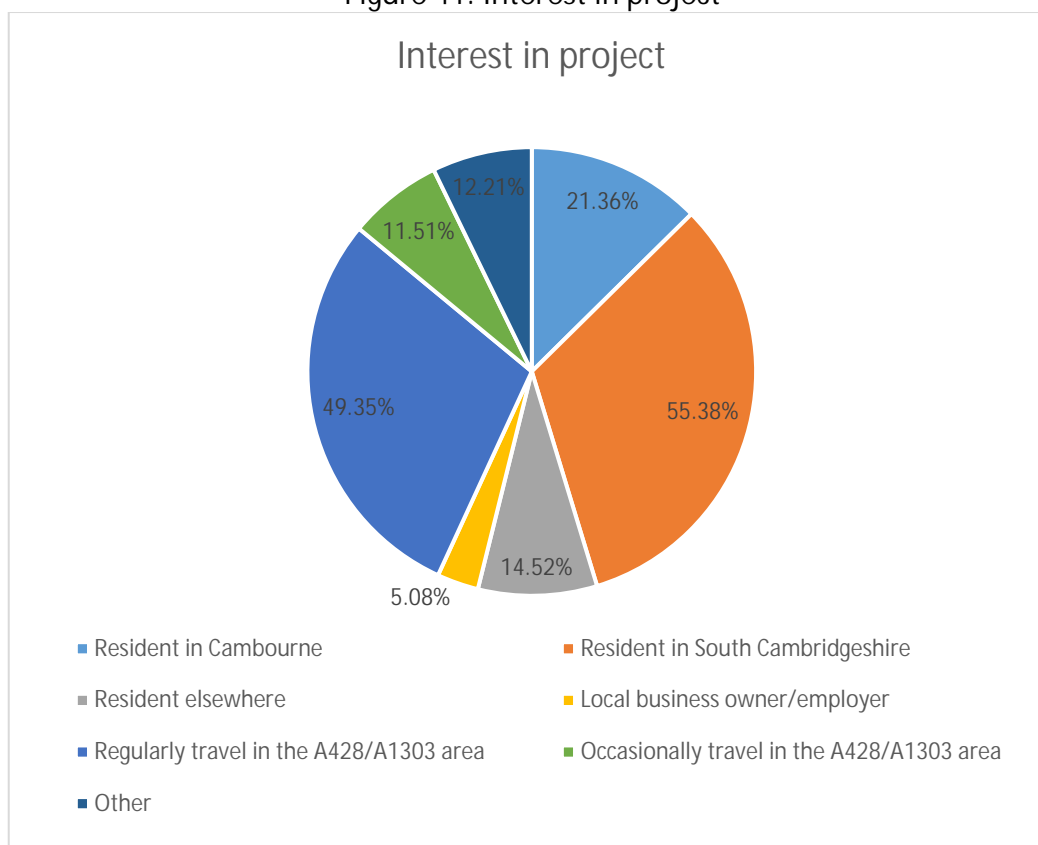
- **Madingley Road.** A few respondents felt that Madingley Road was too narrow for a bus lane. These respondents felt that a bus lane should not take priority over pedestrian and cycle paths. Some of these respondents argued that due to the proximity to the American Cemetery and Sites of Special Scientific Interest, this road was not suitable for expansion.
- **Accessibility.** A few respondents felt that it was important for there to be enough bus stops at areas along the route and the option of direct services to employment sites for those with mobility issues. A few respondents were concerned about the impact of the off-road route where it passed close to schools in regards to children's safety and health.

## Question 12: Please indicate your interest in this project

This question formed part of the respondent profile and asked respondents what their interest was in the project. Respondents could choose multiple options and were not forced to enter responses. 1990 respondents answered this question. The majority of respondents indicated they were a 'resident in South Cambridgeshire' (55.38%) and 'regularly travel in the A428/A1303 area' (49.35%). A fifth of respondents indicated that they were a 'resident in Cambourne' (21.36%). Fewer respondents indicated they were a 'resident elsewhere' (14.52%) or 'occasionally travel in the A428/A1303 area' (11.51%). Few respondents were a 'local business owner/employer' (5.08%). Although 12.21% of respondents indicated they had an 'other' interest in the project, comments left by respondents simply gave more detailed locations of residence or employment.

Resident in Cambourne	425	21.36%
Resident in South Cambridgeshire	1102	55.38%
Resident elsewhere	289	14.52%
Local business owner/employer	101	5.08%
Regularly travel in the A428/A1303 area	982	49.35%
Occasionally travel in the A428/A1303 area	229	11.51%
Other	243	12.21%
	Total	1990

Figure 41: Interest in project



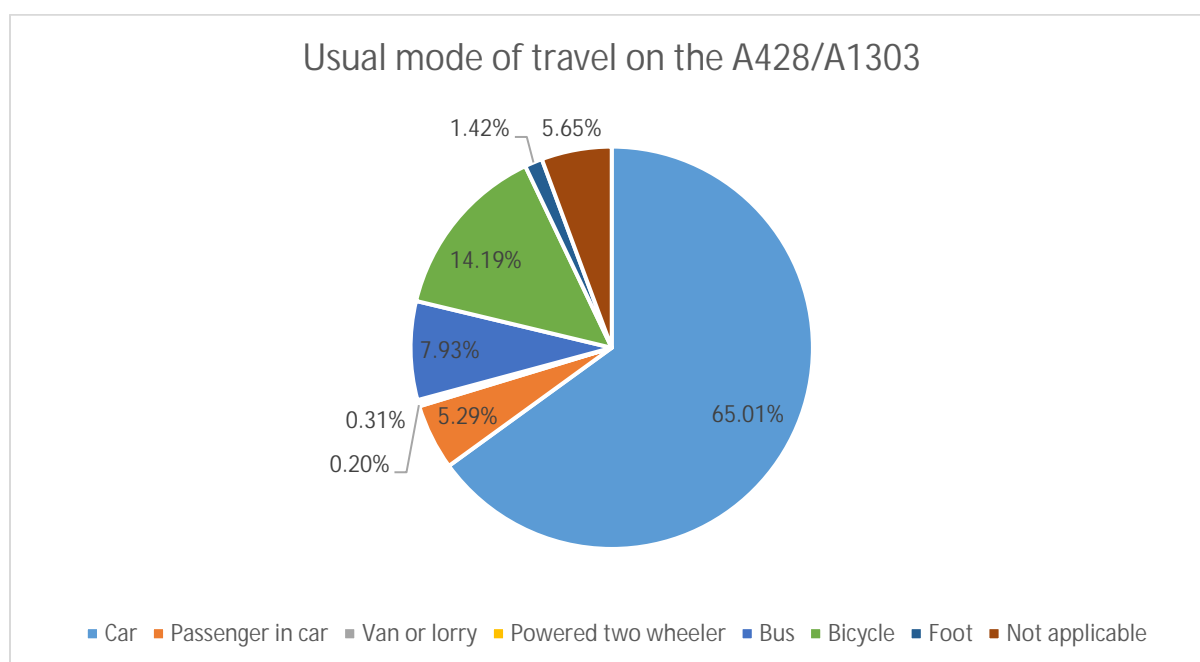


### Question 13: If you do, how do you usually travel along the A428/A1303?

This question formed part of the respondent profile and asked respondents how they usually travel along the A428/A1303, if they did. Respondents were not forced to enter responses. 1966 respondents answered this question. The majority of respondents indicated they travelled by car (65.01%), significantly more than by bicycle (14.19%) or bus (7.93%).

Car	1278	65.01%
Passenger in car	104	5.29%
Van or lorry	4	0.20%
Powered two wheeler	6	0.31%
Bus	156	7.93%
Bicycle	279	14.19%
Foot	28	1.42%
Not applicable	111	5.65%
	Total	1966

Figure 42: Usual mode of travel on the A428/A1303

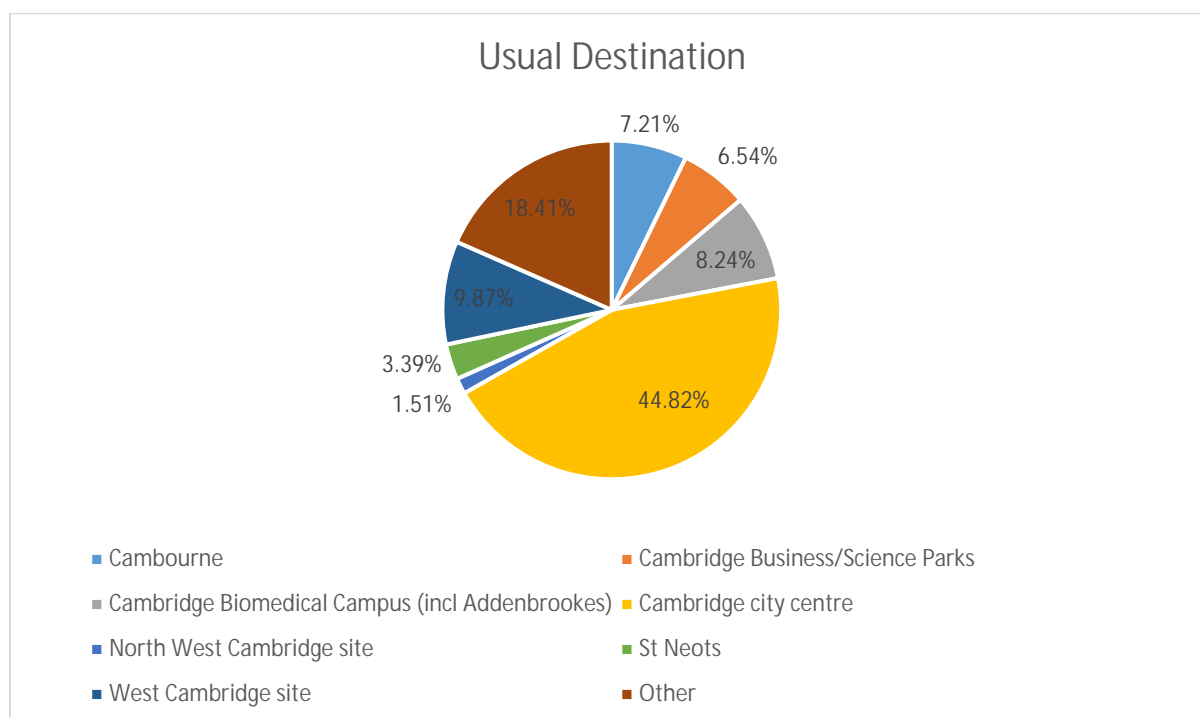


**Question 14: If you travel along the A428/A1303, please indicate your usual workplace or other destination.**

This question formed part of the respondent profile and asked what their usual destination was when travelling on the A428/A1303. Respondents were not forced to enter responses. 1651 respondents answered this question. Nearly half of respondents usually travelled to Cambridge city centre (44.82%). Over a quarter of respondents travel to other employment sites around Cambridge (26.16%). Just over a tenth of respondents travel west from Cambridge, towards Cambourne or St Neots (10.6%). 'Other' responses included villages along the route and places outside of Cambridgeshire, such as London and Milton Keynes. It should be noted that there were numerous responses indicating areas in central Cambridge.

Cambourne	119	7.21%
Cambridge Business/Science Parks	108	6.54%
Cambridge Biomedical Campus (incl Addenbrookes)	136	8.24%
Cambridge city centre	740	44.82%
North West Cambridge site	25	1.51%
St Neots	56	3.39%
West Cambridge site	163	9.87%
Other	304	18.41%
	Total	1651

Figure 43: Usual destination

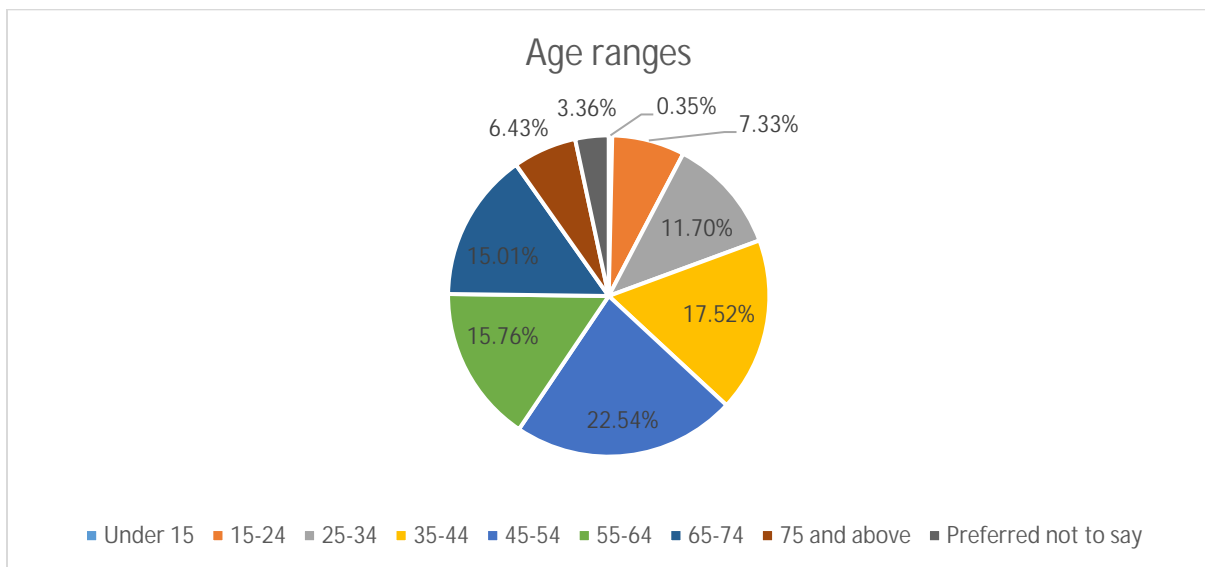


## Question 15: Please indicate your age range

This question formed part of the respondent profile and asked what age range respondents came under. Respondents were not forced to enter responses. 1992 respondents answered this question. Average working ages, from 15-24 to 55-64, were well represented.

Under 15	7	0.35%
15-24	146	7.33%
25-34	233	11.70%
35-44	349	17.52%
45-54	449	22.54%
55-64	314	15.76%
65-74	299	15.01%
75 and above	128	6.43%
Preferred not to say	67	3.36%
	Total	1992

Figure 44: Age ranges

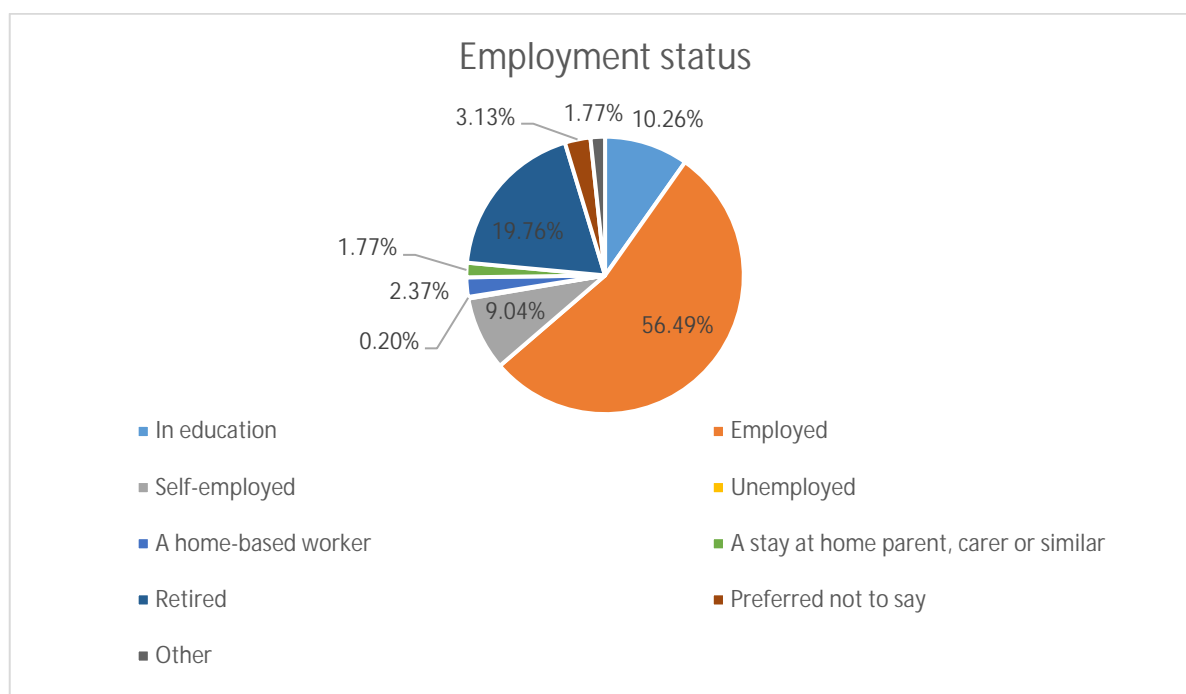


## Question 16: Are you (employment status)

This question formed part of the respondent profile and asked what employment status respondents came under. Respondents could choose multiple answers to this question and were not forced to enter responses. 1979 respondents answered this question. The majority of respondents indicated they were in employment (56.49%). A fifth of respondents indicated they were retired (19.76%). Those in education (10.26%) and were self-employed (9.04%) had similar levels of representation.

In education	203	10.26%
Employed	1118	56.49%
Self-employed	179	9.04%
Unemployed	4	0.20%
A home-based worker	47	2.37%
A stay at home parent, carer or similar	35	1.77%
Retired	391	19.76%
Preferred not to say	62	3.13%
Other	35	1.77%
	Total	1979

Figure 45: Employment status

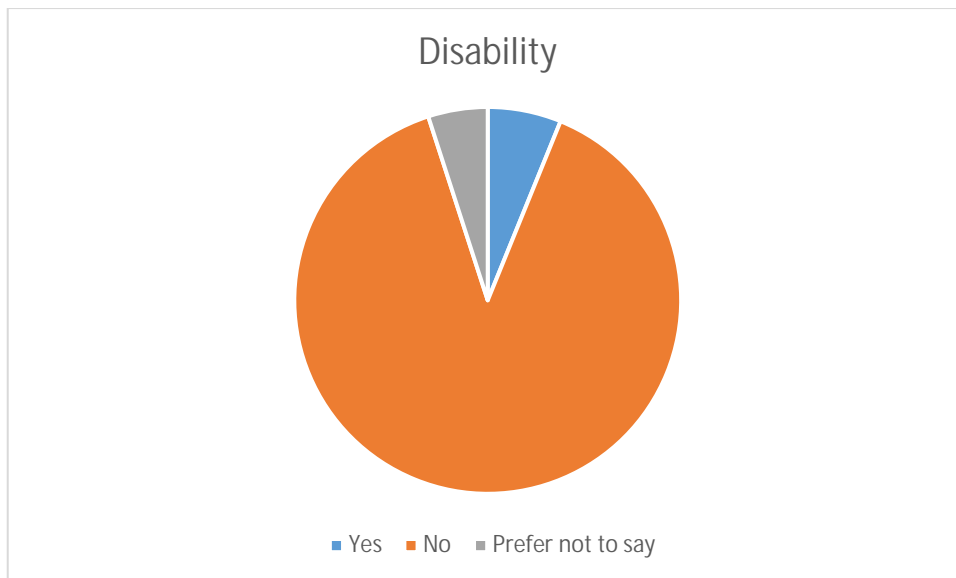


Question 17: Do you have a disability which influences the way you travel?

This question formed part of the respondent profile and asked whether respondents had a disability that influenced the way they travelled. Respondents were not forced to enter responses. 1967 respondents answered this question. 6.15% of respondents indicated they had a disability that influences how they travel.

Yes	121	6.15%
No	1748	88.87%
Prefer not to say	98	4.98%
	Total	1967

Figure 46: Disability



## Stakeholders responses

### Background

26 responses were received on behalf of a number of different groups or organisations.

- The Local Liaison Forum (LLF)  
Which includes representation from a number of South Cambridgeshire and City Council councillors, Parish Councils (Comberton, Cambourne, Caldecote, Bourn, Hardwick, Coton, Madingley, Barton and Hardwick), Resident Groups (North Newnham, Cranmer Road, Gough Way, South Newnham, Storey's Way), CPPF and the 'Save the West Fields' group.
  
- Parish Councils
  - Comberton Parish Council
  - Dry Drayton Parish Council
  - Granchester Parish Council
  - Hardwick Parish Council
  - Madingley Parish Council
  
- Residents Groups
  - Gough Way Residents Association
  
- Campaign Groups
  - Cambridge Past Present and Future (CPPF)
  - Campaign for the Protection of Rural England (CPRE)
  - Cambridge Cycling Campaign
  - Smart Cambridge Transport
  - BNC Wildlife Trust
  - Newnham Croft Conservation Group
  
- Others
  - Cambridge University Hospitals Trust
  - Clare Hall
  - Heidi Allen MP
  - Historic England
  - Jesus College
  - Martin Grant Homes & Harcourt Developments
  - National Trust
  - Natural England
  - St Johns College
  - University of Cambridge Estate Management.
  - Cambridge University Rugby Union Football Club (CURUFC)
  - North Barton Road Landowners Group (NBRLOG)
  - Coton Primary School

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should

be noted that stake-holder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

## Park & Ride

### *Main themes:*

- Preference for the Scotland Farm site. The majority of stakeholder responses indicated a preference for the Scotland Farm site (Although it should be noted that Dry Drayton Parish Council objected to the site). Stakeholders felt that on balance the site had significantly less environmental impact than the Waterworks site and better access to the A428 from East and West. Some stakeholders indicated that although preferred, the site could still impact on local residents in Dry Drayton and so measures should be put in place to mitigate this.
- Opposition to the Waterworks site. The majority of stakeholders opposed the Waterworks site as it was felt to be visually unappealing to a wide area due to the hilltop location, because it was located in the Green Belt and near to a Site of Special Scientific Interest (SSSI), and because of the potential traffic impact on Madingley Mulch roundabout.
- The Girton Interchange. Some stakeholders (such as the LLF, Heidi Allen MP, Hardwick Parish Council, Madingley Parish Council, Dry Drayton Parish Council and some of the campaign groups) discussed the possible future development of the Girton Interchange as an alternative traffic mitigating measure.

### *Minor themes:*

- Preference for either Park & Ride site. A few stakeholders (such as Natural England, Clare Hall, Cambridge University Hospitals Trust and the University of Cambridge) indicated that they felt either site would be effective at reducing congestion and improving access to Cambridge. Cambridge University Hospitals Trust and the University of Cambridge indicated that they felt both sites may be needed to manage future growth of nearby areas.
- Opposition to both sites. Martin Grant Homes & Harcourt Developments and Smarter Transport Cambridge indicated that they opposed both Park & Ride sites as they argued that other areas provided better locations, such as the Girton Interchange or area to the north of Cambourne.
- Details in the consultation. BNC Wildlife Trust, Natural England and the LLF felt that the material in the consultation required more detail around the Park & Ride sites. This included environmental assessments and the decisions surrounding the choice of sites for the consultation.

## Routes

### *Main themes:*

- Preference for on-road route B. The majority of stakeholder groups who responded to the consultation indicated that they preferred 'on-road route B' as they argued it was better value for money than the other options, particularly 'off-road route C'. It was felt to offer comparable journey times to the off-road routes at a significantly decreased cost. This route was also felt to have the least environmental impact. The LLF, CPPF, Heidi Allen MP, Smarter Cambridge Transport, Clare Hall and Madingley Parish Council felt that in the long term other mass transit systems would be introduced which would be more effective than an off-road bus route and so on-road solutions would be beneficial as a short term solution until this happened.
- Preference for off-road route C. Martin Grant Homes & Harcourt Developments, Hardwick Parish Council, Jesus College, NBRLOG, St Johns College, Cambridge University Hospital and the University of Cambridge preferred the off-road option, feeling that the separation from general traffic would result in faster journey times and increased reliability, for both buses from the Park & Ride and buses already serving the area. It was also felt to offer safer cycling connectivity from Cambourne to Cambridge and areas along the route. The green route was preferred by the stakeholders that discussed route preference for the off-road route, namely Jesus College, Cambridge University Hospital and the University of Cambridge. These respondents felt the area the green route used had been designed with connectivity to West Cambridge in mind, would have minimal environmental impact and minimal impact on sites surrounding the route. St Johns College argued it was important for the off-road route not to impact on Coton or Grange Farm and so opposed the route choices but not the off-road route.
- Opposition to off-road route C. The LLF, CPRE, CPPF, Heidi Allen MP, National Trust, Smarter Cambridge Transport, BNC Wildlife Trust, Clare Hall, Gough Way Residents Association, Grantchester Parish Council, Madingley Parish Council, Coton Primary School and Newnham Croft Conservation Group were opposed to the development of the off-road route due to the environmental impact on the Green Belt and wildlife sites located around Coton, particularly where along the pink and blue routes. Similar comments were made about a perceived negative impact on communities near to the route, who stakeholders argued were unable to make use of the off-road development. These stakeholders also felt the cost/benefit for the reward was not significant enough. The LLF, Newnham Croft Conservation Group, Gough Way Residents Association, Heidi Allen MP and CPPF argued the cost/benefit was particularly low when considering potential future developments in mass transit.
- Alternative modes of mass transit. The LLF, CPPF, Heidi Allen MP, Smarter Cambridge Transport, Clare Hall and Madingley Parish Council indicated that discussions had begun about the development of other forms of mass transit, such as a light rail or underground system. These stakeholders felt that the routes in this



consultation should be considered short-term solutions to congestion until these other modes of mass transit were developed.

- Details in the consultation material. The LLF, CPPF, Natural England, BNC Wildlife Trust, Martin Grant Homes & Harcourt Developments, Smarter Cambridge Transport, Gough Way Residents Association, Madingley Parish Council, Grantchester Parish Council, Clare Hall and the University of Cambridge felt the consultation material was lacking in detail or was misleading. It was felt that it was difficult to understand how the project intersected with the wider, long-term strategic vision, particularly with the developing discussion of mass transit options across the Greater Cambridge area. It was argued that there should have been more information on journey times inbound and outbound to/from central Cambridge and other areas of high employment, making the journey time comparisons of the on-road and off-road routes difficult. The University of Cambridge, Natural England, BNC Wildlife Trust and LLF argued the routes lacked detail of environmental impact assessment and did not show Sites of Special Scientific Interest. The LLF, CPPF, Smarter Cambridge Transport and Clare Hall felt that the costings for the on-road routes versus off-road route were not fairly comparable because projected costs for potential land acquisition and maintenance was not included.

#### *Minor themes:*

- Option 6. The LLF and Heidi Allen MP felt that on-road route B did not represent option 6 put forward by members of the Local Liaison Forum.
- Gantries. The LLF, CPPF and Smarter Cambridge Transport discussed whether it was necessary for gantries for on-road route B. They felt that the number could be reduced or the need for any gantries mitigated through other methods of segregating.
- The M11 Bridge. The LLF, CPRE, CPPF, Smarter Cambridge Transport, St Johns College and Jesus College discussed the routes' interaction with the M11 Bridge. When related to 'off-road route C', the LLF, CPPF, St Johns College and Smarter Cambridge Transport felt that a bridge over the M11 Bridge was unnecessary when Junction 13 could potentially be used instead. With 'on-road route B', Jesus College and CPRE argued that widening the bridge could be avoided with management of the carriageway, footpaths and cycle paths, potentially saving money.
- Cycling. Cam Cycle, Smarter Cambridge Transport, BNC Wildlife Trust, Clare Hall, Jesus College, Coton Primary School, Cambridge University Hospital and the University of Cambridge discussed cycle journeys along this route. Cycling provision was felt to be an important part of this consultation and felt they should be segregated where possible. BNC Wildlife Trust felt this should not be at the expense of the environment. Cambridge University Hospital, Jesus College and the University of Cambridge felt the off-road route offered a safer option for cyclists with improved connectivity to rural areas.

- Employment sites. The LLF, CPPF, Smarter Cambridge Transport, Clare Hall, Madingley Parish Council, Dry Drayton Parish Council, Cambridge University Hospital and the University of Cambridge felt that connectivity to employment sites outside of the city centre, such as the Science Park and Addenbrooke's, particularly through the Western Orbital M11 route, needed to be considered in the development of these options.
- Grange Road area. The LLF, CPPF, Smarter Cambridge Transport, Clare Hall, Jesus College, St Johns College, Madingley Parish Council, Newnham Croft Conservation Group, CURUFC and the University of Cambridge discussed the use of Grange Road for the off-road route. This area was felt to be traffic calmed and limited in space for buses to turn and access. Those stakeholders who supported the off-road route felt the area needed to be developed further to allow for better bus journeys. Stakeholders that opposed the off-road route questioned the impact entering this area would have on journey times. These stakeholders also felt the route would have a negative impact on the university campuses and homes in the area, including Adams Road and Silver Street as well as Grange Road.
- Madingley Road. CPRE, CPPF, St Johns College and Jesus College discussed land take and highway widening on Madingley Road. This was discussed in relation to 'on-road route A' and was felt to be unnecessary and damaging to the environment and homes along the route.
- Restricting motorised traffic. The LLF, CPPF, Coton Primary School, Cambridge University Hospital and the University of Cambridge felt that some form of traffic management should be put into place, either to reduce the need for bus route development or to avoid minimise an increase in personal vehicle use on roads where congestion begins to ease. The LLF and CPPF felt that introducing smart traffic controls would benefit bus reliability and safety.
- On-road route A. The CPPF, BNC Wildlife Trust, Grantchester Parish Council and Madingley Parish Council indicated that either 'on-road route B' or 'on-road route A' were preferable to the off-road route. It should be noted that Clare Hall preferred this route. There were concerns about the impact 'on-road route A' would have on the SSSI and conservation areas, such as the American Cemetery Memorial, by a few stakeholders, namely the CPPF, BNC Wildlife Trust, National Trust, National England and Smarter Cambridge Transport. This was the reason stated by the National Trust, National England and the CPPF for opposing this route. Smarter Cambridge Transport opposed the development of any route.

## Email and social media responses

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

### Main themes:

- The off-road route. This was one of the main themes for these respondents. The majority of responses indicated they were against the off-road routes. These respondents felt the cost of the route was too high, that the current route proposals came too close to residential areas and would have a considerable negative impact on the environment. However, a few respondents supported the development of an off-road route.
- The environment. This was one of the main themes for these respondents, who were concerned about the environmental impact of the Park & Ride sites and the routes, particularly in relation to the Green Belt and impact on floodplain areas. Where the sites and routes passed residential areas, respondents were concerned about the impact they would have on air quality and noise/light pollution from the increased traffic.
- Congestion. Many respondents discussed this theme. Some respondents were concerned about the growth expected in areas around the A428/A1303, such as St Neots and whether the proposals would address this. Some respondents were concerned about the disruption caused by building the proposals, particularly along Madingley Road. A few respondents were concerned about the Scotland Farm site, as Dry Drayton was felt to already struggle with congestion and lack the infrastructure to manage more.
- The consultation. Many respondents discussed this theme, who argued that the consultation was flawed due to the errors in the first set of documentation. Some respondents felt that their responses would not be addressed and decisions had already taken place.
- The bus route. Many respondents discussed this theme. These respondents felt the bus route was not addressing the right areas. Respondents argued that the buses should travel to other areas of employment outside of central Cambridge. Some respondents felt that the bus routes should stop at the villages along the route to improve accessibility. Some respondents questioned what happened to the off-road bus route once it reaches Silver Street/Grange Road.
- Scotland Farm. Many respondents discussed this theme. The majority of these respondents felt that the Scotland Farm site was better suited for a Park & Ride, as it had less environmental impact than the Waterworks site, avoids the congestion around Madingley Mulch roundabout and is more accessible than the Waterworks site for commuters travelling from the Cambourne area. A few respondents were opposed to the Park & Ride site, as they felt it would increase congestion in Dry Drayton and Hardwick, and is located closer to residential property than the Waterworks site.
- Cycling/pedestrian provision. Many respondents discussed this theme, who argued that increasing cycling and pedestrian provision was important for

reducing congestion. These respondents felt that improving the provision from Cambourne to Cambridge, connecting all the villages along the route, and along Madingley Road would make these modes of transport more accessible.

#### Minor themes:

- The bus service. Some respondents discussed this theme. These respondents felt that the success of the scheme would depend on the service operator. These respondents felt that ticket prices were too high and services were not frequent enough from existing routes. Some of these respondents felt that Stagecoach would not run the service adequately.
- Alternative modes of public transport. Some respondents discussed this theme, who felt that it would be better to invest and develop other methods of public transport, such as a light rail or underground system.
- Waterworks. Some respondents discussed this theme. These respondents opposed the Waterworks site as they felt it had more environmental impact than the Scotland Farm site and that access would be difficult due to the congestion on the Madingley Mulch roundabout.
- Alternative Park & Ride sites. Some respondents discussed this theme, who felt that the Park & Ride site should be located elsewhere. The majority of these respondents discussed the development of the Girton Interchange as a transport hub or Park & Ride site. A few respondents felt a site located at St Neots or the existing Madingley Park & Ride site.
- Route B. A few respondents discussed this theme. These respondents supported on-road route B as they felt it had less environmental impact than the off-road route, was not as costly as the off-road route, while still managing congestion in both directions of travel.
- Accessibility. A few respondents discussed this theme. These respondents felt that those with mobility issues had not been considered in relation to cycle routes and the off-road route.



## Appendix 2: Respondent profile breakdown for quantitative questions

### Respondent locations

	Figure	% of total respondents
Total respondents	2049	100.00%
Parish		
Arrington	2	0.10%
Babraham	1	0.05%
Bar Hill	8	0.39%
Barrington	1	0.05%
Barton	13	0.63%
Bassingbourn cum Kneesworth	1	0.05%
Bottisham	1	0.05%
Bourn	22	1.07%
Boxworth	1	0.05%
Buckden	2	0.10%
Caldecote	69	3.37%
Cambourne	313	15.28%
Caxton	6	0.29%
Comberton	52	2.54%
Coton	169	8.25%
Cottenham	3	0.15%
Dry Drayton	39	1.90%
Ellington	1	0.05%
Elsworth	1	0.05%
Eltisley	4	0.20%
Ely	4	0.20%
Foxtton	1	0.05%
Fulbourn	1	0.05%
Gamlingay	4	0.20%
Girton	10	0.49%
Godmanchester	1	0.05%
Grantchester	10	0.49%
Great Gransden	6	0.29%
Great Paxton	1	0.05%
Great Shelford	4	0.20%
Great Staughton	3	0.15%
Guilden Morden	1	0.05%
Hail Weston	1	0.05%
Hardwick	137	6.69%
Harlton	3	0.15%
Harston	1	0.05%

Haslingfield	7	0.34%
Hilton	3	0.15%
Histon	4	0.20%
Huntingdon	3	0.15%
Impington	5	0.24%
Kimbolton	1	0.05%
Kingston	1	0.05%
Knapwell	7	0.34%
Little Eversden	1	0.05%
Little Gransden	1	0.05%
Little Paxton	3	0.15%
Longstanton	4	0.20%
Madingley	28	1.37%
Melbourn	3	0.15%
Milton	1	0.05%
Newton	2	0.10%
Oakington and Westwick	3	0.15%
Offord Cluny and Offord D'Arcy	1	0.05%
Orchard Park	3	0.15%
Orwell	1	0.05%
Over	1	0.05%
Pampisford	1	0.05%
Papworth Everard	31	1.51%
Sawston	2	0.10%
St Ives	2	0.10%
St Neots	30	1.46%
Swavesey	3	0.15%
Teversham	1	0.05%
Toft	6	0.29%
Waresley-cum-Tetworth	4	0.20%
Waterbeach	1	0.05%
Whittlesford	1	0.05%
Wilburton	1	0.05%
Willingham	2	0.10%
Yelling	2	0.10%

Ward

Abbey	8	0.39%
Arbury	13	0.63%
Castle	112	5.47%
Cherry Hinton	3	0.15%
Coleridge	4	0.20%
East Chesterton	8	0.39%
King's Hedges	2	0.10%
Market	18	0.88%
Newnham	241	11.76%

	Petersfield	11	0.54%
	Queen Edith's	8	0.39%
	Romsey	7	0.34%
	Trumpington	29	1.42%
	West Chesterton	24	1.17%
Other locations			
	Outside Cambridgeshire	18	0.88%
	Respondents with no parish/ward data	476	23.23%

West of Cambourne	106	5.17%
Cambourne to Barton	651	31.77%
Close to Cambridge	236	11.52%
Cambridge City	475	23.18%

#### Question 1: Responses broken down by respondent profile

	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Grand Total
All respondents	350 (17.3%)	1091 (54%)	411 (20.3%)	170 (8.4%)	2022
Age					
Under 15	0 (0%)	6 (85.7%)	0 (0%)	1 (14.3%)	7
15-24	6 (4.1%)	58 (39.7%)	68 (46.6%)	14 (9.6%)	146
25-34	48 (20.7%)	104 (44.8%)	55 (23.7%)	25 (10.8%)	232
35-44	61 (17.7%)	203 (58.8%)	55 (15.9%)	26 (7.5%)	345
45-54	82 (18.3%)	243 (54.1%)	88 (19.6%)	36 (8%)	449
55-64	58 (18.7%)	175 (56.5%)	55 (17.7%)	22 (7.1%)	310
65-74	63 (21.8%)	153 (52.9%)	56 (19.4%)	17 (5.9%)	289
75 and above	22 (18.2%)	66 (54.5%)	18 (14.9%)	15 (12.4%)	121
Disability					
Disability	17 (14.8%)	62 (53.9%)	23 (20%)	13 (11.3%)	115
Employment status					
In education	13 (6.4%)	78 (38.6%)	93 (46%)	18 (8.9%)	202
Employed	210 (18.9%)	601 (53.9%)	210 (18.9%)	93 (8.3%)	1114
Self-employed	31 (17.5%)	107 (60.5%)	30 (16.9%)	9 (5.1%)	177
Unemployed	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
A home-based worker	10 (21.7%)	24 (52.2%)	10 (21.7%)	2 (4.3%)	46
A stay at home parent, carer or similar	2 (5.7%)	22 (62.9%)	7 (20%)	4 (11.4%)	35
Retired	84 (22.5%)	196 (52.4%)	63 (16.8%)	31 (8.3%)	374
Other	9 (26.5%)	18 (52.9%)	3 (8.8%)	4 (11.8%)	34
Interest in project					



Resident in Cambourne	99 (23.5%)	208 (49.4%)	91 (21.6%)	23 (5.5%)	421
Resident in South Cambridgeshire	185 (17.1%)	639 (59%)	151 (13.9%)	108 (10%)	1083
Resident elsewhere	38 (13.2%)	120 (41.8%)	101 (35.2%)	28 (9.8%)	287
Local Business owner/employer	22 (22.2%)	48 (48.5%)	20 (20.2%)	9 (9.1%)	99
Regular Commuter in the A428/A1303 area	204 (21.1%)	537 (55.6%)	142 (14.7%)	83 (8.6%)	966
Occasional Commuter in the A428/A1303 area	36 (16%)	116 (51.6%)	53 (23.6%)	20 (8.9%)	225
Other	37 (15.4%)	126 (52.3%)	54 (22.4%)	24 (10%)	241
Usual mode of travel on A428/A1303					
Car driver	267 (21.2%)	700 (55.5%)	194 (15.4%)	100 (7.9%)	1261
Car passenger	8 (7.8%)	68 (66.7%)	15 (14.7%)	11 (10.8%)	102
Van or lorry driver	1 (25%)	3 (75%)	0 (0%)	0 (0%)	4
Powered two wheeler	1 (16.7%)	4 (66.7%)	0 (0%)	1 (16.7%)	6
Bus user	24 (15.7%)	83 (54.2%)	34 (22.2%)	12 (7.8%)	153
Bicycle	33 (11.8%)	128 (45.9%)	93 (33.3%)	25 (9%)	279
On foot	4 (16%)	11 (44%)	8 (32%)	2 (8%)	25
Usual destination					
Cambourne	23 (19.7%)	64 (54.7%)	20 (17.1%)	10 (8.5%)	117
Cambridge Business/Science Parks	18 (16.7%)	62 (57.4%)	19 (17.6%)	9 (8.3%)	108
Cambridge Biomedical Campus	28 (20.9%)	74 (55.2%)	18 (13.4%)	14 (10.4%)	134
Cambridge city centre	142 (19.4%)	412 (56.3%)	117 (16%)	61 (8.3%)	732
North West Cambridge site	3 (13.6%)	10 (45.5%)	7 (31.8%)	2 (9.1%)	22
St Neots	9 (17%)	28 (52.8%)	15 (28.3%)	1 (1.9%)	53
West Cambridge site	26 (16%)	74 (45.4%)	45 (27.6%)	18 (11%)	163

Other	129 (15.6%)	441 (53.3%)	188 (22.7%)	69 (8.3%)	827
Location of respondents					
Cambourne	82 (26.5%)	161 (52.1%)	56 (18.1%)	10 (3.2%)	309
Newnham	34 (14.3%)	93 (39.1%)	93 (39.1%)	18 (7.6%)	238
Coton	5 (3%)	148 (87.6%)	3 (1.8%)	13 (7.7%)	169
Hardwick	42 (30.9%)	68 (50%)	5 (3.7%)	21 (15.4%)	136
Castle	6 (5.5%)	32 (29.1%)	60 (54.5%)	12 (10.9%)	110

### Question 2: responses broken down by respondent profile

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Grand Total
All respondents	41 6 (21%)	42 9 (21.7%)	15 8 (8%)	385 (19.4%)	59 2 (29.9%)	1980
Age						
Under 15	0 (0%)	2 (28.6%)	3 (42.9%)	1 (14.3%)	1 (14.3%)	7
15-24	18 (12.8%)	24 (17%)	15 (10.6%)	33 (23.4%)	51 (36.2%)	141
25-34	50 (21.6%)	55 (23.7%)	22 (9.5%)	37 (15.9%)	68 (29.3%)	232
35-44	87 (25.7%)	86 (25.4%)	17 (5%)	64 (18.9%)	84 (24.9%)	338
45-54	96 (21.6%)	98 (22%)	33 (7.4%)	83 (18.7%)	13 5 (30.3%)	445
55-64	66 (21.4%)	65 (21%)	26 (8.4%)	60 (19.4%)	92 (29.8%)	309
65-74	64 (22.2%)	53 (18.4%)	15 (5.2%)	60 (20.8%)	96 (33.3%)	288
75 and above	20 (17.2%)	19 (16.4%)	6 (5.2%)	32 (27.6%)	39 (33.6%)	116
Disability						
Disability	29 (25.2%)	18 (15.7%)	12 (10.4%)	25 (21.7%)	31 (27%)	115
Employment status						
In education	19 (9.9%)	32 (16.8%)	26 (13.6%)	40 (20.9%)	74 (38.7%)	191
Employed	25 4 (22.9%)	25 3 (22.9%)	78 (7%)	205 (18.5%)	31 7 (28.6%)	1107
Self-employed	34 (19.2%)	44 (24.9%)	12 (6.8%)	39 (22%)	48 (27.1%)	177
Unemployed	0 (0%)	1 (25%)	2 (50%)	1 (25%)	0 (0%)	4
A home-based worker	6 (13%)	13 (28.3%)	4 (8.7%)	11 (23.9%)	12 (26.1%)	46
A stay at home parent, carer or similar	10 (29.4%)	6 (17.6%)	2 (5.9%)	3 (8.8%)	13 (38.2%)	34
Retired	85 (22.9%)	65 (17.5%)	20 (5.4%)	80 (21.6%)	12 1 (32.6%)	371
Other	5 (16.1%)	7 (22.6%)	4 (12.9%)	3 (9.7%)	12 (38.7%)	31
Interest in project						
Resident in Cambourne	11 4 (27.2%)	91 (21.7%)	29 (6.9%)	77 (18.4%)	10 8 (25.8%)	419
Resident in South Cambridgeshire	23 8 (22.2%)	27 7 (25.8%)	79 (7.4%)	199 (18.6%)	27 9 (26%)	1072

Resident elsewhere	34 (12.1%)	40 (14.2%)	33 (11.7%)	65 (23%)	110 (39%)	282
Local Business owner/employee	24 (24.2%)	16 (16.2%)	5 (5.1%)	23 (23.2%)	31 (31.3%)	99
Regular Commuter in the A428/A1303 area	247 (25.6%)	244 (25.3%)	65 (6.7%)	165 (17.1%)	242 (25.1%)	963
Occasional Commuter in the A428/A1303 area	27 (12%)	33 (14.7%)	21 (9.3%)	60 (26.7%)	84 (37.3%)	225
Other	33 (14.2%)	26 (11.2%)	23 (9.9%)	51 (21.9%)	100 (42.9%)	233
Usual mode of travel on A428/A1303						
Car driver	309 (24.6%)	306 (24.3%)	73 (5.8%)	234 (18.6%)	336 (26.7%)	1258
Car passenger	20 (19.6%)	28 (27.5%)	17 (16.7%)	18 (17.6%)	19 (18.6%)	102
Van or lorry driver	0 (0%)	2 (50%)	0 (0%)	1 (25%)	1 (25%)	4
Powered two wheeler	3 (50%)	1 (16.7%)	0 (0%)	0 (0%)	2 (33.3%)	6
Bus user	41 (27.2%)	35 (23.2%)	11 (7.3%)	25 (16.6%)	39 (25.8%)	151
Bicycle	25 (9.2%)	41 (15%)	27 (9.9%)	65 (23.8%)	115 (42.1%)	273
On foot	2 (7.4%)	1 (3.7%)	4 (14.8%)	8 (29.6%)	12 (44.4%)	27
Usual destination						
Cambourne	24 (20.3%)	28 (23.7%)	7 (5.9%)	22 (18.6%)	37 (31.4%)	118
Cambridge Business/Science Parks	24 (22.2%)	33 (30.6%)	5 (4.6%)	24 (22.2%)	22 (20.4%)	108
Cambridge Biomedical Campus	40 (30.1%)	27 (20.3%)	12 (9%)	23 (17.3%)	31 (23.3%)	133
Cambridge city centre	179 (24.7%)	175 (24.1%)	54 (7.4%)	125 (17.2%)	192 (26.5%)	725
North West Cambridge site	4 (18.2%)	4 (18.2%)	2 (9.1%)	6 (27.3%)	6 (27.3%)	22
St Neots	20 (38.5%)	10 (19.2%)	2 (3.8%)	8 (15.4%)	12 (23.1%)	52
West Cambridge site	14 (8.9%)	37 (23.6%)	13 (8.3%)	31 (19.7%)	62 (39.5%)	157
Other	151 (18.9%)	142 (17.8%)	75 (9.4%)	169 (21.2%)	261 (32.7%)	798
Location of respondents						

Cambourne	11 2 (36.1%)	81 (26.1%)	18 (5.8%)	55 (17.7%)	44 (14.2%)	310
Newnham	11 (4.9%)	15 (6.7%)	27 (12.1%)	47 (21.1%)	12 3 (55.2%)	223
Coton	18 (10.8%)	40 (24%)	20 (12%)	35 (21%)	54 (32.3%)	167
Hardwick	42 (31.1%)	33 (24.4%)	3 (2.2%)	21 (15.6%)	36 (26.7%)	135
Castle	4 (3.7%)	10 (9.2%)	10 (9.2%)	31 (28.4%)	54 (49.5%)	109

### Question 3: responses broken down by respondent profile

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Grand Total
All respondents	240 (12.2%)	297 (15%)	143 (7.2%)	413 (20.9%)	882 (44.7%)	1975
Age						
Under 15	0 (0%)	0 (0%)	2 (28.6%)	1 (14.3%)	4 (57.1%)	7
15-24	6 (4.3%)	15 (10.6%)	15 (10.6%)	38 (27%)	67 (47.5%)	141
25-34	31 (13.4%)	43 (18.6%)	19 (8.2%)	41 (17.7%)	97 (42%)	231
35-44	49 (14.5%)	59 (17.4%)	21 (6.2%)	82 (24.2%)	128 (37.8%)	339
45-54	62 (13.9%)	75 (16.9%)	24 (5.4%)	89 (20%)	195 (43.8%)	445
55-64	33 (10.7%)	42 (13.6%)	21 (6.8%)	58 (18.8%)	155 (50.2%)	309
65-74	42 (14.5%)	47 (16.3%)	13 (4.5%)	61 (21.1%)	126 (43.6%)	289
75 and above	12 (10.8%)	9 (8.1%)	7 (6.3%)	27 (24.3%)	56 (50.5%)	111
Disability						
Disability	15 (13%)	12 (10.4%)	10 (8.7%)	18 (15.7%)	60 (52.2%)	115
Employment status						
In education	5 (2.6%)	17 (8.9%)	24 (12.6%)	44 (23%)	101 (52.9%)	191
Employed	150 (13.6%)	200 (18.1%)	69 (6.2%)	226 (20.4%)	462 (41.7%)	1107
Self-employed	12 (6.8%)	17 (9.7%)	14 (8%)	35 (19.9%)	98 (55.7%)	176
Unemployed	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (100%)	4
A home-based worker	7 (15.2%)	5 (10.9%)	4 (8.7%)	7 (15.2%)	23 (50%)	46
A stay at home parent, carer or similar	4 (11.8%)	5 (14.7%)	2 (5.9%)	6 (17.6%)	17 (50%)	34
Retired	63 (17.2%)	50 (13.6%)	20 (5.4%)	78 (21.3%)	156 (42.5%)	367
Other	3 (9.4%)	6 (18.8%)	3 (9.4%)	6 (18.8%)	14 (43.8%)	32
Interest in project						
Resident in Cambourne	65 (15.6%)	97 (23.2%)	27 (6.5%)	101 (24.2%)	128 (30.6%)	418
Resident in South Cambridgeshire	135 (12.6%)	152 (14.2%)	72 (6.7%)	216 (20.2%)	493 (46.2%)	1068
Resident elsewhere	20 (7%)	29 (10.2%)	29 (10.2%)	56 (19.7%)	150 (52.8%)	284
Local Business owner/employer	13 (13%)	10 (10%)	5 (5%)	22 (22%)	50 (50%)	100

Regular Commuter in the A428/A1303 area	154 (16%)	175 (18.2%)	60 (6.3%)	191 (19.9%)	380 (39.6%)	960
Occasional Commuter in the A428/A1303 area	20 (8.9%)	23 (10.3%)	18 (8%)	46 (20.5%)	117 (52.2%)	224
Other	21 (9%)	17 (7.3%)	21 (9%)	53 (22.6%)	122 (52.1%)	234
Usual mode of travel on A428/A1303						
Car driver	181 (14.4%)	223 (17.8%)	70 (5.6%)	257 (20.5%)	523 (41.7%)	1254
Car passenger	11 (10.7%)	13 (12.6%)	20 (19.4%)	22 (21.4%)	37 (35.9%)	103
Van or lorry driver	0 (0%)	0 (0%)	0 (0%)	2 (50%)	2 (50%)	4
Powered two wheeler	0 (0%)	1 (16.7%)	0 (0%)	1 (16.7%)	4 (66.7%)	6
Bus user	23 (15.4%)	24 (16.1%)	7 (4.7%)	31 (20.8%)	64 (43%)	149
Bicycle	17 (6.2%)	25 (9.1%)	21 (7.7%)	61 (22.3%)	150 (54.7%)	274
On foot	2 (7.7%)	3 (11.5%)	3 (11.5%)	7 (26.9%)	11 (42.3%)	26
Usual destination						
Cambourne	12 (10.2%)	31 (26.3%)	6 (5.1%)	25 (21.2%)	44 (37.3%)	118
Cambridge Business/Science Parks	12 (11.2%)	23 (21.5%)	3 (2.8%)	20 (18.7%)	49 (45.8%)	107
Cambridge Biomedical Campus	23 (17.3%)	18 (13.5%)	10 (7.5%)	24 (18%)	58 (43.6%)	133
Cambridge city centre	112 (15.5%)	112 (15.5%)	54 (7.5%)	147 (20.4%)	297 (41.1%)	722
North West Cambridge site	3 (14.3%)	2 (9.5%)	2 (9.5%)	8 (38.1%)	6 (28.6%)	21
St Neots	12 (22.6%)	12 (22.6%)	2 (3.8%)	10 (18.9%)	17 (32.1%)	53
West Cambridge site	13 (8.2%)	18 (11.4%)	7 (4.4%)	40 (25.3%)	80 (50.6%)	158
Other	76 (9.5%)	99 (12.4%)	69 (8.7%)	163 (20.5%)	389 (48.9%)	796
Location of respondents						
Cambourne	67 (21.7%)	88 (28.5%)	17 (5.5%)	73 (23.6%)	64 (20.7%)	309
Newnham	5 (2.2%)	12 (5.3%)	20 (8.9%)	46 (20.4%)	142 (63.1%)	225
Coton	4 (2.5%)	8 (4.9%)	11 (6.7%)	26 (16%)	114 (69.9%)	163
Hardwick	24 (17.8%)	30 (22.2%)	2 (1.5%)	27 (20%)	52 (38.5%)	135
Castle	1 (0.9%)	3 (2.8%)	10 (9.2%)	28 (25.7%)	67 (61.5%)	109

Question 5: responses broken down by respondent profile

	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Grand Total
All respondents	356 (17.6%)	808 (40%)	656 (32.5%)	80 (4%)	120 (5.9%)	2020
Age						
Under 15	0 (0%)	7 (100%)	0 (0%)	0 (0%)	0 (0%)	7
15-24	20 (13.7%)	39 (26.7%)	72 (49.3%)	5 (3.4%)	10 (6.8%)	146
25-34	39 (16.7%)	66 (28.3%)	106 (45.5%)	12 (5.2%)	10 (4.3%)	233
35-44	50 (14.5%)	115 (33.2%)	142 (41%)	22 (6.4%)	17 (4.9%)	346
45-54	70 (15.7%)	174 (38.9%)	158 (35.3%)	23 (5.1%)	22 (4.9%)	447
55-64	55 (17.7%)	137 (44.1%)	86 (27.7%)	8 (2.6%)	25 (8%)	311
65-74	73 (25.1%)	131 (45%)	67 (23%)	6 (2.1%)	14 (4.8%)	291
75 and above	30 (25%)	57 (47.5%)	16 (13.3%)	2 (1.7%)	15 (12.5%)	120
Disability						
Disability	20 (17.1%)	47 (40.2%)	36 (30.8%)	2 (1.7%)	12 (10.3%)	117
Employment status						
In education	49 (24.4%)	64 (31.8%)	75 (37.3%)	7 (3.5%)	6 (3%)	201
Employed	174 (15.6%)	381 (34.2%)	438 (39.3%)	55 (4.9%)	67 (6%)	1115
Self-employed	32 (18.1%)	95 (53.7%)	38 (21.5%)	5 (2.8%)	7 (4%)	177
Unemployed	0 (0%)	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4
A home-based worker	9 (19.6%)	22 (47.8%)	13 (28.3%)	1 (2.2%)	1 (2.2%)	46
A stay at home parent, carer or similar	5 (14.3%)	19 (54.3%)	8 (22.9%)	2 (5.7%)	1 (2.9%)	35
Retired	86 (22.9%)	164 (43.7%)	86 (22.9%)	7 (1.9%)	32 (8.5%)	375
Other	3 (8.6%)	21 (60%)	7 (20%)	0 (0%)	4 (11.4%)	35
Interest in project						
Resident in Cambourne	68 (16.1%)	97 (23%)	201 (47.6%)	24 (5.7%)	32 (7.6%)	422
Resident in South Cambridgeshire	185 (17.1%)	501 (46.2%)	314 (29%)	32 (3%)	52 (4.8%)	1084
Resident elsewhere	60 (20.8%)	103 (35.6%)	96 (33.2%)	13 (4.5%)	17 (5.9%)	289
Local Business owner/employer	17 (17%)	41 (41%)	27 (27%)	5 (5%)	10 (10%)	100
Regular Commuter in the A428/A1303 area	149 (15.4%)	366 (37.9%)	365 (37.8%)	34 (3.5%)	51 (5.3%)	965

Occasional Commuter in the A428/A1303 area	43 (18.9%)	99 (43.4%)	63 (27.6%)	9 (3.9%)	14 (6.1%)	228
Other	47 (19.4%)	97 (40.1%)	65 (26.9%)	11 (4.5%)	22 (9.1%)	242
Usual mode of travel on A428/A1303						
Car driver	195 (15.5%)	489 (38.8%)	438 (34.7%)	55 (4.4%)	84 (6.7%)	1261
Car passenger	21 (20.6%)	51 (50%)	25 (24.5%)	3 (2.9%)	2 (2%)	102
Van or lorry driver	1 (25%)	2 (50%)	1 (25%)	0 (0%)	0 (0%)	4
Powered two wheeler	2 (33.3%)	4 (66.7%)	0 (0%)	0 (0%)	0 (0%)	6
Bus user	29 (19%)	65 (42.5%)	47 (30.7%)	5 (3.3%)	7 (4.6%)	153
Bicycle	49 (17.6%)	97 (34.8%)	111 (39.8%)	8 (2.9%)	14 (5%)	279
On foot	8 (29.6%)	8 (29.6%)	9 (33.3%)	0 (0%)	2 (7.4%)	27
Usual destination						
Cambourne	24 (20.3%)	41 (34.7%)	38 (32.2%)	9 (7.6%)	6 (5.1%)	118
Cambridge Business/Science Parks	10 (9.3%)	45 (41.7%)	40 (37%)	6 (5.6%)	7 (6.5%)	108
Cambridge Biomedical Campus	12 (9%)	59 (44%)	49 (36.6%)	8 (6%)	6 (4.5%)	134
Cambridge city centre	124 (17%)	271 (37.2%)	266 (36.5%)	21 (2.9%)	47 (6.4%)	729
North West Cambridge site	4 (17.4%)	8 (34.8%)	9 (39.1%)	1 (4.3%)	1 (4.3%)	23
St Neots	9 (17%)	17 (32.1%)	22 (41.5%)	4 (7.5%)	1 (1.9%)	53
West Cambridge site	35 (21.5%)	60 (36.8%)	49 (30.1%)	6 (3.7%)	13 (8%)	163
Other	150 (18.2%)	366 (44.3%)	232 (28.1%)	33 (4%)	45 (5.4%)	826
Location of respondents						
Cambourne	37 (12%)	55 (17.8%)	179 (57.9%)	22 (7.1%)	16 (5.2%)	309
Newnham	80 (33.3%)	107 (44.6%)	34 (14.2%)	2 (0.8%)	17 (7.1%)	240
Coton	14 (8.3%)	146 (86.4%)	4 (2.4%)	1 (0.6%)	4 (2.4%)	169
Hardwick	25 (18.5%)	43 (31.9%)	53 (39.3%)	2 (1.5%)	12 (8.9%)	135
Castle	10 (9%)	34 (30.6%)	56 (50.5%)	3 (2.7%)	8 (7.2%)	111

Would you like to provide more detail on your response to Question 5?

	Yes	No	Grand Total
All respondents	1241 (62.1%)	759 (38%)	2000
Under 15	3 (42.9%)	4 (57.1%)	7
15-24	62 (42.5%)	84 (57.5%)	146

25-34	(54.7% 127 )	10 (45.3% 5 )	232
35-44	(58.2% 199 )	14 (41.8% 3 )	342
45-54	(60.9% 269 )	17 (39.1% 3 )	442
55-64	(71.9% 223 )	(28.1% 87 )	310
65-74	(71.7% 208 )	(28.3% 82 )	290
75 and above	(53.7% 65 )	(46.3% 56 )	121
Disability	(73.9% 85 )	(26.1% 30 )	115
In education	(45.2% 90 )	10 (54.8% 9 )	199
Employed	(61.3% 677 )	42 (38.7% 8 )	1105
Self-employed	(69.5% 123 )	(30.5% 54 )	177
Unemployed	3 (75%)	1 (25%)	4
A home-based worker	(71.7% 33 )	(28.3% 13 )	46
A stay at home parent, carer or similar	(65.7% 23 )	(34.3% 12 )	35
Retired	(64.9% 244 )	13 (35.1% 2 )	376
Other	(82.9% 29 )	(17.1% 6 )	35
Resident in Cambourne	(56.6% 236 )	18 (43.4% 1 )	417
Resident in South Cambridgeshire	(66.2% 715 )	36 (33.8% 5 )	1080
Resident elsewhere	(55.4% 160 )	12 (44.6% 9 )	289
Local Business owner/employer	71 (71%)	29 (29%)	100
Regular Commuter in the A428/A1303 area	(66.1% 637 )	32 (33.9% 7 )	964
Occasional Commuter in the A428/A1303 area	(59.5% 135 )	(40.5% 92 )	227
Other	(74.8% 181 )	(25.2% 61 )	242
Car driver	(60.9% 766 )	49 (39.1% 2 )	1258
Car passenger	(64.4% 65 )	(35.6% 36 )	101



Van or lorry driver	4 (100%)	0 (0%)	4
	(66.7%)	(33.3%)	
Powered two wheeler	4 )	2 )	6
	(60.3%)	(39.7%)	
Bus user	91 )	60 )	151
	(68.6%)	(31.4%)	
Bicycle	190 )	87 )	277
	(66.7%)	(33.3%)	
On foot	18 )	9 )	27
	(61.5%)	(38.5%)	
Cambourne	72 )	45 )	117
	(59.4%)	(40.6%)	
Cambridge Business/Science Parks	63 )	43 )	106
	(64.7%)	(35.3%)	
Cambridge Biomedical Campus	86 )	47 )	133
	(62.9%)	(37.1%)	
Cambridge city centre	458 )	270 )	728
	(52.2%)	(47.8%)	
North West Cambridge site	12 )	11 )	23
	(37.7%)	(62.3%)	
St Neots	20 )	33 )	53
	(61.5%)	(38.5%)	
West Cambridge site	99 )	62 )	161
	(63.7%)	(36.3%)	
Other	517 )	295 )	812
	(54.9%)	(45.1%)	
Cambourne	168 )	138 )	306
	(68.4%)	(31.6%)	
Newnham	162 )	75 )	237
	(77.4%)	(22.6%)	
Coton	130 )	38 )	168
	(60%)	(40%)	
Hardwick	81 )	54 )	135
	(53.2%)	(46.8%)	
Castle	58 )	51 )	109
	(50.9%)	(49.1%)	
West of Cambourne	54 )	52 )	106
	(57.9%)	(42.1%)	
Cambourne to Barton	370 )	269 )	639
	(69.4%)	(30.6%)	
Close to Cambridge	163 )	72 )	235
	(61.3%)	(38.7%)	
Cambridge City	285 )	180 )	465

Question 6a: We have divided the route into zones. My comments are on:

	Zone 1	Zone 2	Zone 3	Zone 4	Grand total
	Yes	Yes	Yes	Yes	
All respondents	81 2 (65.4%)	84 5 (68.1%)	80 9 (65.2%)	80 0 (64.5%)	1241
Age					
Under 15	3 (100%)	3 (100%)	3 (100%)	3 (100%)	3
15-24	18 (29%)	26 (41.9%)	35 (56.5%)	39 (62.9%)	62
25-34	81 (63.8%)	86 (67.7%)	84 (66.1%)	83 (65.4%)	127
35-44	14 2 (71.4%)	13 9 (69.8%)	11 9 (59.8%)	11 6 (58.3%)	199
45-54	18 6 (69.1%)	20 4 (75.8%)	18 4 (68.4%)	18 4 (68.4%)	269
55-64	16 4 (73.5%)	15 9 (71.3%)	15 3 (68.6%)	15 8 (70.9%)	223
65-74	13 1 (63%)	13 5 (64.9%)	14 6 (70.2%)	13 7 (65.9%)	208
75 and above	33 (50.8%)	37 (56.9%)	36 (55.4%)	30 (46.2%)	65
Disability					
Disability	48 (56.5%)	49 (57.6%)	48 (56.5%)	49 (57.6%)	85
Employment status					
In education	29 (32.2%)	41 (45.6%)	54 (60%)	57 (63.3%)	90
Employed	47 1 (69.6%)	48 6 (71.8%)	44 7 (66%)	44 6 (65.9%)	677
Self-employed	84 (68.3%)	87 (70.7%)	88 (71.5%)	85 (69.1%)	123
Unemployed	2 (66.7%)	2 (66.7%)	1 (33.3%)	1 (33.3%)	3
A home-based worker	25 (75.8%)	23 (69.7%)	24 (72.7%)	24 (72.7%)	33
A stay at home parent, carer or similar	15 (65.2%)	15 (65.2%)	16 (69.6%)	13 (56.5%)	23
Retired	15 1 (61.9%)	15 4 (63.1%)	15 5 (63.5%)	14 6 (59.8%)	244
Other	19 (65.5%)	18 (62.1%)	21 (72.4%)	19 (65.5%)	29
Interest in project					
Resident in Cambourne	14 1 (59.7%)	15 2 (64.4%)	14 0 (59.3%)	14 3 (60.6%)	236
Resident in South Cambridgeshire	51 6 (72.2%)	52 5 (73.4%)	47 3 (66.2%)	44 7 (62.5%)	715
Resident elsewhere	94 (58.8%)	10 7 (66.9%)	12 4 (77.5%)	12 5 (78.1%)	160
Local Business owner/employer	53 (74.6%)	53 (74.6%)	51 (71.8%)	50 (70.4%)	71
Regular Commuter in the A428/A1303 area	44 7 (70.2%)	45 0 (70.6%)	41 2 (64.7%)	39 9 (62.6%)	637

Occasional Commuter in the A428/A1303 area	91 (67.4%)	93 (68.9%)	95 (70.4%)	93 (68.9%)	135
Other	10 9 (60.2%)	11 8 (65.2%)	12 7 (70.2%)	12 4 (68.5%)	181
Usual mode of travel on A428/A1303					
Car driver	52 5 (68.5%)	53 9 (70.4%)	49 7 (64.9%)	48 0 (62.7%)	766
Car passenger	45 (69.2%)	44 (67.7%)	41 (63.1%)	42 (64.6%)	65
Van or lorry driver	3 (75%)	3 (75%)	3 (75%)	3 (75%)	4
Powered two wheeler	4 (100%)	4 (100%)	4 (100%)	3 (75%)	4
Bus user	60 (65.9%)	64 (70.3%)	59 (64.8%)	58 (63.7%)	91
Bicycle	10 8 (56.8%)	12 0 (63.2%)	12 8 (67.4%)	13 4 (70.5%)	190
On foot	14 (77.8%)	13 (72.2%)	11 (61.1%)	13 (72.2%)	18
Usual destination					
Cambourne	41 (56.9%)	44 (61.1%)	41 (56.9%)	42 (58.3%)	72
Cambridge Business/Science Parks	47 (74.6%)	48 (76.2%)	38 (60.3%)	37 (58.7%)	63
Cambridge Biomedical Campus	56 (65.1%)	58 (67.4%)	49 (57%)	52 (60.5%)	86
Cambridge city centre	32 1 (70.1%)	32 8 (71.6%)	30 4 (66.4%)	29 4 (64.2%)	458
North West Cambridge site	7 (58.3%)	8 (66.7%)	8 (66.7%)	8 (66.7%)	12
St Neots	14 (70%)	14 (70%)	13 (65%)	14 (70%)	20
West Cambridge site	61 (61.6%)	60 (60.6%)	72 (72.7%)	68 (68.7%)	99
Other	32 1 (62.1%)	34 3 (66.3%)	33 3 (64.4%)	33 7 (65.2%)	517
Location of respondents					
Cambourne	11 1 (66.1%)	11 7 (69.6%)	95 (56.5%)	94 (56%)	168
Newnham	78 (48.1%)	95 (58.6%)	11 5 (71%)	12 6 (77.8%)	162
Coton	10 5 (80.8%)	11 0 (84.6%)	96 (73.8%)	86 (66.2%)	130
Hardwick	66 (81.5%)	60 (74.1%)	50 (61.7%)	45 (55.6%)	81
Castle	16 (27.6%)	24 (41.4%)	40 (69%)	44 (75.9%)	58
West of Cambourne	33 (61.1%)	34 (63%)	30 (55.6%)	32 (59.3%)	54
Cambourne to Barton	27 0 (73%)	26 7 (72.2%)	22 3 (60.3%)	21 2 (57.3%)	370
Close to Cambridge	12 5 (76.7%)	12 9 (79.1%)	11 8 (72.4%)	10 6 (65%)	163

Cambridge City	13 4 (47%)	16 3 (57.2%)	20 5 (71.9%)	22 1 (77.5%)	285
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Question 7: How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project?

	Very important	Important	Neutral	Unimportant	Very unimportant	Grand Total
All respondents	98 7 (50.8%)	52 1 (26.8%)	30 7 (15.8%)	75 (3.9%)	53 (2.7%)	1943
Age						
Under 15	6 (85.7%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	7
15-24	99 (69.7%)	26 (18.3%)	12 (8.5%)	4 (2.8%)	1 (0.7%)	142
25-34	13 0 (56.5%)	48 (20.9%)	34 (14.8%)	9 (3.9%)	9 (3.9%)	230
35-44	19 4 (57.1%)	83 (24.4%)	43 (12.6%)	12 (3.5%)	8 (2.4%)	340
45-54	22 5 (50.9%)	12 2 (27.6%)	70 (15.8%)	13 (2.9%)	12 (2.7%)	442
55-64	13 9 (45.3%)	93 (30.3%)	49 (16%)	16 (5.2%)	10 (3.3%)	307
65-74	10 9 (38.7%)	95 (33.7%)	58 (20.6%)	12 (4.3%)	8 (2.8%)	282
75 and above	39 (37.1%)	35 (33.3%)	24 (22.9%)	4 (3.8%)	3 (2.9%)	105
Disability						
Disability	49 (44.1%)	32 (28.8%)	18 (16.2%)	6 (5.4%)	6 (5.4%)	111
Employment status						
In education	13 2 (68.8%)	35 (18.2%)	18 (9.4%)	6 (3.1%)	1 (0.5%)	192
Employed	59 8 (54.2%)	26 6 (24.1%)	16 2 (14.7%)	41 (3.7%)	37 (3.4%)	1104
Self-employed	72 (42.4%)	57 (33.5%)	28 (16.5%)	11 (6.5%)	2 (1.2%)	170
Unemployed	2 (50%)	1 (25%)	1 (25%)	0 (0%)	0 (0%)	4
A home-based worker	24 (52.2%)	13 (28.3%)	3 (6.5%)	5 (10.9%)	1 (2.2%)	46
A stay at home parent, carer or similar	16 (48.5%)	10 (30.3%)	5 (15.2%)	2 (6.1%)	0 (0%)	33
Retired	14 0 (39.1%)	11 8 (33%)	77 (21.5%)	13 (3.6%)	10 (2.8%)	358
Other	14 (46.7%)	10 (33.3%)	4 (13.3%)	1 (3.3%)	1 (3.3%)	30
Interest in project						
Resident in Cambourne	23 1 (56.1%)	10 4 (25.2%)	51 (12.4%)	13 (3.2%)	13 (3.2%)	412

Resident in South Cambridgeshire	48 6 (46.3%)	30 3 (28.9%)	18 2 (17.3%)	46 (4.4%)	33 (3.1%)	1050
Resident elsewhere	16 4 (57.3%)	70 (24.5%)	37 (12.9%)	8 (2.8%)	7 (2.4%)	286
Local Business owner/employer	46 (46.9%)	26 (26.5%)	15 (15.3%)	7 (7.1%)	4 (4.1%)	98
Regular Commuter in the A428/A1303 area	46 9 (49.5%)	24 7 (26.1%)	15 9 (16.8%)	42 (4.4%)	31 (3.3%)	948
Occasional Commuter in the A428/A1303 area	10 6 (48.6%)	61 (28%)	39 (17.9%)	7 (3.2%)	5 (2.3%)	218
Other	13 1 (56%)	55 (23.5%)	29 (12.4%)	10 (4.3%)	9 (3.8%)	234
Usual mode of travel on A428/A1303						
Car driver	56 3 (45.8%)	35 7 (29%)	21 3 (17.3%)	55 (4.5%)	42 (3.4%)	1230
Car passenger	48 (48.5%)	30 (30.3%)	18 (18.2%)	2 (2%)	1 (1%)	99
Van or lorry driver	2 (50%)	0 (0%)	2 (50%)	0 (0%)	0 (0%)	4
Powered two wheeler	5 (83.3%)	1 (16.7%)	0 (0%)	0 (0%)	0 (0%)	6
Bus user	63 (42%)	45 (30%)	34 (22.7%)	5 (3.3%)	3 (2%)	150
Bicycle	20 3 (74.6%)	41 (15.1%)	18 (6.6%)	7 (2.6%)	3 (1.1%)	272
On foot	15 (57.7%)	7 (26.9%)	3 (11.5%)	0 (0%)	1 (3.8%)	26
Usual destination						
Cambourne	52 (45.6%)	39 (34.2%)	19 (16.7%)	1 (0.9%)	3 (2.6%)	114
Cambridge Business/Science Parks	44 (41.1%)	31 (29%)	20 (18.7%)	6 (5.6%)	6 (5.6%)	107
Cambridge Biomedical Campus	61 (47.3%)	34 (26.4%)	26 (20.2%)	4 (3.1%)	4 (3.1%)	129
Cambridge city centre	35 7 (50.1%)	19 0 (26.6%)	11 0 (15.4%)	34 (4.8%)	22 (3.1%)	713
North West Cambridge site	12 (52.2%)	9 (39.1%)	1 (4.3%)	1 (4.3%)	0 (0%)	23
St Neots	25 (47.2%)	15 (28.3%)	9 (17%)	2 (3.8%)	2 (3.8%)	53
West Cambridge site	10 6 (65.8%)	39 (24.2%)	10 (6.2%)	4 (2.5%)	2 (1.2%)	161

Other	39 1 (50.6%)	19 8 (25.6%)	13 8 (17.9%)	27 (3.5%)	18 (2.3%)	772
Location of respondents						
Cambourne	16 1 (52.1%)	77 (24.9%)	46 (14.9%)	13 (4.2%)	12 (3.9%)	309
Newnham	12 1 (53.8%)	58 (25.8%)	33 (14.7%)	6 (2.7%)	7 (3.1%)	225
Coton	61 (38.1%)	45 (28.1%)	33 (20.6%)	13 (8.1%)	8 (5%)	160
Hardwick	68 (50.4%)	32 (23.7%)	24 (17.8%)	6 (4.4%)	5 (3.7%)	135
Castle	77 (72.6%)	16 (15.1%)	10 (9.4%)	3 (2.8%)	0 (0%)	106

West of Cambourne	56 (52.8%)	25 (23.6%)	18 (17%)	3 (2.8%)	4 (3.8%)	106
Cambourne to Barton	32 9 (51.1%)	17 0 (26.4%)	99 (15.4%)	24 (3.7%)	22 (3.4%)	644
Close to Cambridge	98 (43.2%)	63 (27.8%)	41 (18.1%)	16 (7%)	9 (4%)	227
Cambridge City	27 8 (62.1%)	96 (21.4%)	55 (12.3%)	11 (2.5%)	8 (1.8%)	448





Greater Cambridge Partnership

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# **CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT**

Appendix H – Phase One Focus Group  
Report (2018)



## QUALITATIVE RESEARCH



**SYSTRA**

# CAMBOURNE TO CAMBRIDGE BETTER BUS JOURNEYS

## QUALITATIVE RESEARCH

IDENTIFICATION TABLE	
Client/Project owner	Cambridgeshire County Council
Project	Cambourne to Cambridge Better Bus Journeys
Study	Qualitative Research
Type of document	Final Report
Date	16/03/2018
File name	20180316 Cambourne to Cambridge Research Report vFinal.docx
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Version	Name		Position	Date	Modifications
1	Author	Emma Salter	Assistant Consultant	02/02/2018	
	Checked by	Evelyn Robertson	Senior Consultant	14/02/2018	
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2	Author	Emma Salter	Assistant Consultant	06/03/2018	Updated in line with client comments
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	Checked by	Evelyn Robertson	Senior Consultant	16/03/2018	
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Cambourne to Cambridge Better Bus Journeys	
Qualitative Research	107005
Final Report	16/03/2018

## EXECUTIVE SUMMARY

### Background

The Greater Cambridge Partnership (GCP) is made up of Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, the University of Cambridge and the Greater Cambridge Greater Peterborough Local Enterprise Partnership. The purpose of the partnership is to help grow the local economy and improve the quality of life for the people of Greater Cambridge, through improvements in infrastructure, creating new jobs, new homes and additional apprenticeships.

The GCP held a formal consultation on the Cambourne to Cambridge: Better Bus Journeys scheme between the 13th November 2017 and 29th January 2018, in order to understand the views of those living, working, studying and travelling in the Greater Cambridge area on the proposed options for a new Park & Ride site and new bus route, plus cycling and walking facilities.

The GCP commissioned SYSTRA Ltd. to conduct research to support the formal consultation for the Cambourne to Cambridge bus scheme. The research findings will provide the GCP with greater insight into the views of local residents on the proposed Park & Ride sites and bus route options.

The views and opinions reported in this document are the views and perceptions of respondents and are not necessarily factually correct.

### Options for a New Park & Ride Site and Bus Route

Following on from an earlier consultation in 2015, two possible Park & Ride sites, two possible on-road bus routes and one off-road bus route were identified to be taken forward as part of the Cambourne to Cambridge: Better Bus Journeys consultation:

- 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.

The consultation also addressed two potential routes to link Route C with Grange Road; Adams Road and the Rugby Club Access Road.

### Methodology

A series of five focus groups were undertaken with residents from in and around Greater Cambridge. The focus groups were undertaken between 16th and 24th January 2018 across three locations: Cambourne, Cambridge City Centre and Madingley. These locations were chosen to reflect the

proposed route of the scheme and as locations easily accessible to all target residents. In total, 42 participants attended the groups, an average of eight per group. In addition, a workshop was undertaken on 25th January 2018 with 20 Local Liaison Forum (LLF) members.

### Key findings from the Residents' Focus Groups

Most residents preferred the Scotland Farm Park & Ride site, over the Waterworks site, due to its distance from the city centre, smaller visual and ecological impact and accessibility to the west of Cambridge.

However, two residents preferred the Waterworks Park & Ride site, due to perceived congestion impacts at Scotland Farm and a belief that fares would be cheaper, due to reduced operating costs at The Waterworks.

Alternative Park & Ride sites were also suggested, with most residents advocating a new site in Cambourne and some suggesting that the existing Madingley Road Park & Ride site be retained.

Many residents stated that they would probably use the Scotland Farm Park & Ride, however, use depended on where a person lived and the journey time of the Park & Ride bus service. More specifically, those who lived closer to Cambridge City Centre reported that they would be unlikely to use it and those who lived further west would consider using it, despite reservations from a few participants who advocated for an alternative site in the Cambourne area.

A number of improvements were suggested by residents, including:

- The widening of Scotland Road;
- The provision of a night bus;
- An increase in parking provision; and
- Steps to negate light pollution.

Residents were most likely to prefer Route C, compared to Routes A and B. The key reasons for this were the reliability of the service and the associated walking and cycling provisions.

Some residents did however express a preference for Route A or Route B. Where Route A was preferred this was typically due to the cost of the different options. Where Route B was preferred, this was typically due to the tidal operation, allowing the direction of flow to change with the traffic conditions. A few residents indicated that their preference was for none of the routes to be taken forward.

One improvement was suggested for Route C; to extend the route all the way to Cambourne.

With regards access to Grange Road, the Rugby Club Access Road tended to be the preferred option, over Adams Road, due to:

- The residential nature of Adams Road;
- The loss of parking on Adams Road, although a few attendees suggested that this should not be of significance;
- The existing congestion on Adams Road;

- The need for a one-way system on Adams Road; and
- The increased reliability associated the Rugby Club Access Road.

There was a general view among residents that walking and cycling provisions were important, both in terms of the Park & Ride sites and route options. User safety from such provisions was of particular importance to residents.

#### Key findings from the Workshop with Local Liaison Forum Members

When pressed on their preference between the two proposed Park & Ride sites, most LLF members said they preferred the Scotland Farm site. None gave a preference for the Waterworks Park & Ride Site, however a few refused to give a preference.

Suggestions made by LLF members to improve the Scotland Farm Park & Ride site included:

- Improvements to the cycling infrastructure to encourage sustainability and increase site accessibility for cyclists;
- Road control on Scotland Road to reduce 'rat-running' in Dry Drayton;
- Congestion charging in central Cambridge to deter the use of the A428 by cars and encourage use of the Park & Ride instead; and
- The use of embankments to reduce light and noise pollution.

The following alternative Park & Ride sites were also suggested by LLF members:

- Girton Interchange;
- Cambourne; and
- To the south of the A428.

All but one LLF member said, that if they had to choose one of the three options presented, they would choose Route B. Route B was considered more flexible than Route A, and less destructive and costly compared to Route C.

One LLF member preferred Route A.

Cycling and walking provision was important to many LLF members, with safety and land take being key areas for discussion. The provision of a cycle super highway was suggested.



# 1. INTRODUCTION

## 1.1 Research Background

1.1.1 The Greater Cambridge Partnership (GCP) is made up of Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, the University of Cambridge and the Greater Cambridge Greater Peterborough Local Enterprise Partnership. The purpose of the partnership is to help grow the local economy and improve the quality of life for the people of Greater Cambridge, through improvements in infrastructure, creating new jobs, new homes and additional apprenticeships.

1.1.2 The GCP held a formal consultation on the Cambourne to Cambridge: Better Bus Journeys scheme between the 13<sup>th</sup> November 2017 and 29<sup>th</sup> January 2018, in order to understand the views of those living, working, studying and travelling in the Greater Cambridge area on the proposed options for a new Park & Ride site and new bus route.

1.1.3 The GCP commissioned SYSTRA Ltd. to conduct research to support the formal consultation for the Cambourne to Cambridge bus scheme. The research findings will provide the GCP with greater insight into the views of local residents on the proposed Park & Ride sites and bus route options.

1.1.4 The views and opinions reported here are the views and perceptions of respondents and are not necessarily factually correct.

## 1.2 The Options

1.2.1 Following on from an earlier consultation in 2015, two possible Park & Ride sites, two possible on-road bus routes and one off-road bus route were identified to be taken forward as part of the Cambourne to Cambridge: Better Bus Journeys consultation.

1.2.2 These options are outlined briefly below. Full information can be found on the consultation website: <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-consultation-2017/18/>.

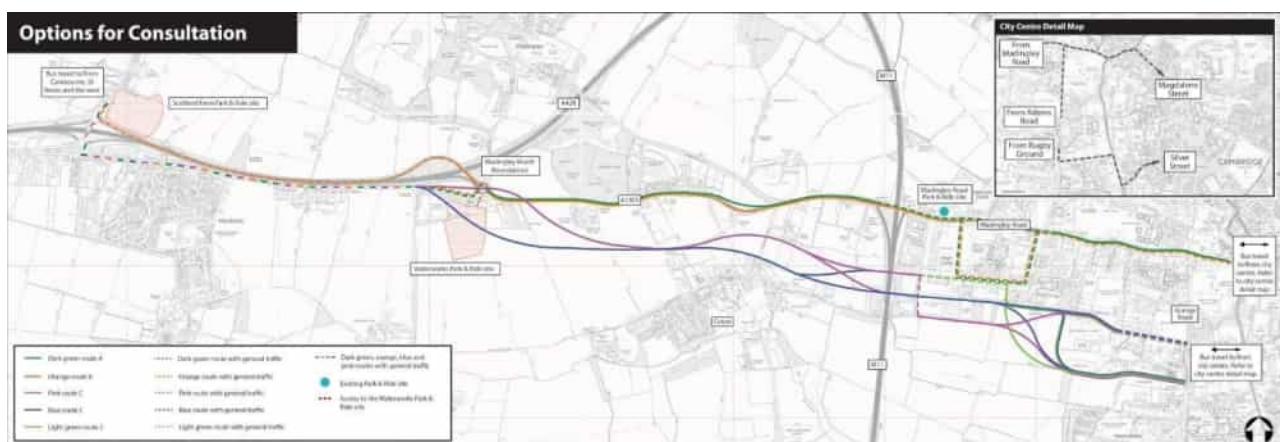


Figure 1: An overview of the options for consultation

## Park & Ride Sites

### *Scotland Farm*

1.2.3 A Park & Ride site at Scotland Farm, located at the junction of the A428 and Scotland Road, Dry Drayton.

1.2.4 This site is highlighted in Figure 1<sup>1</sup>.

### *The Waterworks*

1.2.5 A Park & Ride site at The Waterworks, located at the junction of St Neots Road and A1303 Madingley Road, near the Madingley Mulch Roundabout.

1.2.6 This site is highlighted in Figure 1.

## Route Options

### *Route A*

1.2.7 An on-road option, introducing an inbound, nearside bus lane on Madingley Road between Madingley Mulch Roundabout and Lady Margaret Road.

1.2.8 This route is shown in light green in Figure 1.

### *Route B*

1.2.9 An on-road central, tidal bus lane, with overhead gantries, on Madingley Road, running between Madingley Mulch Roundabout and the new entrance to Eddington.

1.2.10 This route is shown in orange in Figure 1.

### *Route C*

1.2.11 An off-road dedicated busway, running between Madingley Mulch roundabout and Grange Road, Cambridge.

1.2.12 The consultation also addressed two potential routes to link Route C with Grange Road; Adams Road and the Rugby Club Access Road (also known locally as the Old Rifle Range Track).

1.2.13 This route is shown in dark green, blue and purple in Figure 1.

## 1.3 Research Objectives

1.3.1 SYSTRA undertook qualitative research, in the form of residents' focus groups and a workshop with Local Liaison Forum (LLF) members.

1.3.2 The main objectives of the focus groups were to gain an in-depth understanding of:

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<sup>1</sup> Please note, all diagrams provided in this chapter are directly taken from the GCP consultation material. The consultation material used as part of the research can be found in Appendix C.

- Residents' awareness of the consultation and understanding of the consultation material;
- Residents' views on a new Park & Ride site to the east of Cambourne and preferences between the two proposed sites; and
- Residents' views on the options for a new bus route between Cambourne and Cambridge, and preferences between the three proposed routes.

1.3.3 The main objective of the workshop was to give LLF members an opportunity to feed into the qualitative research, providing the views of those they represent with regards to:

- A new Park & Ride site to the east of Cambourne and preference between the two proposed sites; and
- The options for a new bus route between Cambourne to Cambridge, and preference between the three proposed routes.

## 2. METHODOLOGY

### 2.1 Overview

2.1.1 A series of five focus groups were undertaken with residents from in and around Greater Cambridge. In addition to these, a workshop was undertaken with Local Liaison Forum (LLF) members.

### 2.2 Recruitment

#### Residents' Focus Groups

2.2.1 Ten participants were recruited for each of the five focus groups, with the anticipation that, on average, eight participants would attend each group.

2.2.2 In total, 42 participants attended the groups, an average of eight per group.

2.2.3 To ensure that the views of a wide range of residents were captured, quotas were set on area of residence, frequency of public transport use, age, gender, socio-economic group, and working status.

2.2.4 The final profile of participants is outlined below.

- Area of residence
  - The villages<sup>2</sup>: 16 residents;
  - Cambourne: 15 residents;
  - Cambridge City Centre, excluding Newnham: 6 residents;
  - St Neots: 3 residents; and
  - Newnham: 2 residents.
- Frequency of public transport use
  - 5 or more times a week: 6 participants;
  - 2-4 times a week: 9 participants;
  - Once a week: 4 participants;
  - Less than once a week, but at least once a month: 8 participants;
  - Less than once a month: 10 participants; and
  - Never: 4 participants.
- Age
  - 16-24 years: 11 participants;
  - 25-49 years: 12 participants;
  - 50-64 years: 9 participants; and
  - 65+ years: 10 participants.

<sup>2</sup> 'The villages' include: Bourn, Caxton, Comberton, Coton, Dry Drayton, Hardwick, Highfields and Caldecote, and Madingley.

- Gender
  - 20 males; and
  - 22 females.
- SEG
  - ABC1: 24 participants; and
  - C2DE: 18 participants.
- Working status
  - Working full-time (30+ hours a week): 17 participants;
  - Working part-time (less than 30+ hours per week): 16 participants;
  - Not working: 3 participants;
  - Retired: 9 participants; and
  - Students: 7 participants.

## LLF Workshop

2.2.5 The LLF workshop was arranged by the GCP. Attendance was on a first come, first served basis.

2.2.6 The final profile of participants included 20 representatives from:

- Local Government
  - South Cambridgeshire District Council – Bar Hill;
  - South Cambridgeshire District Council – Comberton;
  - South Cambridgeshire District Council – Hardwick;
  - South Cambridgeshire District Council – Highfields and Caldecote; and
  - Newnham City Council.
- Residents Associations
  - Cramner Road Residents Association;
  - Federation of Cambridge Residents Association (FeCRA);
  - Gough Way Residents Association;
  - Madingley Road Residents Association;
  - North Newnham Residents Association; and
  - Storey's Way Residents Association.
- Parish Councils
  - Coton Parish Council;
  - Elsworth Parish Council;
  - Hardwick Parish Council; and
  - Madingley Parish Council.
- Other organisations
  - Cambridge Past, Present and Future (PPF);

- Local Liaison Forum;
- Save the West Fields; and
- Smarter Cambridge.

## 2.3 Data Collection

### Residents' Focus Groups

2.3.1 Five focus groups, with local residents, were undertaken between 16<sup>th</sup> and 24<sup>th</sup> January 2018, in Cambourne, Cambridge City Centre and Madingley. These locations were chosen to reflect the proposed route of the scheme and as locations easily accessible to all target residents.

2.3.2 In both Cambourne and Madingley, one focus group was undertaken with younger participants, and one group was undertaken with older participants. In Cambridge City Centre, one focus group was held with participants of a mix of ages.

2.3.3 The topic guide was developed with the GCP and identified the following key areas for discussion:

- Current Awareness of the Consultation
  - What, if anything, participants had seen/heard and from where/who;
  - What participants thought of the information received;
  - Whether participants understood the information received; and
  - Any suggestions for improvement.
- Immediate thoughts on all options
- Park & Ride Options
  - Immediate thoughts on Park & Ride site options;
  - Thoughts on the differences between the two sites and level of importance allocated to these differences;
  - Any suggestions for improvement;
  - Park & Ride site preferences;
  - Likely use of the proposed new Park & Ride site.
- Route Options
  - Immediate thoughts on each Route option;
  - Thoughts on the potential look and journey times of each route;
  - Any suggestions for improvement for each route;
  - Thoughts on the differences between the three routes and level of importance allocated to these differences;
  - For Route C, thoughts on the differences between the two options for linking with Grange Road and level of importance allocated to these differences; and
  - Final Route preferences.

2.3.4 A full copy of the topic guide can be found in Appendix A.

## LLF Workshop

- 2.3.5 The workshop with LLF members was held on 25<sup>th</sup> January 2018, with discussions held in three breakout groups.
- 2.3.6 These break-out groups were not a conventional focus group format given most attendees knew each other and were well aware of the consultation material beforehand, given their membership with the LLF.
- 2.3.7 Again, the topic guide was developed with the GCP and followed a similar structure to that used in the resident focus groups, omitting the 'Current Awareness of the Consultation' discussion.
- 2.3.8 A full copy of the topic guide can be found in Appendix B.

## 2.4 Analysis and Reporting

- 2.4.1 With consent from all participants, every group was digitally voice recorded and independently written up under a series of headings consistent with the agreed discussion guide. For each of these headings, a number of key points summarised the discussion on each issue and these were supported by a series of verbatim quotes.
- 2.4.2 Write ups were then reviewed, collated and analysed using a thematic analysis approach, wherein core themes, across all discussions, are highlighted, clustered and extrapolated to provide main findings. An indication of prevalence of feelings expressed has been provided for each of these in the research findings chapter of this report, however, it is not possible, nor appropriate, to report the number of respondents giving particular responses, owing to the qualitative nature of the research. Additionally, supporting quotes have been reported verbatim, with gender, location of residence and age recorded for residents, and type of organisation recorded for LLF members.
- 2.4.3 As with all qualitative research, it should be noted that:
  - The sample selected for this study is not statistically representative, rather provides a cross section of Cambridgeshire residents and available LLF members;
  - The views and opinions reported are the views and perceptions of respondents and are not necessarily factually correct.

### 3. FINDINGS FROM THE RESIDENTS' FOCUS GROUPS

#### 3.1 Introduction

3.1.1 This Chapter presents the findings from the five residents' focus groups. Please bear in mind that the views and opinions reported here are the views and perceptions of respondents and are not necessarily factually correct.

#### 3.2 Awareness of the Cambourne to Cambridge Consultation

3.2.1 In three of the five focus groups, all residents were aware of the consultation. However, in the remaining two, around half or less were aware of the consultation.

3.2.2 Those who were aware of the consultation reported coming across it in a number of different ways, and the most frequently cited examples were the consultation brochure and local posters and signs. Other methods by which participants had become aware of the consultation, each cited a few times or less included:

- The local press;
- Local meetings, held by the GCP and the LLF;
- Facebook; and
- Direct contact from the council, in the form of phone calls.

3.2.3 However, participants living in Comberton and Hardwick had not received the consultation brochure in the post, nor seen it before, with one Hardwick participant suggesting that the little awareness they had of the consultation came only from posters in Coton.

*"There's the big protest things in Coton, isn't there?...You see the big signs about the cost, you know how many millions it's going to cost."* (Male, Hardwick, 50-64 years old)

*"Well I live in Comberton and work in Cambourne and I've never heard of it, I don't know if I've been in a bubble or not."* (Female, Comberton, 50-64 years old)

#### 3.3 Suggested Improvements to the Consultation Brochure

3.3.1 Whilst participants indicated an understanding of the information provided in the consultation brochure, a number of improvements were suggested by a few participants, namely improvements relating to:

- The level of information provided, with a few participants asking for more concrete information with regards to cost; and
- The distinction between the Madingley Mulch Roundabout and The Waterworks Park & Ride site.

*"I think [Madingley Mulch Roundabout] needs to be rephrased...the assumption is that [The Waterworks Park & Ride is] the equivalent."* (Female, Coton, 65+ years old)



3.3.2 In a few of the groups, some participants, predominantly Coton residents, believed that the quality of information within the consultation brochure was deliberately poor and misleading. Particular reference was made to the accuracy of information for Route B.

*“I think the quality of information that has come from GCP is poor and I think it’s misleading and I think they’re doing it deliberately.” (Male, Coton, 65+ years old)*

*“There are so many mistakes in it that it’s actually misleading... some are just errors, where they’ve put the wrong things in the wrong column... but it’s what they’ve omitted more than anything... other things, for example, are the idea that the bridge over the M11 would have to be widened [for Route B], I’m not sure that is the case, that if there was a tidal busway [as in Route B], there would have to be gantries, but I’m not sure that is the case, because if you make it so that people can’t cross it, you know, then you don’t need the gantries.” (Female, Coton, 65+ years old)*

*“A precursor to Route B was developed by the Local Liaison Forum (LLF), but ... it’s not actually a good representation of what the community group put forwards. It’s shoddy. In my opinion, it’s all meant to be tipping the consultation in favour of Route C. I think the consultation is really, really, really bad.” (Female, Coton, 25-49 years old)*

### 3.4 Initial Reaction to Consultation Information

3.4.1 The most frequently cited initial reactions residents had to the proposed Park & Ride sites and bus route options can be grouped as:

- The ability of the scheme to address existing congestion;
- Concern over the loss of green space;
- The necessity for new Park & Ride provisions;
- The attractiveness and effectiveness of existing Park & Ride and busway schemes;
- The desirability of the destinations of the proposed bus routes;
- Concern over light pollution at The Waterworks Park & Ride site; and
- Safety concerns of route operations, particularly Route C.

3.4.2 With the exception of the first bullet point – addressing congestion; where many participants felt the scheme could alleviate congestion – the remaining bullet points all relate to negative sentiments about the scheme. They are outlined in further detail below.

3.4.3 Concerns regarding existing congestion levels were raised by many residents across most groups. A large number of participants perceived that a new Park & Ride scheme would address congestion by providing an alternative to driving in traffic, especially in light of the expected growth in population. However, a few participants felt that a Park & Ride site and bus route would do very little to alleviate existing congestion problems, with reference made to existing bottlenecks in Dry Drayton and Madingley Road. In one group, the majority of participants suggested that congestion relief from the introduction of a bus route would only be evident if other congestion relieving measures were taken initially, such as changing the A428 between Caxton and St Neots into a dual carriageway.

*“They are building 2,500 houses in Cambourne West, 5,000 at Bourn airfield, X amount near St Neots... it’s kind of, all those people who will be working in Cambridge because*

*there's so many jobs, you know, in industry and science, and driving is a nightmare, so I don't see what other option there is." (Female, St Neots, 25-49 years old)*

*"I think [the routes] all do quite well... I think they needed a few more routes... I see no problem with it because if you're late and you have to get the car, you have no really no other option apart from sitting in traffic.... I feel like your off-road options... they are worthy changes that need to be made." (Male, Cambridge City Centre, 16-24 years old)*

*"Even though the bus is going to be on its own thing, won't it cause more traffic on Madingley Road, because of people having to actually get off?" (Female, Cambourne, 50-64 years old)*

*"If you live in Hardwick, basically we've got two big options of massive car parking, right close to the village, which is already, you know, quite gridlocked... if that one along the top goes across to where Scotland Farm is, that'll be a nightmare, trying to get across there in the morning." (Male, Hardwick, 50-64 years old)*

*"There's no point doing this until the 428 has been sorted between Caxton and St Neots... until that is sorted, turned into dual carriageway or a new road built to take the colossal of vehicles, this is immaterial, this is pointless!" (Male, St Neots, 25-49 years old)*

- 3.4.4 Many participants expressed concern for the loss of green space, with reference made to construction on greenbelt land in Route C proposals.

*"I could never vote for something that destroys beautiful countryside by going off-road...I can't see why anybody at the GCP is proposing to destroy so much countryside at such huge expense, £209m, for a journey saving time of 2 or 3 minutes." (Male, Coton, 65+ years old)*

*"If this was Brazilian rainforest, we'd be signing petitions and buying big plots of land... protesting and tying ourselves to trees" (Male, Hardwick, 50-64 years old)*

- 3.4.5 Existing provisions nearby, namely the Park & Ride site on Madingley Road and the bus route from Cambourne to Cambridge on the Citi4 bus, were felt by a small number of residents across most groups, to adequately address consumer demand. For this reason, a few participants suggested that a new bus route and Park & Ride site would not be needed in the area, and felt that it would be better placed in the Cambourne or Caxton area.

*"People keep saying to me, you know, what is the point in this anyways, because they've got a Cambourne to Cambridge route anyway." (Female, Coton, 65+ years old)*

*"Why do you need two Park & Ride sites... between that it's what 6 miles... that's like putting a Tesco next to a Tesco. If you are going to spend all that money, you might as well put this Park & Ride site at Cambourne or Caxton, around that area" (Male, St Neots, 25-49 years old)*

*“The Madingley Road site, there doesn’t appear to be an option to retain that, surely this partnership could say, look, it is of great benefit, to the whole of Cambridge, for us to retain the site because it’s not just used for Park & Ride... you’ve got people who will drive in and then get bikes out of their cars or out of the racks and cycle into Cambridge, there some people that walk into Cambridge... you can also walk over to Eddington and get the Universal Bus and that will take you to the station or the hospital... there’s plenty of room... there’s so many advantages with the existing site, and, although it will be nearer for me, for The Waterworks or Scotland Farm, I’m against both of them.” (Male, Dry Drayton, 65+ years old)*

- 3.4.6 Many residents voiced concern over the appeal and effectiveness of current Park & Ride schemes in Cambridge, noting the lack of parking spaces available at Park & Ride sites at peak times, and the high cost of fares.

*“I know people who come up the A10 and use the Trumpington Park & Ride and they all say that at 9 o’clock in the morning, it’s often very difficult to get a space.” (Male, Dry Drayton, 65+ years old)*

*“You’ve got one [Park & Ride] there that nobody uses, at Madingley Road, people don’t use it because it’s too expensive.” (Male, Cambourne, 25-49 years old)*

*“You get to the Park & Ride and you pay to park, then you pay for the bus, and it’s all zones and things, so it’s not really an attractive proposition cos’ it’s not cheap enough.” (Male, Hardwick, 50-64 years old)*

- 3.4.7 Additionally, many residents voiced concern for the appeal and effectiveness of current busway schemes in Cambridge, noting problems with the current busway between St Ives and Cambridge City Centre, the tendency for buses to get stuck in traffic, and the high cost of fares.

*“The guided bus stops at Mill Road, they have to come off, so you’ve done all the bit on the guided bus and got there quick, and then you sit in traffic.” (Male, Hardwick, 50-64 years old)*

*“Stagecoach decided to... regenerate the boundary for what they call Cambridge City, and move Cambourne outside of that boundary. So, subsequently, a Megarider that was £11.90 for people from Cambourne suddenly becomes £23.20... I won’t use the bus at the moment because £23, that’s a lot of money.” (Male, Cambourne, 25-49 years old)*

- 3.4.8 Some residents indicated that the proposed bus routes would and could not provide appropriate destinations, both within Cambridge City Centre, due to its narrow streets, and toward Addenbrooke’s, despite demand.

*“It’s not thought through what happens at the end, how do you then get to where you actually want to be, rather than, say, Grange Road, which is not where you want to be.” (Female, Coton, 65+ years old)*

*"I think the real big problem is, well you've got all these routes coming into town, but where are they going to stop? Town is squashed... there's no room." (Female, Newnham, Cambridge City Centre, 65+ years old)*

*"As many people go to work in Greater Addenbrooke's as they do in the centre of Cambridge... yet the GCP has only got routes going towards Cambridge... there's literally the same number of people, it's the GCPs own figures, that go to Addenbrooke's, and this doesn't solve it at all." (Male, Coton, 65+ years old)*

*"I work at the biomedical site... there's no parking on site... so we have been looking forward to this because there's so many people going to Addenbrooke's and all the other places there, coming from Cambourne... When it rains or when it's too windy, everyone drives in... and parking at the Trumpington Park & Ride actually filled up... The biomedical campus is expecting AstraZeneca to move in, it's expecting Papworth... it's going to be a huge employer... at the moment, things are already strained... it would be great to have transport coming from Cambourne and straight to the biomedical campus, because there's so many people who go there for work." (Female, Cambourne, 25-49 years old)*

- 3.4.9 A few residents felt negatively toward the potential for light pollution at The Waterworks Park & Ride site, noting its position on high ground and the effects of this on the countryside surrounding Cambridge City Centre.

*"The idea is there's a huge Park & Ride at the top of Madingley Hill, which will be lit 24/7 so the whole surrounding countryside will have a great deal of light pollution, and when you think that actually, if you stand at the top of Madingley Hill, on a good day, you can see Ely Cathedral, Ely Cathedral would therefore be able to see this constant Park & Ride light pollution, devastating the countryside." (Female, Coton, 65+ years old)*

- 3.4.10 Safety was of concern for a few residents, particularly with regard to Route C, for schoolchildren, and more generally, on all routes, for pedestrians and cyclists. A few participants advocated full segregation of cycling and walking facilities from general traffic, in order to improve cyclist safety and increase uptake.

*"[Route C] will go right past the back of a school, there will be two tracks going right past a small village school, with double-decker buses, going 56-57mph, every 5 or 6 minutes, at least." (Female, Coton, 65+ years old)*

*"Currently, we have a completely dedicated cycle route from Coton into town, and my belief is that what should happen is that the cycle network should be being extended through to Comberton, through to Hardwick, so that you can have a dedicated cyclist-only network, and then leave the buses and cars together, with bus priority schemes, to encourage people onto public transport. But to get more people cycling you have to have pollution-free air and completely safe environment, so that people can take their children, so that if they are infirm and unsure on their bicycles they will feel safer." (Female, Coton, 25-49 years old)*

### 3.5 Park & Ride Options: Themes relating to Scotland Farm

#### Accessibility

3.5.1 The proposed Scotland Farm Park & Ride site was perceived to be easily accessible from the west of Cambridge City Centre, and more so than the proposed Waterworks Park & Ride site, by many residents, including those living in Cambourne and Comberton. However, a few participants, primarily those living in St Neots, were concerned that the Scotland Farm Park & Ride site would not service those living to the very West of the city centre, as it was too far away. These participants suggested that a better bus service from St Neots and a Park & Ride site in Cambourne would be a more appropriate solution.

*"[Scotland Farm] is the nearest to Cambourne... There's no point travelling down to Madingley to be honest."* (Female, Cambourne, 25-49 years old)

*"I'd quite happily drive to Dry Drayton, Scotland Farm, meet the bus there and go into town. And, I suppose people from Cambourne would come from Cambourne to Scotland Farm."* (Male, Comberton, 65+ years old)

*"For people coming from the west, having Scotland Farm, say, would probably be a good idea."* (Male, Coton, 65+ years old)

*"Dry Drayton, you can come from every point on the compass basically, whereas Madingley, you can't."* (Male, Hardwick, 50-64 years old)

*"Scotland Farm is miles away... by the time you've fuffed about in a car park, fought over a parking space, waited for the bus, sat in the bus in traffic going down the A428, going down Madingley Road, you might as well have driven anyway... if there was a better bus service, it would be better to use that."* (Female, St Neots, 25-49 years old)

*"There's no point doing Scotland Farm because if you live in Cambourne, you still gotta drive from Cambourne to the Park & Ride. Do it at Cambourne... there's so many people in Cambourne who can't drive."* (Male, St Neots, 16-24 years old)

#### Congestion Impact

3.5.2 The impact of the proposed Scotland Farm Park & Ride site on rural roads in Dry Drayton, due to the predicted population growths in the Cambridge area, was of concern to many residents. However, there was an acknowledgment from a few participants, that this impact would not be as significant as the congestion impact expected from the proposed Waterworks Park & Ride site.

*"The Parish Council for Dry Drayton is obviously dead against Scotland Farm, because of the increased traffic that goes with it."* (Male, Dry Drayton, 65+ years old)

*"I think with the Scotland Farm one... That road's not particularly great. It's only one lane... Is the Dry Drayton Road itself going to be developed?"* (Male, Cambourne, 25-49 years old)

*"[Scotland Farm] could cope with the traffic a little better than at Madingley Mulch."*  
(Male, Caxton, 50-64 years old)

#### Distance to Cambridge City Centre

- 3.5.3 Many participants in one of the resident focus groups held the view that the 1.7 miles between Cambridge City Centre and the Scotland Farm Park & Ride site would be of no concern to cyclists, who could benefit from the added distance. However, there was some concern, within another of the groups, that this would not be the case.

*"I'm not sure the 1.7 miles [from Scotland Farm to Cambridge City Centre] is a deal breaker for someone who wants to cycle."* (Male, Caxton, 50-64 years old)

*"I think the whole 1.7 miles argument for Park & Cycle [at Scotland Farm], I'm not sure if that stands up, because most people cycle for health benefits, and I think that the added cycle journey, will be seen as a plus, not a minus, certainly from my point of view. I wouldn't say, oh it's another, I've already committed to that bit, I've just got to go a bit further. So I don't know, that seems a weak argument for not using Scotland Farm."*  
(Male, Cambridge City Centre, 50-64 years old)

#### Existing Infrastructure and Potential Visual Impact

- 3.5.4 A few residents acknowledged the limited existing infrastructure and small number of houses surrounding and on the Scotland Farm site, with very little visual impact on the surrounding area.

*"There's nothing in Dry Drayton, there's like 12 houses... the only people who are really going to object to how it looks is the people that live directly opposite."* (Male, Cambourne, 25-49 years old)

#### Operating Costs

- 3.5.5 Statements provided as part of the consultation material, referring to Scotland Farms' higher bus operation costs compared to The Waterworks, were believed to be outweighed by the benefits of getting cars off the road for a greater distance. A small number of residents also believed the costs would not be higher, if operated differently.

*"I think that concentrating on the bus operating costs by having [the Park & Ride site] closer is the wrong way round, if you want cars off the road, the further out it is, the better."* (Female, Coton, 25-49 years old)

*"They say it's a longer distance [to Cambridge] at Scotland Farm. I think it's irrelevant if they organise this properly, they would operate at a higher load factor, which would reduce costs. So, that's not a valid assessment there about fuel costs being increased."*  
(Male, Cambourne, 65+ years old)

### 3.6 Park & Ride Options: Themes relating to The Waterworks

#### Congestion Impact

3.6.1 The majority of residents, across all focus groups, expressed concerns for the existing levels of traffic near the proposed Waterworks Park & Ride site, stating that a Park & Ride site in the area surrounding the Madingley Mulch Roundabout would not be suitable without additional road treatments, such as lane widening.

*"[The Waterworks is] just going to cause a lot of congestion at the Madingley [Mulch Roundabout]." (Female, Cambourne, 25-49 years old)*

*"If it gets any more packed at the Madingley [Mulch Roundabout], we're not going to make it in." (Male, Cambourne, 16-24 years old)*

*"That location [at the proposed Waterworks Park & Ride site], in the mornings is horrendous... and it's getting harder and harder." (Female, Cambourne, 50-64 years old)*

*"One of the most important things with The Waterworks option is that if they did that, then the disruption to that Madingley roundabout, which is horrific at the best of times, first thing in the morning, trying to get into town, would make my commute absolutely impossible." (Female, St Neots, 25-49 years old)*

*"[Traffic] has got worse. But surely, they're going to do something with the road to alleviate that if they're going to put a Park & Ride at The Waterworks. They can't just put a car park there and expect the existing roads [to cope]. That would be a disaster." (Male, Caxton, 50-64 years old)*

*"2,000 cars is a lot of cars!... when you say 2,000 cars, that's 2,000 people, minimum. In [the Madingley Mulch Roundabout] area now, it's just congested now, so you know, that means they've got to make the road wider." (Male, Hardwick, 50-64 years old)*

#### Visual Impact

3.6.2 Many residents, across a few focus groups, felt negatively toward the expected visual impact of the proposed Waterworks Park & Ride site on nearby housing and the wider countryside, making particular reference to light pollution, reiterating the initial thoughts of some participants. Additionally, a few participants in one of the focus groups stated that the provision of information regarding housing adjacent to The Waterworks site was incorrect, as there are houses immediately adjacent to the site.

*"I mean it could be a blot on the landscape, it if was near The Waterworks. Presumably it would be lit up at night? Which could be really quite an impact on the surrounding area – it's fairly high up." (Male, Comberton, 65+ years old)*

*"The Park & Ride on Madingley Mulch [Roundabout], it's on the top of a hill and it would be an absolute eye-sore." (Female, Coton, 65+ years old)*

*“There’s a good group of houses at the Madingley Mulch Roundabout and they would be immediately adjacent to that Park & Ride, so, this information is not right.” (Female, Coton, 25-49 years old)*

Accessibility

3.6.3 The Waterworks Park & Ride site was perceived to be poorly accessible from the A428, and for those living to the west of Cambridge City Centre, by many residents, especially those that would have to walk or cycle.

*“If you’re driving from the A428 towards like St Neots, Bedford way, you can’t get off at the Madingley Mulch area... so Scotland Farm would be better if you’re going that way, to then go into town.” (Female, Comberton, 50-64 years old)*

*“[The Waterworks] is miles to walk, even if you lived in Toft, so you gotta walk down a road, what’s got no street lamps, no footpath, nah, won’t happen, will it? I’m not being funny, I’ve got kids, and if my daughter was, what 15 years old, and gotta catch that bus to get into town, at 7 o’clock in the morning, in the winter, I’m not gonna let my daughter or son or whatever walk down that.” (Male, St Neots, 25-49 years old)*

*“The hill, going up from Madingley to The Waterworks looks a bit daunting to me, to be honest, and I’m not sure how many cyclists would actually want to use the Park & Ride.” (Male, Dry Drayton, 65+ years old)*

3.7 Park & Ride Options: Themes Relating to Both Sites

The Accuracy of Predicted Usage

3.7.1 Most residents disputed the accuracy of predicted usage calculations for both of the proposed Park & Ride sites, with the suggestion that:

- Usage calculations were only based on models including cars, with no mention of people who would cycle to the site and then get the bus;
- Usage for both sites would be lower than the existing site on Madingley Road because bus services are not proposed to include the Universal Bus and would not be accessibly from the M11; and
- Usage of the proposed Waterworks Park & Ride site would be not be 100% because the nearby site on Madingley Road is not that busy due to being too close to the city centre.

*“The predicted usage, is done on transport models, and the accuracy of those is only as good as the assumptions that you feed into a model, and you can make models say whatever you like, so the predicted usage is questionable, for both of them.” (Female, Coton, 25-49 years old)*

*“It’s based on cars... so I’m guessing in this situation, they are not considering, well they might be, but not fully, considering cyclists.” (Male, Cambridge City Centre, 16-25 years old)*



*"I do not like either of the proposed sites because I think they are too far away from the M11, because a lot of people that come up the M11 use the Madingley Park & Ride and I doubt whether they are going to turn left and drive the extra distance up to The Waterworks, and certainly [not] up to Scotland Farm." (Male, Dry Drayton, 65+ years old)*

*"But the one a mile and a half up the road is empty?... They said everybody was gonna stop at Madingley, there was gonna be no cars from Madingley Road to the city centre at all, by the time it was up and running. It's not worth paying a fiver to travel 2 miles, you're there." (Male, Cambourne, 25-49 years old)*

#### Cost of Fares

3.7.2 Many residents made reference to the cost of fares for both Park & Ride sites, with the suggestion that:

- The Waterworks Park & Ride site would probably have lower fares, due to its lower operating costs, and this would benefit students;
- The Scotland Farm Park & Ride site would reduce commuter fares for people living to the west of Cambridge City Centre, as they would be able to walk or cycle to the site and then get the bus; and
- Fares for both sites would be related to the number of people cycling to them, with one resident suggesting that they would cycle to a site if the Park & Ride fare saved them money and another implying that parking charges at Park & Ride sites are dependent on the number of people using bikes rather than the parking facility.

*"[Provided that the same prices apply] the Scotland Road site would be better, because we could cycle there, and then get the bus into Cambridge. And yeah, I'd be saving half my bus fare a month." (Female, Cambourne, 25-49 years old)*

*"[Cycling's] why they introduced the £1 [parking] charge, because they were losing out." (Male, Comberton, 65+ years old)*

#### Cycling and Walking Facilities

3.7.3 In one resident focus group, the majority of participants suggested that cycling provisions would be important for both of the proposed Park & Ride sites, especially in light of population growth.

*"Yes, we should provide facilities for cycling, or/and walking." (Male, Cambourne, 65+ years old)*

*"If there's more houses by 2030, or something, there'll be far more cycles won't there?" (Male, Comberton, 65+ years old)*

### 3.8 Park & Ride Options: Site Preferences and Likely Use

3.8.1 Despite reservations, the majority of residents, across all groups, reported a preference for the proposed Scotland Farm Park & Ride site due to its distance from the city centre, smaller visual and ecological impact and accessibility to the west of Cambridge.

*“Scotland Farm, it’s the lesser of two evils.” (Male, Cambridge City Centre, 25-49 years old)*

*“If they’re saying the only options that we have are these two... I think we’re all saying that the Scotland location is much better than The Waterworks.” (Female, Cambourne, 25-49 years old)*

*“The further back [from the city centre] the better I think.” (Male, Bourn, 16-24 years old)*

*“If I was forced to pick between these two [Park & Ride sites] I would go for Scotland Farm, because it’s further out, and therefore the miles on the bus are longer and the miles in the car are potentially shorter, so that is more environmentally friendly, but I personally think they are both bad options.” (Female, Coton, 25-49 years old)*

*“I think Scotland Farm, it’s less intrusive on habitation and visual impact.” (Female, Newnham, Cambridge City Centre, 65+ years old)*

3.8.2 Only two residents reported a preference for the proposed Waterworks Park & Ride site, due to the perceived congestion impacts at Scotland Farm and a belief that fares would be cheaper, due to reduced operating costs at The Waterworks.

3.8.3 Many residents stated that they would probably use the Scotland Farm Park & Ride, however, use depended on where a person lived and journey time of the Park & Ride bus service. More specifically, those who lived closer to Cambridge City Centre reported that they would be unlikely to use it and those who lived further west would consider using it, despite reservations from a few participants who advocated for an alternative site in the Cambourne area.

*“I wouldn’t bother [using Scotland Farm], where I live I’d rather go to Trumpington. I wouldn’t go out of town, that way, in order to come all the way back in again.” (Female, Coton, 65+ years old)*

*“Probably, coming from St Neots, if there was a Park & Ride there [at Scotland Farm] I would think about using it, it just depends how long it would take then on the bus from there into central Cambridge, which currently would be forever. It depends if it shaved half an hour off, if it was just 10 minutes here and there you wouldn’t bother.” (Female, St Neots, 25-49 years old)*

*“I wouldn’t use it, if it was at Cambourne I would use it.” (Male, St Neots, 16-24 years old)*

### 3.9 Park & Ride Options: Suggested Improvements and Alternative Sites

3.9.1 There were a limited number of improvements raised by residents. Improvements cited, each raised a few times or less included:

- The widening of the incoming road to the proposed Scotland Farm Park & Ride site;
- Extending the hours of service or providing a night bus service, as the current Park & Ride services were considered to end too early in the evening to be of use;
- Providing more parking, as there was a perception that existing Park & Ride sites had more spaces; and
- Negating light pollution, with one participant suggesting that Passive Infrared Sensor (PIR) lights be used.

*“Widen the Madingley Road [into Dry Drayton].” (Male, St Neots, 25-49 years old)*

*“If there was a night bus I would sole use it, because I worked quite late when I was living in London and the night-bus was a life saver... I think it is still a bit ridiculous that buses do just finish so early in the day.” (Male, Cambridge City Centre, 16-24 years old)*

*“The Madingley Road [Park & Ride] has got to be more than that [2,000 parking spaces] now.” (Male, Caldecote, 65+ years old)*

*“The buses don’t run very late at the moment... so if that’s going to continue being the model, you question why they would have to be lit at night. You know, you have some PIR system that just lights up when somebody walks across the car park.” (Female, Coton, 25-49 years old)*

3.9.2 Alternative sites were suggested my many residents. For instance:

- In most of the focus groups, a large number of participants advocated a new Park & Ride site in Cambourne; and
- In a few of the focus groups, a few participants asked for the retention of the existing Madingley Road Park & Ride site, with possible connections to Cambourne.

*“In all seriousness, Cambourne would be the place to put it [a Park & Ride site].” (Male, Cambourne, 25-49 years old)*

*“It might be better to have a big bus station in Cambourne, because that’s the biggest population density west of Cambridge, so if you had a bus station there, so people can get to that easily, sort of on their bikes, or walk to it, and then get the bus into Cambridge.” (Female, Coton, 25-49 years old)*

*“Can’t they extend the Madingley one to Cambourne, rather than get rid of it, and waste the money of that and the site and everything?” (Female, Cambridge City Centre, excluding Newnham, 25-49 years old)*

*“Living in Dry Drayton, Scotland Farm is the nearest site to me, it’s half a mile, I suppose, Waterworks is not bad either, it’s a little bit further than the Madingley Park & Ride, but*

*I think the overall advantages that they've got in Madingley at the moment, far outweigh those two sites." (Male, Dry Drayton, 65+ years old)*

### 3.10 Park & Ride Options: Opinions of Park & Ride as a Method of Transport

3.10.1 In a few of the resident focus groups, there was some discussion surrounding the use of Park & Ride as a method of transport, with some participants voicing opinions in favour of Park & Ride and others voicing opinions against Park & Ride.

3.10.2 Those who held positive sentiments for Park & Ride, suggested that it was:

- A more environmentally friendly mode of transport; and
- Cheaper than parking in the town.

*"[Park & Ride] would be great to cut a lot of traffic and get everyone onto a green mode of transport." (Female, Cambourne, 25-49 years old)*

*"I've got two kids, they love [the Park & Ride], if you wanna go out for the whole day, it's much cheaper than parking in town." (Female, Cambridge City, excluding Newnham, 25-49 years old)*

3.10.3 Those who held negative sentiments for Park & Ride, suggested that it:

- Is not a green mode of transport as it encourages large numbers of people to drive to one particular place; and
- Has economic impacts on rural bus services, with the suggestion there should be an improvement to these services instead.

*"I actually have a problem with the whole concept of Park & Ride because they encourage people to drive... if you provide all those parking spaces there then people will use their cars to get there and it will probably be the detriment economically to all the rural bus services. I think there should be a completely different model in place, you need to provide some parking spaces, but nowhere near as many, they should have more cycle parking facilities at the bus places." (Female, Coton, 25-49 years old)*

*"There is a danger, say, in our village, Coton, for example, that if you have the busway rushing through the village, but then the twice, three-times daily bus that comes in from Elsworth could be stopped. And also, the Citi4 on Madingley Road, somebody, sometime, could well say, well what's the point in having that bus going down the Madingley Road...you are isolating people [from the villages] who can't drive." (Female, Coton, 65+ years old)*

### 3.11 Route Options: Themes Relating to Route A

#### Journey Times

3.11.1 The majority of residents disputed how realistic the proposed journey times are for Route A, with participants suggesting that Park & Ride buses going along the route may have to

wait behind local buses at the bus stops and that the roads beyond Grange Road are too narrow for large numbers of buses. However, a few residents suggested that the journey times may be possible, especially if the route had no stops.

*"I can't do Bridge Street to Grange Road in 3 minutes at 4 o'clock in the morning... it's not happening, it's just a lie." (Male, Cambourne, 25-49 years old)*

*"That's crazy, at peak time, I don't think it would that time... It would be like, a surprise if they could pull that off, because it takes, like, I would say, an hour and a half [on the bus now]. Even more sometimes." (Female, Cambourne, 16-24 years old)*

*"It's got to stop and wait behind [other buses]. It can't pull out of the bus lane to pass a bus in a bus lane." (Male, Hardwick, 50-64 years old)*

*"OK, you're getting us to pass Grange Road, I'm just interested to see what all that traffic would do, all that traffic coming in, going on a very narrow road along the backs. 3 [minutes], I mean, it just isn't true." (Female, Newnham, Cambridge City Centre, 65+ years old)*

*"Without a stop, yes... I could probably do it in 8 minutes." (Male, Cambourne, 25-49 years old)*

#### Proposed bus lane provision

- 3.11.2 Many residents believed that the proposed bus lane provision in Route A would not be possible, due to the narrowness of the existing road.

*"They've took the pictures of how [Route A] could look. It's not how it's gonna look because there isn't that much room." (Male, Cambourne, 25-49 years old)*

*"I don't think you could run a bus lane all the way to Lady Margaret Road, I think you'd have to stop... at the point at which the lane narrows... but, most of it is really wide, and could take the bus lane probably, without, you'd just lose those big hatched zones that they've got at the moment that aren't used for anything." (Female, Coton, 25-49 years old)*

#### Land take

- 3.11.1 Many residents believed that the proposed bus lane provision in Route A would not be possible due to difficulty with land take outside of the American Cemetery.

*"[The land take outside the American Cemetery] ain't gonna happen, that's American ground." (Male, St Neots, 16-24 years old)*

*"From where they're saying they're gonna run that route [A], for a start, there's houses, which is not a problem, they'll compulsory purchase the houses and knock them down. What verge area outside the cemetery?...you are not buying that." (Male, Cambourne, 25-49 years old)*

### Lack of outbound bus lane provision

- 3.11.2 Many residents were critical that the proposed bus lane in Route A is planned to be inbound only as this would not aid those leaving Cambridge City Centre in the evening, and could have negative pollution impacts from cars travelling out of the city centre, moving slowly behind buses.

*"You're only helping people get in... but, you've still got the people at the end of the day coming home, who have finished, who want to get home." (Male, Cambourne, 25-49 years old)*

*"If you're also taking into consideration the fact that the bus in one direction will be having its own lane and in the other direction it won't, that bus, that road, is a single lane, and what about the cars there? It's creating pollution again, by cars having to sit behind because cars go a bit faster than buses." (Male, Cambridge City Centre, 16-24 years old)*

### Cycling and Walking provision for Route A

- 3.11.3 A few residents felt positively toward the extent of the cycling and walking provision in Route A.

*"I like the fact they're increasing the width of the path for pedestrians and cyclists as well, because it gives more options for people if they don't want to use the bus." (Female, Cambourne, 25-49 years old)*

### Congestion Impact

- 3.11.4 Many residents were sceptical that Route A would be effective in alleviating congestion, even with the introduction of multiple lanes, and felt that the route would also add to congestion during its construction.

*"I think it will just add to the congestion." (Male, Cambourne, 65+ years old)*

*"I just feel like it, even adding a bus lane will still make the road, like really crowded. So I don't think it will really benefit that much. Because if it's only one lane, and it's only travelling at peak times, it's still going to be crowded." (Female, Cambourne, 16-24 years old)*

*"What did there used to be 5 years ago? 2 lanes! What have they done now? It's now back down to single lane. They tried the double lane, it didn't work because it caused a lot of backlog." (Male, St Neots, 25-49 years old)*

*"Just think of the chaos it's going to create every morning for anybody wanting to take that route to get into town, while the construction's on... hopefully once it's constructed it should be easier." (Female, Comberton, 50-64 years old)*

### 3.12 Route Options: Positive Comments in Relation to Route A

3.12.1 A few participants made positive comments regarding Route A; these included:

- The use of existing infrastructure, rather than building completely new construction; and
- The use of red tarmac.

*"That's the best route, the one that's already there."* (Male, Cambourne, 25-49 years old)

*"I think [the red tarmac] does make clear it is also a bus route."* (Male, Caxton, 50-64 years old)

### 3.13 Route Options: Suggestions for Improvements to Route A

3.13.1 Suggestions to improve Route A were made by a few residents; these included:

- Introducing a dedicated cycle route alongside the bus lane, rather than a shared use path, and using the remaining space as an extra lane;
- Including an outbound lane; and
- Extending the bus lane along the whole length of the road.

*"If they made the bus route into a like, bus and cycle route and then just turned [the shared use path] into another lane, that might be better."* (Male, Bourn, 16-24 years old)

*"Why can't we have an outbound one... what about the people who want to get back to Cambourne."* (Male, Cambourne, 25-49 years old)

*"The bus lane has to go all the way... It cannot merge in and out, like that silly little thing they've got by the lights at the M11 junction now... you've either got to have the bus lane that goes all the way in, otherwise it's a waste of time."* (Male, Caxton, 49-64 years old)

### 3.14 Route Options: Themes Relating to Route B

Tidal bus lane

3.14.1 Many residents responded positively to the outbound provision proposed in Route B proposals, as part of the tidal bus lane, seeing the route as reliable, effective and flexible.

3.14.2 However, a few residents were concerned that a tidal bus lane would not service out-of- hours workers, such as those who work at local hospitals.

*"The tidal would help people coming out, particularly in December, when there's Christmas shoppers." (Male, Dry Drayton, 65+ years old)*

*"[The outbound provision] increases people's confidence that they can get home from work." (Female, Coton, 65+ years old)*

*"The reason for the tidal one is it's more flexible, you know, if they suddenly decide that traffic's busy up till 10 o'clock, they can change it up to 10 o'clock, you know, they can work it out, whereas if you get something concrete, and it's down, you're stuck with it." (Male, Hardwick, 50-64 years old)*

*"The hospital, with Papworth moving there, the employees there do not have set working times like go in in the morning and come out end of day. Some of them actually finish work in the morning and they need to come back." (Female, Cambourne, 25-49 years old)*

### Gantries

- 3.14.3 The majority of residents showed concern for the look, practicality and need of the gantries proposed for Route B, especially with the use of the road for moving large boats. However, a few noted that the gantries look smart.

*"Look at all the gantries on this tidal one, have you seen them all? They look absolutely awful, don't they?" (Female, Newnham, Cambridge City Centre, 65+ years old)*

*"Don't you think [the gantries] are appalling? I mean, Cambridge is supposed to be a beautiful city and coming in down Madingley Road is probably one of the best entrances in and you're going to stick up something like that? It's ridiculous!" (Male, Dry Drayton, 65+ years old)*

*"The bars across the road won't work, what goes up Madingley Road every 2 weeks? The company have to use Madingley Road to get the boats through Cambridge because they can't fit under the bridges on the A14...they have to take all the traffic lights out." (Male, St Neots, 25-49 years old)*

*"If you had something at the side of the guided busway, such that the traffic couldn't get onto the busway, then you wouldn't need the gantries to tell you which way the buses were going, and that hasn't been looked at as a possibility, as far as I know." (Female, Coton, 65+ years old)*

*"The gantries look smart." (Male, Cambourne, 25-49 years old)*

### Journey Times

- 3.14.4 Many residents across a few of the focus groups were sceptical on the proposed timings for Route B, stating that they should be the same, if not quicker, than Route A, which is presented as a faster option.



*"I thought it would be much quicker than that actually. I would have thought if you got a sole bus lane, I would have thought it would have been quicker." (Male, Cambourne, 25-49 years old)*

*"Both routes A and B run along Madingley Road and from the end of Grange Road into Cambridge city Centre they'll be taking the same routes, yet Route A has been presented as 3 minutes to Bridge Street, whereas Route B, which as far as I can see is identical, from the end of Grange Road to Bridge Street, has been stated as taking 4 minutes, and, likewise, to Drummer Street, Route A is said to take 8 minutes, whereas Route B is said to take 9 minutes... I'm guessing the difference is because Route A is saying that it's going to fit a bus lane from all the way to Lady Margaret Road, which is a little bit further than Grange Road, that's my guess, but that's not, that's not actually physically possible." (Female, Coton, 25-49 years old)*

### Safety

3.14.5 Despite an acknowledgment from some residents that a central bus lane, driving in reverse flow, would be no different from other oncoming traffic, many participants considered Route B to pose safety risks. These included:

- The potential for the bus to swerve across general traffic;
- The potential for a car to swerve around a cyclist and into an oncoming bus; and
- The potential for a car needing to turn left or right across the oncoming bus lane.

*"Having him in the middle of the road, with oncoming traffic next to it, is just the same as if you have a two-way road, with a double-decker bus on it... in that situation, the bus might swerve into the other lane." (Female, Coton, 25-49 years old)*

*"As a driver, don't put a bus in the middle of the road... that's say you have that one guy who will swerve out, or either way, have you ever had a lorry over take you? It's not ideal, and, if that bus is coming towards you, that's less ideal. And, imagine how that bus driver feels, with oncoming traffic this side, that way traffic that side." (Male, Cambridge City Centre, 16-24 years old)*

*"It's not like I can just swerve round like, a poor cyclist that's had to pull out on the road or do something, and then swerve into an oncoming bus." (Female, St Neots, 25-49 years old)*

*"I can see an accident spot... when you get past the M11 turn-in, is still going to be a bus route in the middle of the road? The problems you're going to have is [pointing to photo montages on Showcard G] this car here in this bottom left hand of this picture might want to turn right, and go onto the M11. He's going to have to cut across the bus lane." (Male, Cambourne, 25-49 years old)*

3.14.6 A few residents requested clarification on which buses would use the tidal bus lane, with some expressing a preference for its use by all buses, including local buses. However, if this was the case, there was an acknowledgment that local buses could not service stops, as they would have to pull across to the side of the road, posing a safety concern.

*“Is it only Park & Ride buses allowed to use it though? Or, is it all buses? If they do it all buses, that’s fine because it’s only one lane they’re gonna have to do. But, if it’s only the Park & Ride technically they’ve gotta put two bus lanes in because...where’s all the other city buses gonna use? They’ve already put bus lanes in for them.” (Male, St Neots, 16-24 years old)*

*“If it’s down the middle it can’t stop.” (Male, Hardwick, 65+ years old)*

*“How’s it going to work, turning across the road?” (Male, Bourn, 16-24 years old)*

### Congestion Impacts

- 3.14.7 The introduction of traffic signals throughout Route B, in order to allow traffic to crossover the tidal bus lane at junctions, was thought by many residents to cause congestion.

*“If they do put traffic lights in, it’s another set of traffic lights on Madingley Hill, and that’s one thing you don’t need.” (Male, Cambourne, 25-49 years old)*

*“That in itself is creates a bit more of a hold-up further back... whichever system you use, you’re moving the traffic congestion from there [points to one area of the showcard] to there [points to another area of the showcard]... you’ll then move the congestion further out.” (Male, Hardwick, 65+ years old)*

## 3.15 Route Options: Suggestions for Improvements to Route B

- 3.15.1 A few residents suggested improvements to Route B, namely:

- Introducing measures to monitor or restrict the use of the tidal lane, such as ANPR, rails or a guided bus route; and
- Improving the safety of the M11 junction.

*“There could be some form of railing, or some form of barrier, I would not want to drive with a bus coming at me...that bus swerves, that is a big ol’ pile up, if there’s nothing stopping the bus in the middle of the road.” (Male, Cambridge City Centre, 16-24 years old)*

## 3.16 Route Options: Themes relating to Route C

### Reliability and Journey Times

- 3.16.1 Route C was viewed as a fast and reliable option by many residents within a few groups, and particularly by those living in Cambourne, who reflected on the success of the St Ives to Cambridge route.

3.16.2 However, many residents in other groups noted that the proposed journey times for Route C were only slightly quicker than other routes, and this minimal reduction may therefore be:

- Insignificant in a user's overall journey time; and
- Likely to change once the bus mixes with general traffic at the end of the route.

*"After using, like, the busway in St. Ives... I just find it much easier for a bus journey, as it is solely for buses... when going to college every morning, a busway would just be so much easier."* (Female, Cambourne, 16-24 years old)

*"It doesn't speed the times up very much, does it? Considering it's a whole new, a whole new road, and the times exactly the same. In fact, it's another minute longer to Drummer Street. I'm surprised. I thought that would be quicker. I can't see how it can't be quicker."* (Male, Caxton, 50-64 years old)

*"It's the time taken getting from your house to the Park & Ride, and the other end, getting off the bus and walking into work. You take all that into account and two minutes is neither here nor there in an hours journey."* (Male, Coton, 65+ years old)

*"You lose all the speed of getting in [on Route C] by the time you get to Grange Road and try to get in to where you want to go. I don't see the point of it at all."* (Female, Newnham, Cambridge City Centre, 65+ years old)

*"It looks to me like one of those naff guided buses so it's going to stop [at Grange Road]...are they then just gonna join the normal traffic?...those roads are so small, it will just be gridlock, total chaos."* (Male, Hardwick, 50-64 years old)

#### Cost

3.16.3 The construction costs of Route C, including the non-disclosed land costs, were of concern to many residents across most groups. These concerns were raised in light of the small journey time gains and modal shift differences proposed for the route, with many suggesting that the cost would not be worth the difference. One resident suggested that large employers in Cambridge could contribute to the cost.

*"The thing is, it will never, ever pay for itself because it costs soooo much money to build it... the price of people getting on the bus, it will never pay for itself. Cambridge City Council admitted it!"* (Male, St Neots, 25-49 years old)

*"The cost of the land won't be taken into consideration, that'll be phenomenal, the cost of the farm land now, absolutely exorbitant."* (Male, Hardwick, 50-64 years old)

*"If you do the full calculation of the subsidised costs to run it for 30 years then Route C comes out at over £200m."* (Female, Coton, 25-49 years old)

*"[The time savings aren't significant] not when you look at the cost, it's ridiculous."* (Male, Dry Drayton, 65+ years old)

*"Surely there's gotta be something else you could be putting £41.5-58.2 million into... for the sake of 2-3 minutes." (Male, Cambridge City Centre, 16-24 years old)*

*"You're talking, probably 2 minutes difference, for a hell of a lot more money." (Female, Comberton, 50-64 years old)*

*"You're only talking about 4% more [modal share on buses for Route C] for all that more money. And it seems blindingly obvious to me that whoever is funding this, isn't going to spend all that more money on Route C, when they're only going to get 4% more people on the bus." (Male, Caxton, 50-64 years old)*

*"They need to talk to the employers, for example, the university because they're a big employer and all the companies moving in...surely they should be able to also contribute a huge chunk of the costs because their employees are going to work less stressed...they need to retain the top people in the whole country, in the whole continent." (Female, Cambourne, 25-49 years old)*

#### Land Take

- 3.16.4 In the same vein, a concern for the loss of green space proposed in Route C was raised by many residents across most groups. These concerns were raised in light of the small journey time gains, with many residents suggesting that similar journey times could be achieved using pre-existing infrastructure or on other routes, rather than using green space. However, one resident suggested that pre-existing infrastructure was not appropriate and so green space would have to be encroached upon.

*"It's going to destroy beautiful countryside near Cambridge, it's not necessary." (Male, Coton, 65+ years old)*

*"It's hugely environmentally destructive, there is... Coton Orchard, which is a hundred years old, and so, either one of these routes is going to plough through this orchard, and orchards are huge biodiversity hotspots, and it's going to destroy that, in my mind, quite unnecessarily." (Female, Coton, 25-49 years old)*

*"What benefit does it have over the other two routes? Other than it's just a dedicated? Does it mean you'll have quicker times? Clearly not, if you compare? Why is it appropriate to carve straight through lovely countryside?" (Female, St Neots, 25-49 years old)*

*"3 minutes quicker on Route C, for digging up half the countryside through Coton." (Male, Cambourne, 25-49 years old)*

*"I'm all for this... I don't think there's room for another bus lane on Madingley Road, with the congestion. And I just think this makes more sense." (Female, Cambourne, 25-49 years old)*

## Walking and Cycling provision

- 3.16.5 The reduced length of the shared use path and its off-road nature were positively regarded by many residents, with the suggestion that these factors improve walking and cycling safety and were incentives to sustainable travel. One participant claimed preference for Route C for this reason. However, a few residents felt negatively toward the walking and cycling provision in Route C, with the suggestion that it adds further to the destruction of the greenbelt and is unsafe for cyclists to be in close proximity with fast moving buses. There was some concern that these factors would discourage cycling.

*"You're going to get a pukka cycle path then, because you're completely off the road... I must agree, I think I prefer that one."* (Male, Caldecote, 65+ years old)

*"I think it's good... they'll be cyclists obviously using it and also because it's a shorter route it means probably more people will take up cycling."* (Female, Cambourne, 25-49 years old)

*"[Route C is] going to be safer for them ."* (Male, Caxton, 50-64 years old)

*"It's more concrete basically? Nothing very attractive. At the moment when you walk through those woods, you walk your dog, the dog runs free, you're safe, it sniffs around, it's not gonna be safe there with the buses whizzing up and down."* (Male, Hardwick, 50-64 years old)

*"Currently, just south of the two routes, there is an existing cycle bridge over the M11, now that will go to be replaced, admittedly, by this cycle path, next to the bus route, on the new bridge. I think having the cycle route next to the busway, as I have already said, will be off-putting to some people wanting to cycle into town, and therefore, you'll stop people cycling and that's bad for the environment, you should be encouraging people to cycle."* (Female, Coton, 25-49 years old)

## Impact on Residents

- 3.16.6 A concern over the safety of residents, including schoolchildren, due to the proximity of the proposed route to villages, was expressed by a few residents.

*"I think it will be better for like, for the bus journeys, but then I don't know how like, the people of Coton, or like when it gets close to Cambridge, how they will feel about having the busway like straight through basically their fields."* (Female, Cambourne, 16-24 years old)

*"It goes very, very close to the village school, it's a small village school, which is also a community asset, so kids use the playground out of school hours as well, and we are going to have double-decker buses hurtling at the back of the school, every 5-7 minutes at 50-60mph, but there is the prognosis that it will be built so we can go up to over 100mph...that gives us huge health and safety and child protection issues."* (Female, Coton, 65+ years old)

### Future Proofing

- 3.16.7 There were diverse opinions with regards to the future-proofing of Route C, with a few residents suggesting that it was a long-term solution, as the infrastructure will last, and a few suggesting that it was not, as it is not likely to be used in the future.

*“If you’re looking at it long-term, considering the number of houses that they’re going to build, the way things are going to expand, probably investing in Route C, might be a good idea, it’s going to last decades, it’s not going to last a few years.”* (Female, Cambourne, 25-49 years old)

*“People are becoming more and more aware of the environment so in ten years’ time, actually, I think we’ll be going back to people walking and cycling and stuff where they can, so actually it’s probably gonna get better, so actually they’re gonna spend all this money on C, when actually they might get a drop in people using their car because they are trying to save the environment themselves and using other ways.”* (Female, Cambridge City Centre, excluding Newnham, 25-49 years old)

### Economic Benefit

- 3.16.8 There was some disparity in views surrounding the economic benefits of Route C, with a few participants suggesting that Route C will provide economic growth by stimulating the economy and a few others suggesting that the growth is already in existence and infrastructure is trailing behind.

*“The argument for Route C is quite strong, with the stimulation of housing and employment growth... getting people to work faster so they can make more money.”* (Male, Cambridge City Centre, 25-49 years old)

*“The housing growth and the employment growth is already there, it’s not stimulating it, it’s lagging behind. So, this economic argument is highly flawed... Cambridge is already booming, we don’t need a bus route to stimulate housing and economic growth, we do need something to address our infrastructure problems.”* (Female, Coton, 25-49 years old)

### Connectivity

- 3.16.9 A perception that Route C lacks connectivity with desirable locations was evident in a few residents.

*“A lot of the problem with the traffic, is people trying to get onto the M11 to get down to the next junction to go to Addenbrooke’s, and obviously Papworth is moving to Addenbrooke’s, you’ve got AstraZeneca there, so you’ve got all those thousands of people, this isn’t really gonna help like, being a new busway?”* (Female, St Neots, 25-49 years old)

*“So, Route C doesn’t offer the potential to connect with the Western Cambridge Orbital, which, lots of people coming in from the west want to then go round to the south to get to Addenbrookes and AstraZeneca and stuff. So option C, although you go really quickly from Madingley Mulch to Grange Road, it doesn’t provide the connectivity that people will actually need.” (Female, Coton, 25-49 years old)*

### 3.17 Route Options: Negative comments in relation to Route C

3.17.1 Negative sentiments made toward Route C, each cited a few times or less, included:

- A concern over the small predicted differences in modal shift;
- A concern for the misuse of the route by cars, as has been observed on the busway between St Ives and Cambridge City Centre; and
- A concern regarding the accuracy of information provided with regards to the mixing of the bus with general traffic.

*“You know what you’re going to see in the Cambridge evening news? Another person’s tried to get their car down the guided busway!” (Male, St Neots, 16-24 years old)*

### 3.18 Route Options: Positive comments in relation to Route C

3.18.1 Positive sentiments made towards Route C, each cited a few times or less, include that the route includes the provision of an inbound and outbound route; and there will be minimal construction impacts on general traffic.

*“At least you’ve got the buses going one way and the other way, at the same time, in and out.” (Female, Cambourne, 25-49 years old)*

*“This route, essentially is the best route it could take, it won’t affect anybody’s travel into work now while their building it.” (Male, Cambourne, 25-49 years old)*

### 3.19 Route Options: Suggestions for Improvements to Route C

3.19.1 Only one improvement was suggested for Route C, with many residents in one of the groups advocating the extension of Route C all the way to Cambourne.

### 3.20 Route C: Access to Cambridge via Grange Road

3.20.1 All of the resident focus groups discussed access to Grange Road, via Adams Road or the Rugby Club Access Road.

3.20.2 In most groups there was a preference for the Rugby Club Access Road, over Adams Road, due to:

- The residential nature of Adams Road;
- The loss of parking on Adams Road, although a few attendees suggested that this should not be of significance;

- The existing congestion on Adams Road;
- Its increased reliability; and
- The need for a one-way system on Adams Road, if it was the chosen access point.

*“Where’s the trade going to park?...Adams Road I’ve got a couple of really good customers down there. You know, if you then can’t park out front to go and do the work.” (Male, Hardwick, 65+ years old)*

*“[If you were to get rid of the parking on Adams Road it’s] not worth going into work because by the time you’ve paid the car park fee, you might as well not turn up.” (Male, St Neots, 25-49 years old)*

*“The point about parking on Adams Road...it’s currently unrestricted parking, anyone can park there, and a lot of people drive to the roads west of Cambridge, park for free and walk or cycle into the middle of town. If that all became residents parking...then people wouldn’t have that option, and more people would then have to use buses to get into town. So, it’s another one of those measures, where the GCP ought to be addressing the general attractiveness of bringing your car into the middle of Cambridge as means of putting people on the existing bus network before they start looking at really expensive infrastructure options.” (Female, Coton, 25-49 years old)*

*“I think the Rugby Club would be better, just because the main thing for me is the reliability. So, if it’s a greater time reliability then definitely the rugby club.” (Female, Cambourne, 16-24 years old)*

*“The One-Way system [on Adams Road] is obviously a negative.” (Female, Cambridge City Centre, excluding Newnham, 25-49 years old)*

3.20.3 If the Rugby Club Access Road was to be used, a few residents suggested that buses would have to receive priority at the junction and there may be some difficulty with land take, dependent on university cooperation.

*“When you come to the bottom of Adam’s Road, there’s traffic lights, I presume those traffic lights will accommodate the buses as well? But, there isn’t any [traffic lights] coming down the Rugby Club access, is there?” (Female, Coton, 65+ years old)*

*“Well they wouldn’t get [the land] anyway, because part of it’s owned by Robson College, and the other bit, on the playing fields, is owned by Trinity and they won’t give those up.” (Male, Dry Drayton, 65+ years old)*

3.20.4 The majority of residents in one group expressed concern over Grange Road being the terminus of Route C, stating that it is not where people want to go, and that it is too narrow for a large number of buses.

*“There is the problem that it ends in Grange Road, which is not where people want to go...on Routes A and B when it says Grange Road it means the end of Grange Road, but [Route C] is actually in the middle of Grange Road, so you have to go up Grange Road, which has two schools on it, and quite a lot of traffic in the morning, and is already a*



*nightmare for cyclists, and it takes longer to get to the destinations where you'd actually want to go in the city centre.*" (Female, Coton, 25-49 years old)

*"There's no way [Grange Road] could be [a terminus], there's no room."* (Female, Newnham, Cambridge City Centre, 65+ years old)

- 3.20.5 Overall, despite a preference for the Rugby Club Access Road in most of the resident groups, around half the residents across two groups felt that both of the Route C variations were unsuitable (particularly Cambridge City and Coton residents), with one group suggesting that there was no point making a decision on Grange Road access as they were against Route C.

*"They're both terrible."* (Female, Newnham, Cambridge City Centre, 65+ years old)

*"Nobody wants route C anyway, so asking us which bit to plot at the end, in a way, is a bit, you know, we don't want either?"* (Male, Coton, 65+ years old)

## 3.21 Route Options: Themes Relating to all Routes

### Environmental Impacts

- 3.21.1 Biodiversity impacts were important to many residents, with some suggestion that green-lane treatments could be considered on all routes, in order to enhance biodiversity.

*"You could do [green-lane design treatment and the planting of native hedges and trees] next to Madingley Road if you built Routes A or B...the idea of building a green-lane for biodiversity is an excellent one, but it doesn't have to be linked to a busway."* (Female, Coton, 25-49 years old)

*"Preservation of the countryside, environmental factors, the satisfaction of people who live here, that's gotta be the driving force."* (Male, Cambridge City Centre, 25-49 years old)

### Cycling and Walking provision

- 3.21.2 Residents acknowledged that whilst the provision of cycling and walking facilities is important, and available on all three routes, the provision across routes was effectively the same. Additionally, there was some indication that walking and cycling provision should be safe.

*"It is important, because we have a lot of cyclists."* (Female, Newnham, Cambridge city Centre, 65+ years old)

*"It's effectively the same for all of them, isn't it? There's going to be a good cycling and walking opportunity, which is good."* (Male, Coton, 65+ years old)

*"It's gotta be well lit and safe."* (Male, St Neots, 25-49 years old)

### Journey Times and Reliability

- 3.21.3 The journey times of all three routes were seen as unimportant by the majority of residents as they are all roughly the same.
- 3.21.4 Many residents, especially college students, indicated that reliability was important to them, with a suggestion from a few that Route B could be just as reliable as Route C.

*"Whichever one they do, [journey times] will be about the same, the margin of error is so kind of, big that there's no point really comparing the times that they've given us." (Male, Bourn, 16-24 years old)*

*"If Route B is done properly, and it is managed properly, I can't see any reason why Route B couldn't be just as reliable as Route C." (Male, Great Cambourne, 25-49 years old)*

### Modal Shift

- 3.21.5 Many residents disputed the importance of the modal shift predictions of all three routes, suggesting that they are all roughly the same and questioning their accuracy.

*"The percentages aren't that much different." (Female, Cambourne, 16-24 years old)*

*"Given this is all based on a model and models all come with margins of error, 18%, 19%, 22% are effectively the same number." (Female, Coton, 25-49 years old)*

*"I think it's a bit of a con really, because, if you're saying that these people are coming from Cambourne onto the Park & Ride system...why should 22% use one route, whereas 18 or 19% will use the other, if they are all starting at the same place and are going to get dropped off at the same place." (Female, Comberton, 50-64 years old)*

### Construction

- 3.21.6 Many residents disputed the importance of constructability, suggesting that all routes would have the same impact during construction, and therefore this factor cannot impact decisions. However, one attendee did suggest that Routes A and B would have a greater impact.

*"The time that it's being constructed, it's obviously going to cause, like, a lot of disruption along Madingley Road while they're doing it...whatever option they take, there's going to be disruption for the duration. There's not any way that can be cut down." (Female, Cambourne, 25-49 years old)*

*"A and B both sound pretty hideous." (Male, Caxton, 50-64 years old)*

## Costs

- 3.21.7 Many residents disputed the accuracy of predicted costs, suggesting that as the costs were only estimates they are likely to rise.

*“Route C price will triple. Route B’s price may go up 25% and then Route A, same again, 25%, because there’s already existing things there, where that’s a complete new build, you only need 6 weeks of bad weather.” (Male, St Neots, 25-49 years old)*

*“The costs exclude land costs, you’d have to buy a lot more land to build Route C than to do A or B.” (Female, Coton, 25-49 years old)*

*“My question is, these are estimated costs, so £12.4 and 17.7m they look like relatively low numbers, but you’ve got land takes on both of them and that costs money, and there’s going to be re-painting the roads, lanes...there’s so much more money involved, that people don’t even see it’s an estimate.” (Male, Cambridge City Centre, 16-24 years old)*

## 3.22 Route Preferences

- 3.22.1 Of the residents participating in the focus groups, more expressed a preference for Route C than for Routes A and B. Key reasons given for this preference were the reliability of the service and the associated walking and cycling provisions.

*“I’d say C if the money wasn’t an issue!” (Female, Cambridge City Centre, 25-49 years old)*

*“C for long-term and C would probably encourage more people to use bicycles.” (Female, Cambourne, 25-49 years old)*

- 3.22.2 The key reason cited for a Route A preference was its low cost; whilst the key reason given for a Route B preference was that the bus route operated in both the morning and evening peaks.

*“If there has to be a choice, it has to be the cheapest.” (Female, Comberton, 50-64 years old)*

*“Route B is the most sensible option to take. It does allow, you know, the flow of traffic in and out.” (Female, Cambourne, 25-49 years old)*

- 3.22.3 A small number of residents stated that they did not have a preference for any of the routes.

### 3.23 Other Comments

3.23.1 This section reports other comments made by residents', outside of the topic guide. These include suggestions of alternative infrastructure and the accuracy of consultation material.

#### Alternative Infrastructure Suggestions

3.23.2 In three of the resident focus groups there was some discussion surrounding the possibility of other congestion alleviating infrastructure, outside of the proposed bus route and Park & Ride, including:

- Rail, including underground trains, with many participants showing a preference for this over a bus route;
- Tramways;
- A congestion charge in Cambridge City Centre;
- Improvements to the Girton Interchange;
- Underground systems, outside of conventional underground rail;
- Car bans; and
- A fast and reliable rural network (see Park & Ride section).

*"Has no one ever thought about a railway?... There's the Beeching line, behind the back, it runs all the way to St Neots, they've got the telescopes on it now, that would have been an ideal route into town and out of town, even the other thing they're doing, the guided busway, £300 and god knows million, isn't fixed properly now, that was a railway!"* (Male, Hardwick, 50-64 years old)

*"The trains could go underground, which avoids the whole light pollution."* (Male, Cambridge City Centre, 16-24 years old)

*"A sort of a tramway, or overhead line, or something like that. Definitely, underground is very expensive."* (Male, Cambourne, 65+ years old)

*"A big way to cut down congestion in Cambridge would be to do what London have done: Congestion Charge. Done. Dusted."* (Male, St Neots, 25-49 years old)

*"If they improved the Girton Interchange it would make a huge difference."* (Female, Coton, 65+ years old)

*"Through town, an underground cycle path."* (Male, Cambridge City Centre, 16-24 years old)

*"I think you need to ban all cars from the city centre."* (Female, Coton, 25-49 years old)

## 4. FINDINGS FROM THE WORKSHOP WITH LOCAL LIASION FORUM MEMBERS

### 4.1 Introduction

4.1.1 This Chapter presents the findings from the workshop with Local Liaison Forum members. Please bear in mind that the views and opinions reported here are the views and perceptions of respondents and are not necessarily factually correct.

### 4.2 Initial Reaction to Consultation Information

4.2.1 The most frequently cited initial reactions LLF members had to the proposed Park & Ride sites and bus route options can be grouped as:

- Concern over the lack of joined-up thinking;
- The provision of alternative measures;
- Concerns over The Waterworks Park & Ride site specifically;
- The volume of buses needed; and
- Concern over the encroachment on green space.

4.2.2 These are explained in further detail below.

4.2.3 Across all groups most LLF members were concerned that there is a lack of joined-up thinking within this consultation and between this consultation and others in Cambridgeshire. Members suggested that a lack of thought had been given to:

- Where the proposed bus route will terminate, with many participants indicating that Grange Road is an inappropriate terminus;
- How the proposed scheme will connect with the newly proposed Cambridgeshire Autonomous Metro (CAM) and the Oxford-Cambridge expressway;
- Changes to the Girton Interchange;
- The A14 upgrade; and
- How Phase One of the consultation interacts with Phase Two.

*“There is no discussion of what happens to these buses once they get to Grange Road, so it’s like you’re just shooting these buses into nothing... You’re going to do a lot of damage and you’re going to deliver a failed transport outcome as a result. So, it fails on all fronts.” (Other organisation)*

*“We’re looking in isolation at a bit of transport infrastructure, without seeing the much wider context... you know, the Mass Transit Options Appraisal Report is proposing, as a favoured option, this thing called CAM, Cambridgeshire Autonomous Metro, and it’s sort of assumed that whatever’s chosen here is going to morph into that but that’s a huge assumption to make, until you know the physical constraints of the mode of transport that’s going to be running on this.” (Other organisation)*

*“It feels like this whole process has been rushed through, with undue haste, given that the mayor is looking at a different scheme, and will that be tunnelled? And where will that go? We’ve got the Oxford-Cambridge Expressway being talked about, we’ve got*

*the high likelihood that something happens at Girton and all these things effect whether or not this is needed and how effective it will be. Why are we just looking at this little scheme in isolation?" (Other organisation)*

*"We've got 2,500 at Cambourne West about to start building... that's going to add 4,000 cars for a starter... I reckon that that alone would equate to... a queue of over 2 miles. Now, they won't all wanna go at the same time, but half of them probably will, because they're gonna wanna get to work at rush hour, so that queue is probably an additional, at least a mile... that's just for Cambourne West. When you start thinking about Bourn airfield, another 3,000 homes, 2,500 on Loves Farm, at St Neots, I mean, that queue is going back miles. Then it's going to be the Oxford to Cambridge Expressway isn't it, how much more traffic is that going to bring? I just want this whole project to be joined up and for people to be looking at the wider impact of what is going to happen when all these vehicles arrive." (Local Government)*

*"The Girton Interchange, really, should have been looked at right at the beginning, because the section of the road, the 1303, the Madingley Mulch, down to junction 13, is where the problem is. If everybody could sail straight down the 48 to a proper intersection at Girton, with a Park & Ride there, they would remove all the problems, they wouldn't have to come across the greenbelt, they could just follow the A428." (Residents Association)*

*"The pressure should be on solving the real problem, which is joining up the A428 and the M11, southbound because if we had a full interchange at Girton, a lot of the traffic on Madingley Hill would disappear, it would carry on along the A428 and join the M11 southbound. That for me, is the real problem and anything else we do with Routes A, B and C is all hinged because we haven't got the right infrastructure in place to get the traffic away to where it wants to go." (Local Government)*

*"I think the issue is because it's been split into separate phases, they're consulting on one bit. Consulting on one bit is pointless... You can't say if the consultation we're doing now is sensible." (Parish Council)*

4.2.4 Whilst one LLF member appreciated that the consultation aimed to find a solution for congestion in Cambridge, there was a desire across a few of the break-out groups for alternative congestion relieving measures. These included: in-bound flow control, a bus station at Cambourne and a Park & Ride/travel hub at Girton, which members believed would avoid 'rat-running' through the villages.

*"I think there are immediate problems which do need to be solved, I think all the options are problematic and different people don't like them for good reasons but I personally think we can't wait for much more elegant, high tech, solutions and that something needs to happen in the interim...I think it's a matter of trying to choose the least worst option for an interim period." (Residents Association)*

*"There are options which have been studiously ignored, which would make a significant difference in the short and medium term, things that can be delivered relatively quickly, one of them is what we describe as in-bound flow control, that would provide bus priority at the beginning of the A1303, without having to build a bus lane all the way*

*down Madingley Road, now whether that's a permanent solution or a temporary solution, it could be trialled... building a bus station at Cambourne to give people in Cambourne access to a bus, at the moment, the bus winds its way through east Cambourne and Cambourne village, the point where it's most convenient to catch it, you have just a pole in the ground with a grass verge, if you're wanting people to feel that they're not being treated as second class citizens, you've got to give them the facilities... changes like that are very quick and easy to implement, they don't require huge consultation, but they could make a significant difference in the ridership of the buses." (Other organisation)*

*"I'm afraid that A, B, and C, for me, are just awful and not the routes we should be looking at. The main one, the desirable one, and the one that achieves the least impact on the people, but the maximum impact upon traffic, is not being considered. Girton." (Local Government)*

*"The main A14/M11, where [Dry Drayton residents] are fearing commuters will divert to go to the Park & Ride [at Scotland Farm]... is why a lot of people... are advocating an interchange Park & Ride at Girton Interchange. Which we all agree with." (Parish Council)*

4.2.5 Additionally, many LLF members voiced concerns surrounding The Waterworks Park & Ride site. Specific concerns raised included:

- The visual impact of the site;
- The likely usage of the site, with participants perceiving likely usage to be low, due to the site's position; and
- The effects of the site on already existing congestion.

*"This Park & Ride at The Waterworks... why would you put a Park & Ride where people aren't going to get on? It's in the middle of nowhere and it's stood on a hill, it's still next to Crome Lea [Business Park], it will be visible for miles." (Other organisation)*

*"There's a massive amount of congestion already, getting off the 428 near the Madingley waterworks, it just seems ludicrous to put a Park & Ride where people are already queuing and the logistics of it means no buses, if they're talking about future proofing... get to the Science Park, it's just madness." (Local Government)*

*"The Waterworks site is positioned where there isn't much of a population there at all, and it is only just outside of the city, so why would you get on a bus there?...You're probably going to see a lot of light pollution coming from it." (Residents Association)*

4.2.6 The volume of buses needed to fulfil demand was of concern to a few LLF members, who suggested that the narrow city centre streets would not be able cope.

*"If we're looking at Park & Ride sites with a capacity of 1,350 or 2,000 vehicles, I suspect that we're probably looking at 600 cars, an hour, at peak times, wanting to park and people getting to Cambridge. Now, if those cars are carrying 1.5 passengers, on average, we're talking about moving 900 people, in an hour. If we're talking double*

*decker buses, the capacity of 70, that's 12 buses an hour, from a Park & Ride site, into Cambridge. Well, those buses have gotta get out to the Park & Ride to pick them up. So, we're actually talking about a vehicle, on one of those routes, 24 an hour, 1 every 2 ½ minutes. I mean, that is just mind-boggling.*" (Local Government)

*"In terms of bringing all those people in, actually, the roads in the centre are very narrow, so they can't... there's not enough room for all the bikes, as it is, you know, it's just not practical."* (Other organisation)

- 4.2.7 A few LLF members were concerned about the encroachment on green space, with particular reference made to construction on Madingley Road for Routes A and B and greenbelt land for Route C.

*"[Name of organisation] was formed, in the 1920s to defend this very landscape, because they feared the city and university would encroach on it, and, you know, everybody said, it's this fantastic entrance into Cambridge. Where else do you drive along the road, past the American Cemetery, with fantastic distance views, go down, and you're still on a tree-lined road, right into the middle of the university city?"* (Parish Council)

*"When push comes to shove, to go through the greenbelt, very special circumstances need to be demonstrated and that's a legal requirement, and, once you come down to that, there's no point about going through the ins and outs of what would be a preferable route."* (Residents Association)

## 4.3 Initial Preferences

- 4.3.1 A small number of LLF members made an initial preference for Route B, despite concerns that it was not an accurate reflection of the LLF's 'Option 6<sup>3</sup>'. Additionally, a few participants indicated an initial preference for the Scotland Farm Park & Ride site, due to its distance away from the city centre.

*"Route B, as described, which it says here is previously known as Option 6 ... all they've done is get people who supported Option 6 extremely confused because Route B is not what was described as Option 6, it suddenly required gantries, etc. and originally Option 6 said it went as far as JJ Thompson, with a possible extension to Clark Maxwell, but now... it either stops at the M11 or at High Cross Eddington."* (Parish Council)

*"There's only one Park & Ride site that ticks boxes... we're meant to be reducing CO<sub>2</sub> emissions and so surely one bus going an extra mile and a half is a lot more environmentally friendly than 1,100 cars parked, you know, driving an extra 2 miles."* (Local Government)

<sup>3</sup> Route B was known as Option 6 in earlier consultation material developed by the GCP.



## 4.4 Park & Ride Options: Themes relating to Scotland Farm

### Accessibility

4.4.1 The majority of LLF members suggested that a Park & Ride site located at Scotland Farm would be easily accessible for people living to the west of Cambridge, as:

- There are already existing slip roads;
- If users were to walk and cycle to the site, they would not have far to travel; and
- If users came from Hardwick, they could use the existing footbridge.

*“In terms of Scotland Farm, it’s at a location that is accessible, there already is slip roads off and on... for the people in Caldecote, or along the A428, it works, it works very well.”* (Local Government)

*“[Scotland Farms] proximity to Hardwick means that people could use it as a walk and ride, or a cycle and ride, whereas the isolation of The Waterworks really negates that opportunity.”* (Other organisation)

*“If we had a Park & Ride site [at Scotland Farm], residents from Hardwick would be able to walk over the blue bridge and get an express bus.”* (Local Government)

### Distance to Cambridge City Centre

4.4.2 A few LLF members suggested that the greater distance between Cambridge City Centre and the proposed Scotland Farm Park & Ride site would not disadvantage:

- Those who park and then walk or cycle; and
- Site patronage.

*“1.7 miles ain’t nothing is it?... If you drive through Hardwick in the middle of the day, you’ll see that all the lay-bys there are full with cars, and most of them have either got a cycle rack on the roof or on the back, and there are people who park their cars in Hardwick, because it’s free, and they cycle into Cambridge... it’s actually happening now... so I don’t really see that [extra 1.7miles to Scotland Farm] as a downside at all. It’s happening now.”* (Local Government)

*“Experts in transport planning... did not believe that the Scotland Farm site would get substantially lower usage than The Waterworks... they point to the Oxford experience, where Park & Ride sites are much further out than the Cambridge sites and they get very high usage.”* (Parish Council)

### Existing Infrastructure and Potential Visual Impact

4.4.3 Many LLF members suggested that there are existing visible structures on the Scotland Farm site, namely an industrial estate and dual carriageway, but there are no adjacent houses, disputing the statements within the consultation brochure.

*"[The visible structures at Scotland Farm] may not be on the proposed site, but it's slap bang next door... in particular, the grain storage facility... that huge building, which is very prominent, you can see it and it's not a pretty thing." (Parish Council)*

*"The Scotland Farm... does have a very ugly, blue footbridge." (Parish Council)*

*"There's only a tiny number of houses [at Scotland Farm], and, in fact, mistakenly, I know, some of the GCP officers didn't realise that that quadrangle of housing, is, in fact, a little industrial estate." (Residents Association)*

- 4.4.4 A few LLF members suggested that the proposed Scotland Farm Park & Ride site would have very little visual impact on the surrounding area and that the photo montages within the consultation brochure do not accurately reflect this.

*"This says, the photo montage of how the site, Scotland Farm, would look from the direction of the footbridge, well actually it should be from the direction of Hardwick, and then you wouldn't see it at all." (Local Government)*

*"Scotland Farm is beside a dual carriageway, with a bunch of [industrial estate facilities]... where this [photo montage] is totally misleading... you should put an image of a trunk road and the industrial units." (Other organisation)*

Operating costs

- 4.4.5 A few LLF members suggested that the proposed Scotland Farm Park & Ride site would be more environmentally friendly than The Waterworks as people would drive their cars for a shorter period of time, with the suggestion that this negates the argument for higher operational costs.

*"I think it's ludicrous that they range higher operating costs, because of fuel, but they don't rank the fewer emissions from the individual cars, that all have to drive the 1.7 miles." (Local Government)*

*"[Operational costs at Scotland Farm are] going to be a lot less than 50 cars. If we do this right, and the buses are either hybrid or electric, then we'll save a huge amount of fuel." (Local Government)*

Land Take

- 4.4.6 A few LLF members disputed the statement that Scotland Farm is located within the greenbelt, arguing that the proposed site is not in high quality greenbelt land, nor is it land that should be considered greenbelt.

*"Scotland Farm is right touching the edge [of greenbelt]... I think one can differentiate between high quality greenbelt and the edge of greenbelt." (Local Government)*

*"Scotland Farm is outside the greenbelt." (Other organisation)*

## 4.5 Park & Ride Options: Themes Relating to the Waterworks

### Congestion Impact

- 4.5.1 The majority of LLF members, across all workshop groups, noted the existing congestion levels at the Madingley Mulch Roundabout, stating that The Waterworks Park & Ride site would add to this, especially during construction, unless expensive road restructuring took place. Additionally, there was concern that increased congestion in the area would reduce the usage of The Waterworks Park & Ride site and make it less environmentally friendly, as cars would be sat in traffic waiting to enter the car park. Furthermore, a number of participants noted that, in 2015, the GCP had rejected The Waterworks Park & Ride site for these reasons.

*"It is already congested at [The Waterworks] at the moment, and if you start putting a Park & Ride... the congestion would back up onto the A428 carriageway." (Other organisation)*

*"The construction of the Scotland Road site is much, much less intrusive than trying to construct one on Madingley Mulch Roundabout because, I mean, at the moment the queues at rush hour are queuing back along the A428 between the Madingley Mulch Roundabout and Hardwick, so construction traffic couldn't even get there at present." (Local Government)*

*"They say the [construction] costs are equal. But, if you've got a multi-million pound restructuring of the road system [The Waterworks site is more expensive]." (Parish Council)*

*"I think functionally, the problem with The Waterworks site is that Madingley Mulch Roundabout is already congested in the morning and it's hard to believe that anybody would queue 10, 15, 20 minutes to get to a Park & Ride and then get out of your car and then get on a bus... and actually, in the brochure, they talk about The Waterworks site as being more sustainable, because the buses don't have so far to travel into Cambridge, but actually, if you have hundreds and thousands of cars queuing for 20 minutes to get into it it's actually far less sustainable." (Other organisation)*

*"In the consultant's report [by the GCP] that came out [in 2015], it expressly didn't consider Southwest of Madingley Mulch Roundabout, because it said there would be no way of getting access in from a congested roundabout... that was spelt out, it didn't even make it to the shortlist in 2015... by their own analysis, the GCP has actually rejected all four sites around Madingley now." (Parish Council)*

### The Waterworks Visual Impact

- 4.5.2 The majority of LLF members voiced concerns for the visual impact of the proposed Waterworks Park & Ride site, making particular reference to the potential for light pollution and suggesting that due to its location on high ground, the site would be extremely visible. Additionally, there was some concern that the photo montages within the consultation brochure do not accurately present the visual impact of The Waterworks site.

*“The LLF made a very definitive statement that it rejected The Waterworks site. It rejected The Waterworks site for the same reason it rejected the other sites on the shortlist... This is an area of high visibility, it is probably one of the most prominent landscape features in South Cambridgeshire... a lot of the land there... is all covered by covenants with the National Trust... to put a large Park & Ride, particularly illuminated at night on the crest of the hill, I think, would be environmental vandalism.” (Other organisation)*

*“You can see Waterworks from way down, you know, if you put a light up there you’ll light up the whole of Comberton and Barton and everything else beyond that.” (Local Government)*

*“I think the photograph of The Waterworks site, is a bit actually, disingenuous. That should have been taken from much, much further away, preferably at night, because the lights that are there will be seen for miles, it’s on the side of a hill, facing south, you’ll be able to see that from Royston.” (Local Government)*

*“[The photo montage for The Waterworks shows] the impossible view from Coton. That view cannot be identified from Coton.” (Parish Council)*

#### Accessibility

- 4.5.3 A few LLF members noted that the proposed Waterworks Park & Ride site is not accessible from all areas surrounding Cambridge, with particular reference also made to those who would cycle to the site. Furthermore, participants suggested that the statement within the consultation brochure that The Waterworks Park & Ride site ‘connects to all routes’ is invalid as it does not connect with all trunk roads. Additionally, it was suggested that the GCP had previously rejected The Waterworks Park & Ride site for these reasons.

*“The Waterworks site isn’t attractive for park and cycle, because, the site would be on top of a hill... A lot of people just won’t do it.” (Parish Council)*

*“It should say bus routes, because it doesn’t connect to all trunk roads.” (Local Government)*

*“They originally put forward a number of sites at the Madingley Mulch, for the Park & Ride, and they rejected The Waterworks site, as not being suitable, and recommended Crome Lea [Business Park]...and then they come back with this compromised site of The Waterworks, which doesn’t change any of the issues about its accessibility...you can’t access it from the east.” (Parish Council)*

#### Land Take

- 4.5.4 The majority of LLF members voiced concerns for the ecological impacts of the proposed Waterworks Park & Ride site, noting it would involve construction within the greenbelt. There was also some concern that this impact was not accurately depicted within the consultation brochure.

*"The Waterworks is literally in the middle of greenbelt."* (Local Government)

*"The purpose of the greenbelt is the setting of West Cambridge, and, you have to question whether The Waterworks will affect the setting of Cambridge. I'd argue that it would, it would make it look like a Christmas tree."* (Residents Association)

*"[The Waterworks] is beside land that has national trust governance and within a very short distance of a wood, which is an SSI wood, with rare bats and all sorts of things going on, so I think The Waterworks is a kind of, you know, beautiful piece of English countryside... where this is totally misleading...you should put an image of the hedgerows and meadows [in the photo montage]."* (Other organisation)

## 4.6 Park & Ride Options: Themes Relating to Both Sites

### Cost of fares

- 4.6.1 In terms of fare price, some LLF members advocated free parking at the chosen Park & Ride site whilst others suggested that payment could still be expected.

*"It needs to be free of charge [to park]!"* (Local Government)

*"People don't mind paying for something, if they know what it's for... it's got to be affordable."* (Other organisation)

- 4.6.2 Additionally, many LLF members suggested that bus operating costs should not be used to assess Park & Ride site suitability, as these only benefit bus operators. However, a few others disagreed, suggesting operating costs could be used as an indicator for fare price and thus an incentive or disincentive for users.

*"The bus operators keep pushing for a Park & Ride closer to the city centre because they claim that it will be more economically viable, but we shouldn't be building transport hubs based upon whether Stagecoach makes an extra half a percent on their profits."* (Other organisation)

*"We simply do not know what fare Stagecoach would set for these, now clearly, if it costs them more to service the Scotland Farm one, then they might want to put a higher fare on it... even if the parking's free, if the bus fare is more expensive from one of these outer ones, then it's another incentive for people to drive into Madingley."* (Other organisation)

### Terminus of Routes using the Park & Ride

- 4.6.3 There was a concern that there was a lack of information regarding bus journey destinations provided within the consultation material, by the majority of LLF members within one break-out group, with many stating that they would not be able to make a decision on Park & Ride site suitability without knowledge of the most likely journey terminus. Additionally, many LLF members, within the same group, assumed that

desirable termini would include places other than the city centre, with a suggestion that this was not acknowledged within the consultation.

*“We don’t know, or, we’re not told in this consultation, despite the fact it’s 28 pages, where the destinations are... where do these people want to go, therefore, who is gonna be using the Park & Ride? I mean, we just don’t know that. So, in any kind of normal working environment, you would do the whole thing the other way round, you’d do the final mile, you’d work how you wanted, whatever transport system you’re putting in, to get from Grange Road to the City Centre, how it was going to connect, and at what point, with major employment sites, which are Addenbrooke’s and the Science Park.”* (Other organisation)

*“If you build 8000 houses... you’re generating N number of thousand more passengers, where are they going to go to? They don’t all go to Cambridge City Centre, you know, some of them want to go North, go up to Sands Park, down to the Biomedical campus, and the various other satellites.”* (Parish Council)

#### Rat-running in Surrounding Villages

- 4.6.4 Many LLF members in one group were concerned that both of the proposed sites would result in ‘rat-running’ in local villages.

*“That issue about the rat-running through Dry Drayton [because of Scotland Farm] is a very real issue, because once the A14 is upgraded and there is a local access road, the nearest Park & Ride for anyone coming in on that route is going to be there [at Scotland Farm] because they can’t get to the Madingley Road one because you can’t get off the M11.”* (Other organisation)

*“People within the city, they think Park & Ride’s a solution because they see it pull the traffic out of the city. The people who live in the villages around the city, think this is a ... nightmare, because now you’re putting all the traffic, you’re focussing it all through our villages and on our village roads.”* (Other organisation))

*“I know that Madingley are also worried aren’t they, about the Waterworks site that then they’ll get the same rat-running through Madingley.”* (Other organisation)

#### Positioning of the Site

- 4.6.5 Many LLF members in one group questioned whether a landscape architect had been consulted on the best positioning for the two proposed Park & Ride sites.

*“Has there been a landscape architect who’s looked at these, strategically, in terms of placing and position and views? I think that is something that, you know, should be done right at the start in terms of environmentally positioning of them and in terms of, you know, all the issues about flooding etc.”* (Other organisation)

Other

4.6.6 Other factors relating to both Park & Ride sites, cited a few times or less by LLF members included:

- Concern that the existing Park & Ride at Madingley Road, and its assumed connection with the new proposed site, was not mentioned in the consultation;
- Frustration that Park & Ride and Park & Cycle had been represented as separate infrastructure needs within the consultation, and the suggestion that this was not the case; and
- A concern over whether or not the proposed sites would be large enough to accommodate the planned 2,000 car parking spaces.

*“There’s no mention here about the existing Park & Ride which is to be retained under these plans, at least until the lease runs out, and the interplay between the two is quite significant, in the sense that, if you’re driving into Cambridge then you can park at one place that’s close to the city centre and get a bus that’s possibly cheaper... what’s going to stop people carrying on and driving to the existing Park & Ride site and how accurate is the signage on the A428 to incentivise people to use whichever one of these two earlier ones, when they know that there’s another one that’s possibly more convenient, and certainly more convenient for Park & Cycle.” (Other organisation)*

*“When you say Park & Cycle, I find it misleading that you’ve made these distinctions between Park & Ride and Park & Cycle...there is nothing substantively different between a Park & Cycle and a Park & Ride, you have to park, you have a road where a bus goes past and you have parking spaces for bicycles, there is nothing different and I think it’s a very misleading distinction.” (Local Government)*

*“Is the area of the site, are they 22 hectares which is what you’ll need for 2,000 cars?... Because they don’t look large enough to me.” (Parish Council)*

4.7 Park & Ride Options: Site Preferences and Likely Use

4.7.1 The majority of LLF members across all three groups showed a preference for the proposed Scotland Farm Park & Ride site, when pressed on their preference between the two proposed sites.

*“Scotland Farm is being put forward to us, and we’re accepting it only as the least worst option.” (Local Government)*

*“There have been extensive workshops and each workshop I’ve been to, people have said they prefer Scotland Farm, end of story.” (Male, Other organisation)*

4.7.2 However, a few LLF members stated that they would choose neither of the proposed options.

*“Neither of these options is satisfactory...these suck in traffic, that’s what they do, and, so, if you put them in a place where it isn’t appropriate to suck in traffic, whether it’s*

*because of rat-running, congestion, pollution, anything else, they're wrong." (Parish Council)*

*"We would conclude that neither of those locations is right for the local community, they're not environmentally right, and they're not right as a transport solution." (Other organisation)*

4.7.3 No LLF members showed a preference for the proposed Waterworks Park & Ride Site.

## 4.8 Park & Ride Options: Suggested Improvements and Alternative Sites

4.8.1 Suggestions made by LLF members to improve the Scotland Farm Park & Ride site included:

- Improvements to the cycling infrastructure to encourage sustainability and increase site accessibility for cyclists;
- Road control on Scotland Road to reduce 'rat-running' in Dry Drayton;
- Congestion charging in central Cambridge to deter the use of the A428 by cars and encourage use of the Park & Ride instead; and
- The use of embankments to reduce light and noise pollution.

*"As long as we put in safe cycleways and safe walkways [at the Scotland Farm Park & Ride site], actually we can really get people out of their cars and onto the buses without actually having to do the parking bit." (Other organisation)*

*"How does the redesign of the A14/M11, which removes most access to [Dry Drayton] and instead has a distributor link road up to Bar Hill from Histon [impact the rat-running from Scotland Farm?].... I would not expect there to be the rat-running that they fear." (Parish Council)*

*"Road control on Scotland Road itself, to stop the rat running" (Other organisation)*

*"It's got to be a congestion charge of some sort, pollution charge... talked about having these boards up, gantries, on the A428 which will say congestion is very bad going into Cambridge today, pollution is very high, you can go into the Park & Ride, or, you will be going in and incurring a cost." (Residents Association)*

*"Hardwick Parish Council ... support the Park & Ride at Scotland Farm, on the proviso that there are embankments to err, to save, err the light pollution, the noise pollution." (Parish Council)*

4.8.2 Alternative sites were suggested by many LLF members, many of whom indicated that neither of the proposed sites were acceptable options. Alternative site suggestions included:

- A new Park & Ride site at the Girton Interchange, advocated by most participants;
- A new Park & Ride site in Cambourne, advocated by a few participants; and
- A new Park & Ride site to the south of the A428, advocated by a few participants.



*“The vast majority of people on the LLF would say that actually this Park & Ride shouldn’t be in either of these locations, it should be at Girton, because Girton is highly likely, and should be, made an always interchange, and that being a major crossing in the east of England, next to a major growth city, should be where a Park & Ride is sited. So, we can tell you which of these lesser options we prefer, but really, neither of them really.” (Other organisation)*

*“The Park & Rides, the true Park & Rides, with the big car parks, need to be right next to the major roads at junctions like the Girton Interchange.” (Other organisation)*

*“I have always understood... that Highways England are discussing doing something about the Girton Interchange in time... so, what is the point of putting one at The Waterworks... it would be redundant, it would ruin the landscape... we really want it down at Girton.” (Residents Association)*

*“Yes, we do need [a Park & Ride] for Highfields Caldecote and Hardwick, but actually I would say they need it on the South side of the junction so it’s within easy walking and cycling distance, whereas on the north side actually, it is very cut off. There is a bridge... but you’re not gonna get many people walking or cycling, certainly not from Highfields Caldecote, you might possibly from Hardwick... [Park & Rides] need to serve those local communities, to be connected into those communities, so, they’re not drawing people from a long distance, they are drawing local people and serving local people. This is wrong headed in all kinds of ways. We would conclude that neither of those locations is right for the local community.” (Other organisation)*

## 4.9 Route Options: Themes Relating to Route A

### Journey Times

- 4.9.1 In the LLF members break-out groups there was disparity in views with regards to the proposed journey times for Route A, with many participants stating that they are unrealistic, due to the use of traffic lights and potential stops, and others suggesting that it could be done, especially with the proposed traffic control, and cooperation from schools.

*“I just can’t believe that you can get to Drummer Street, from Cambourne, in the morning peak, of a maximum of 23 minutes...I know you’re talking about putting a bus lane in there, and will talk about priority for traffic lights, but we’ve now got...so many of them.” (Local Government)*

*“The Eddington traffic lights...they’ve been set up to be 4 ways, which slows traffic...the traffic lights on the M11 bridge, already cause queues all the way up Madingley Hill...from then on, there are another now, 2 pairs of lights, before you approach Grange Road, and it’s those that slow the traffic down.” (Parish Council)*

*“[Journey times] are all going to depend on the bus companies wanting to run the buses...not saying where they’ll finish the route, not saying where they’ll stop...they*

*can't do these times if they stop all the way down the Madingley Road where people want them to." (Other organisation)*

*"They're going to have to control the traffic, and then these times, possibly, might be correct, but we don't know." (Residents Association)*

*"I do hope that the GCP is working directly with the schools, which generate a huge amount of traffic. Because, whatever solution we come up with, I think we can remove a volume of traffic to stop parents driving a single kid into school and creating congestion." (Residents Association)*

#### Proposed bus lane provision

- 4.9.2 In the LLF break out groups, there was disparity in views with regards to the extent of the bus lane provision, with many participants strongly advocating for the termination of the bus lane at the Eddington junction due to the narrowness, and number of left-hand turns, on the road thereafter, and others advocating for a bus lane the full length of the road.

*"We are absolutely, vehemently opposed to bus lanes coming any further than High Cross." (Residents Association)*

*"Route A would be acceptable if the bus terminated at High Cross." (Other organisation)*

*"Part of the reason [that the bus mixes with general traffic and does not run in a bus lane] is because of the number of junctions. It's the left turns...if you're running a near side bus lane, you've got to be able to get the other traffic across it." (Male, Other organisation)*

#### Land take

- 4.9.3 A few LLF members were against the Madingley Road realignment, proposed for Route A, noting that the same realignment had not been suggested in Route B proposals, which indicates that it is not needed.

*"We do not like the realignment, taking off the land... We don't like the realignment in order to smooth out the cornering, we just think this is wasting money... It doesn't need to divert from the existing carriageway, which involves felling a lot of trees and taking agricultural land, and pushing up the costs totally unnecessarily." (Other organisation)*

*"The alternative alignment is inserted into Madingley Hill to smooth the road alignment, in doing so, of course, you allow yourself to inflate the cost of route A...when we look at Route B, they haven't included that smoothing, so they obviously don't think it's that imperative." (Parish Council)*

#### Lack of outbound bus lane provision

- 4.9.4 A few LLF members showed concern for the lack of outbound PM peak provision proposed for Route A, noting that congestion is still a problem in the evenings.

*“What happens in the evening? You know, they’re doing inbound only and they’re saying that in the evening the traffics more staggered. In the evening, the traffic is bad on the Madingley Road, down to Northampton Street, in both directions!” (Residents Association)*

Cycling and Walking provision for Route A

4.9.5 A few LLF members suggested that the cycling and walking provision on Route A should consider:

- Madingley Road is a steep hill, unsuitable for cycling, and so the provision should be elsewhere;
- Cyclist and pedestrian safety.

*“The 4 metre cycle/footpath up the hill is pointless, I mean, what people want is a path that continues through Coton ... it doesn’t require going up the hill.” (Other organisation)*

*“The issue for us is to make sure the space there is used to create proper, safe, segregated pedestrian and cycle routes, which at the moment is totally inadequate ... You cannot have all these people around here getting into town, and then not make proper cycle and pedestrian provision.” (Residents Association)*

Visual Impact

4.9.6 There was disparity in the views of LLF members with regards to the visual impact of Route A, with some participants showing concern for the impact of the route on the American Cemetery and others suggesting that the visual impact would be very little.

*“A lot of people feel that this bit from the motorway to the start of the conservation zone is actually the ugly bit of Madingley Road and actually, the good bit, is afterwards, so it’s quite curious here that you would choose to not improve the ugly bit and then you look to put a bus lane on the scenic bit.” (Other organisation)*

*“it’s gonna look pretty awful when you go past the American Military Cemetery, isn’t it?” (Local Government)*

*“This idea that visual impact would be significant...you’re just drawing a busway, a line, on an existing road...how can the visual impact be significant?” (Other organisation)*

*“I think this issue of the American Cemetery is not as big an issue for a listed building as you might think, it’s very different from building a brand new trunk road.” (Male, Other organisation)*

## 4.10 Route Options: Themes Relating to Route B

### Tidal bus lane

- 4.10.1 A few LLF members felt positively toward the provision of an outbound bus lane in Route B, however, there was a concern that journey times had not been provided for this outbound journey.

*"I prefer this option to the first one we looked at, simply because you've got the tidal in the middle, it can be going in, at peak times in the morning, coming back out, peak times in the evening." (Local Government)*

*"Part of the proposed benefit B is that you get better outbound journey times but they've not bothered to give the outbound journey times for any of the options." (Other organisation)*

### Gantries

- 4.10.2 Many LLF members, across all three groups, made reference to the use of gantries in Route B, with the majority suggesting that they are unnecessary and costly, with a significant visual impact. On the other hand, however, a few participants did view the gantries as necessary and less obtrusive than Route C.

*"The officers have confirmed to us that there is no, as such, statutory requirement for gantries, but the officers have a responsibility to put forward, the safest option...and they, as the officers, have decided to put forward that it needs 20 odd gantries." (Parish Council)*

*"What is the evidence that you need to put in 15 sets of gantries between Madingley Mulch roundabout and the M11? We'd always envisaged that they'd be some form of separation barrier. All this stuff about 'it's less convenient because it will get interrupted by the flow of the general traffic' is irrelevant if you actually have it as a segregated, separate route, with either a high kerb or low wall on either side." (Other organisation)*

*"The possibility of having gantries, right outside, somewhere as sacred as [the American Military Cemetery] is utterly, utterly incredible." (Local Government)*

*"The photo montages are absurd! I think [the gantries] are hideous and I would be very interested to know what the American war graves commission have to think about it, because that is a grade 1 site." (Residents Association)*

*"[The gantries] are necessary, if you do the tidal bit, you've gotta have the signage." (Parish Council)*

*"The people that I represent would say, yes, we don't like gantries either, they're hideous, but, actually, it's the lesser of two evils, if you're gonna come through the national trust land." (Other organisation)*

## Journey Times

- 4.10.3 A few LLF members disputed the accuracy of Route B's journey times, noting the 1 minute difference between Routes A and B, despite both routes following the same road.

*"There's no explanation as to why it's one minute to get into the city from Grange Road, with Route B than it is with Route A. They're claiming you'll save a minute because there's a bit of bus lane."* (Other organisation)

*"The answer is, once you've decided what the bus lane position should be, east of the M11, you'd do the same with either of those, wouldn't you...you wouldn't have this discrepancy."* (Parish Council)

## Construction methods and timescales

- 4.10.4 Many LLF members, across two groups, disputed the construction methods and timescales proposed for Route B, namely:

- A few participants disputed the need for the M11 bridge to be widened, suggesting that evidence exists to the contrary;
- A few participants disputed the statement that there would be land take on Madingley Road for Route B; and
- A few participants disputed the construction timescales of Route B. Noting similar projects, with shorter timescales, in the Oxford area.

*"The description of [Route B] says that the M11 bridge has to be widened, GCP have actually done its own study, which they initially denied to us existed and then they eventually produced to us, which actually says that it doesn't need to be widened and it can accommodate 4 lanes, as is built at the moment."* (Local Government)

*"Just this land take on Madingley Road for routes A and B, there's no land take on Madingley Road for Route B and I think, maybe you're confusing Madingley Hill for Madingley Road...Route B was proposed by the LLF, with absolutely no land take."* (Other organisation)

*"Oxford is planning to put in a tidal bus lane down the middle of the road that comes in from the South West of the city, and is saying that it will be 6-8 months of serious disruption."* (Local Government)

## 4.11 Route Options: Themes relating to Route C

### Reliability and Journey Times

- 4.11.1 A few LLF members in one breakout group thought that Route C would be the most reliable option. However, it was acknowledged that this reliability was at a cost to other factors, and these are discussed in more detail in the following paragraphs.

*"In terms of reliability, in terms of doing the job, in terms of getting the job done, this seems to be the most reliable of the three options, but the impact is very substantial in all sorts of ways." (Residents Association)*

#### Cost

- 4.11.2 The financial costs of Route C were of concern to the majority of LLF members, who made particular reference to the cost of the new M11 bridge and land take costs, especially in light of the small journey time gains.

*"It involves building a new bridge, and the new bridge I think, is a waste of money... The new bridge is just, err, a disgusting waste of public money ... Building the bridge alone, on its own, without anything else, is, at the moment, of the last estimate I heard, which came from W.S Atkins, was about £70 million ... these figures are just completely meaningless." (Other organisation)*

*"A and B have minimal land cost requirements, Route C requires a lot of land, and...to not even give a range for what that land cost may be, is deeply misleading, because the general public has no idea." (Other organisation)*

*"A new bridge over the M11 must be an enormous undertaking and probably infinitely more disruptive than widening the existing one or not doing any widening at all...in the same way that they have not included land acquisition in the costings, they probably haven't allowed for the land acquisition process, you know the compulsory purchase process in the timetable either." (Parish Council)*

*"This route, yes, you know, it will be fast from Madingley Mulch to across the M11, but how much time are we saving for how much money?" (Local Government)*

*"I think option C fails the government's own cost-benefit equation test, doesn't it? It does not produce the right bang for its buck." (Parish Council)*

#### Land Take

- 4.11.3 Concerns for the use of greenbelt and agricultural land in the implementation of Route C, were raised by LLF members, who also made particular reference to the small differences in journey time as a result of large land take.

*"East of the M11...that is greenbelt area, and the reason it is greenbelt, is because of its purpose, and its purpose is the historic setting of West Cambridge, and, in order to build there, there would have to be very special circumstances...you cannot say there are very special circumstances when the LDA document that is in front of me, and even a rather bias Strutt & Parker documents also in front me, say there are viable on road options." (Residents Association)*

*"Quite why, both routes go through what is, very cleverly, not marked on this map, as Coton Orchard, a 100 year old orchard of apple trees...I really don't understand." (Parish Council)*

*"Nobody seems to be taking into account that this is environmental vandalism." (Parish Council)*

*"In March 2017, we conducted a survey of the public opinion about any development of the West field...141 households in the Gough Way estate, 43% replied. And the overwhelming view was opposition to any busway crossing the greenbelt West of the M11." (Residents Association)*

*"It doesn't actually count the effect on the biodiversity by having a bus every three minutes. You're cutting the greenbelt in half, with that kind of infrastructure." (Local Government)*

*"They haven't taken into account the loss of agricultural land, and, 50% of the total tonnage of wheat the UK produces, is in a 50 mile radius of Cambridge, every hectare of land that you take out of production, is 19,000 loaves of bread, off our shelves, and all of this is possibly unnecessary." (Local Government)*

*"There's a £500m tourist industry, and if you come as a tourist, guess where you walk, you walk round the backs, and you're basically talking about ploughing these buses into the backs and it's just madness. And I think, at the same time, these routes are going to be very substantial new roads, with all kinds of environmental and noise and development." (Other organisation)*

#### Walking and Cycling provision

- 4.11.4 A concern that the cycling and walking provision proposed in Route C was not appropriate, on the grounds of user safety and land take, was held by many LLF members.

*"I am a cyclist and I don't want, actually, to cycle next to buses, I would like the cycle lane to be separate, you know, as it is now, and you feel safe, and you're not bombarded by buses whizzing around." (Other organisation)*

*"Look at the guided busway, look at all the people who die...the bus comes off the guided busway once a month...I'm not persuaded that actually, a bus across the countryside at mega-speed with children cycling beside it, is necessarily appropriate." (Other organisation)*

*"It does seem that the size of cycle lanes/footpaths is disproportionately large, its nearly the same as the two bus lanes." (Local Government)*

#### Visual Impact

- 4.11.5 A concern for the significant visual impact of Route C was raised by many LLF members.

*"The big play has been made, that the, sort of, topography of the land, [means] you wouldn't be able to see the bus route from Coton...well obviously, you'd be able to see it very obviously when it carves through the edge of Coton, but on the side of the hill you can't see it. But, what they don't say, is from miles away, of course you can see it." (Residents Association)*

*“The point is, you can’t see it when there isn’t a bus going along it, but every time, a vehicle passes along it, it will be fully visible, and, if they decided to put lights on it, particularly because they are very anxiously trying to encourage people, with these huge, wide, pathways, to cycle on it at night...that will make it hugely visible.” (Local Government)*

*“Firstly is the visual impact of blitzing a, ah, a busway across the face of Madingley Hill, through what is actually covenanted land of the National Trust... The West Fields is very special, and it’s already been subject to High Court action.” (Other organisation)*

#### Impact on Residents

- 4.11.6 A concern for the impact of Route C on residents, due to the proximity of the proposed route to villages, was raised by LLF members.

*“If you have a bus every three minutes, going down the centre of where we live, it’s going to cut the entire community in half. There are some concerns that it will destroy the entire community and the living space.” (Local Government)*

*“You’ve got a 4m bridleway, a 4m walk and cycle route, then you’ve got two-way bus roads, this is gonna be like the M1, and it’s going through, what I think, is the most sensitive area of the lot. This has the potential to deliver the maximum damage to the residents who live there and I think that’s quite utterly unacceptable.” (Local Government)*

#### Future Proofing

- 4.11.7 A few LLF members suggested that Route C is not likely to be used in the future, and a lack of thought had been given to the transport mode which might eventually use the route.

*“This is a consultation at the moment on a route for a bus, and within five years that bus is going to be redundant...they seem to naively believe that you can take a bus off and then just replace it with a different mode of transport...they need to determine what that mode of transport will be, which is the long term, and have a consultation for that mode of transport, which may have different criteria for its’ suitability than a bus would.” (Other organisation)*

#### Flood Risk

- 4.11.8 A concern for the potential flood risk of Route C was raised by many LLF members, within one group.

*“Bin Brooke and the Water Table was absolutely up to its limit only a few weeks ago, and, of course, that climbs all the way through the village of Coton, and so one of the concerns in Coton is that, if you do anything [eg: Route C] down here [by those water bodies], and you’ve got a Park & Ride site at The Waterworks site, the flood risk is*



*considerable. As far as we can see, they've done no evaluation work on that, at all."*  
(Parish Council)

#### Connectivity

4.11.9 Many LLF members, within one group, voiced concerns that Route C would not be able to make connections with desirable locations, such as Addenbrooke's.

*"How are you gonna get from say, the pink route, once you've gone over the bridge, to Addenbrooke's, if the Western Orbital is on the M11...you're gonna have to double back to Madingley Road, in order to take the slip road, onto the M11...because you can't put in a slip road so near another slip road."* (Other organisation)

### 4.12 Route Options: Negative comments in relation to Route C

4.12.1 Negative sentiments made toward Route C, each cited a few times or less, included:

- A concern over the small predicted differences in modal shift;
- A concern for the misuse of the route by cars, as has been observed on the busway between St Ives and Cambridge City Centre; an
- A concern regarding the accuracy of information provided with regards to the mixing of the bus with general traffic.

*"The difference in predicted modal shift between Route C and either Route A or B is insignificant to justify it."* (Other organisation)

*"But route C does [mix with general traffic]; it's not clear when and where it will, but it will."* (Parish Council)

### 4.13 Route C: Access to Cambridge via Grange Road

4.13.1 Two of the three LLF break-out groups discussed access to Grange Road, via Adams Road or the Rugby Club Access Road.

4.13.2 No preference was stated, however the majority of LLF members showed concern for the use of Adams Road, noting:

- The impact buses would have on the historic sensitivities of the road;
- The impact buses would have on the current use of the road, making particular reference to the use of the road by cyclists and residents; and
- The implementation of the one-way system.

*"Adams Road, doesn't have buses going down at the moment, it's a very beautiful, sort of, historic, important road within Cambridge. I don't think anyone wants to see buses barrelling down such roads."* (Residents Association)

*"[Adams Road] is a bike route, it's a major bike route from the west, into the city."*  
(Residents Association)

*"Adams Road, at the moment, is probably the busiest bit of cycleway I ever witnessed in Cambridge, because, it's the end of the footpath and it's where all the students from the West Cambridge site...all pour down and go past, over this junction, and then past the library...what on earth is proposed? Is the idea that Adams Road is no longer to be used by vehicles?"* (Local Government)

*"Well, you use all the on road parking down Adams Road, now, I think a number of those houses are either flats or student accommodation and there is not enough parking, on the ground, around the homes, to get the cars on, so goodness only knows where they go."* (Local Government)

*"It says one-way system may be needed, with no explanation of what that would mean...that's got to be explained."* (Other organisation)

- 4.13.3 LLF members showed concern for the visual impact of the route, especially on nearby residents, should access be introduced via the Rugby Club Access Road.

*"If you go down through the Rugby Club, through there, you cross Bin Brooke, because it is so waterlogged, because it is prone to flooding, you cannot do it down to ground level, you're going to have to raise it up and it's going to be visible, even without lights and no one has shown us a diagram of what that will look like."* (Residents Association)

*"The Rugby Club route, that would be totally unpopular with half the street, it would be down the back of their garden."* (Residents Association)

- 4.13.4 Many LLF members, across two groups, suggested that Grange Road would not be a suitable terminus, as it is too narrow for large buses, used by vulnerable road users and is historically sensitive.

*"You might go quickly [to Grange Road], but, it doesn't matter. Once you get to [Grange Road] you're stuck!...You're going fast to a dead end."* (Other organisation)

*"The bus route ends up on Grange Road...these roads are not suitable for rapid, mass transit...the roads are too narrow."* (Local Government)

*"Grange Road is not suitable for buses. There are 1.. 2.. 3.. 4 colleges, 2 schools, the road is narrow. There is already a bus going down Grange Road, and when it turns into West Road, it blocks two lanes...Silver Street is very narrow, extremely narrow."*  
(Residents Association)

*"Going on the minor roads like Grange Road, you've got a risk to the general public. Going through Newnham, you've got a risk to the families a young people."* (Parish Council)

*"We're going to plough our buses right into the heart of the most delicate, sensitive, historic part of the town." (Other organisation)*

- 4.13.5 The majority of LLF members did not see the point in making a decision on Route C variations as they did not see either of them as suitable. One LLF member showed a preference for the Rugby Club Access Road when pressed.

*"Both of these are just crazy suggestions! They are quiet, leafy residential streets...what notion you push...24 buses an hour, two-way traffic in Adams Road, is just a joke." (Parish Council)*

*"I suppose, if you had to have one, you'd probably use the Rugby Club." (Local Government)*

## 4.14 Route Options: Themes Relating to all Routes

### Environmental Impacts

- 4.14.1 A few LLF members, within one group, asked for a better standard of buses to be used, regardless of the route chosen.

*"I can't understand why they add the 'standard of buses' comment under Route C, surely we have the same buses on all of them?" (Other organisation)*

### Cycling and Walking provision

- 4.14.2 Cycling and walking provision was important to the majority of LLF members, within one group, with a focus on safety. Suggestions for how this could be improved/changed, were made, including the provision of a cycle super highway.

*"[Cycling and Walking provision] are absolutely essential." (Residents Association)*

*"You should have as many cycleways as possible." (Other organisation)*

*"The whole way that cycling has been portrayed in this document is very misleading because it doesn't consider that actually you could have a, you know, super cycle highway, coming south on Madingley Hill and going through the west Cambridge site." (Other organisation)*

### Journey Times and Reliability

- 4.14.3 The proposed journey times were seen as irrelevant by the majority of LLF members, within one group, with the reliability of the service being a more important factor. However, a few LLF members felt that, within the consultation, no measure of reliability is outlined, meaning broadly stating that one route is more reliable than another, does not tell you anything.

*“It’s really neither here nor there. The frequency of the service will make more difference than the journey time...for the difference of, you know, 2 ½ minutes, or whatever, 3 ½ minutes, people will not choose to ride the bus because of that.” (Other organisation)*

*“You have to quantify what reliability means, if you tell someone that its more reliable, does that mean its plus or minus 5 minutes, does it mean its plus or minus 10 minutes, plus or minus 20 minutes, you know...broadly stating it’s more reliable is not enough for people to make a decision.” (Other organisation)*

#### Modal Shift

- 4.14.4 Many LLF members showed concern for the estimated mode shift calculations, with many doubting that so many people would shift journey mode, given that the proposed routes are problematic, and others suggesting that experience factors and availability of the service may not have been acknowledged. Additionally, one participant indicated that the estimations are too similar to make any meaningful distinctions.

*“Give me a break, that is optimistic! Over the years, if you look back, how many people have actually gotten out of their cars and into the bus?” (Local Government)*

*“What’s the evidence for that? What will cause modal shift is not so much journey time, for example, but frequency and convenience. You know, the bus has got to go where you want to go.” (Parish Council)*

*“I think the accuracy of this is spurious and the margin for error has got to be more than 5 percentage points, so they all look the same to me really.” (Residents Association)*

#### Construction

- 4.14.5 Within one group many LLF members disputed the construction methods, suggesting that they are unrealistic, and the construction timescales, suggesting that they are too extensive.

*“We don’t think it takes as long as that to do what they’re proposing.” (Parish Council)*

*“The thing that I find incredible is that we’re talking about the possibility of diverting traffic, now, I don’t know where on earth they’re going to divert the traffic to...if you take all that traffic and stick it on the A428 round Histon, back, I shudder to think how long that’s gonna take. The alternative to that is that they go through the villages, which are just not made for it, I mean, there’s no way you could contemplate that.” (Local Government)*

#### Land Take

- 4.14.6 Many LLF members argued that statements surrounding land take should be more concrete in distinguishing who the land needs to be taken from, and how much it would cost.

*“You have to distinguish between land take where you’re invading a private residents garden...and land take which is Cambridge University...there needs to be more subtlety built into the process.” (Other organisation)*

*“There’s no allowance for Route C for a land take, which has been explained to us, that if they included land cost it would have skewed people against Route C as it would be way more expensive. And we have explained that that way they have skewed against Route A and Route B, but they don’t mind that.” (Parish Council)*

*“When you start to look at Routes A and B, I’m pretty sure that [land costs] would require acquiring land from gardens of homes which are presently there.” (Local Government)*

### Economic Impacts

- 4.14.7 Many LLF members disputed the economic impact statements within the consultation brochure, arguing that causality cannot be inferred and arguing that the economic impact of the chosen route would be unimportant to the people who use the service.

*“If Cambourne has a good bus station and a frequent bus service, and its reliable, people won’t care what it runs on between there and Cambridge...they choose it because there’s a decent place to catch it...it’s an engineer’s obsession with the fact that people love infrastructure, they don’t, they love the service, and it’s wrong to try to claim that because you built some dedicated infrastructure it’s gonna make people want to use it.” (Other organisation)*

*“If you produce a service and you advertise it in an appropriate way...the public are not concerned about how the route goes, they are concerned about how it runs, so we can’t see that it can necessarily have an impact on housing and employment. Government consultants also point out that, generally speaking, in the way these things happen, the housing will be built first, the employment will follow, and the transport infrastructure will be added later and most studies can’t demonstrate causality...of a situation, in which, housing is stimulated simply because you provided a bus route.” (Parish Council)*

## 4.15 Route Preferences

- 4.15.1 The majority of LLF members preferred Route B over Routes A and C, despite the use of gantries, because it was felt to offer more flexibility.

*“If the choice was between off-road and an on-road option with gantries, I would opt for the on-road with gantries. If the only way I was going to get an on-road option was by agreeing to gantries, I would take the gantries. At the end of the day, they’re temporary structures, technology will move on. You know, another five years’ time, they won’t be necessary and they can come down. Whereas if we cut a great big swathe of concrete through the countryside, it’s there forever and the damage is done forever.” (Other organisation)*

*"My preference is for Route B, because I think having the tidal route, be it with or without gantries, I think future proofs it. It gives flexibility to allow the two-way flow. It might be that it never runs in, and never runs out, but at least you've got the option of running out, which you haven't got [in Route A]."* (Other organisation)

4.15.2 One participant voiced a preference for Route A.

*"I think that we probably would go for A, if it only went to High Cross, if the alternative was B with gantries."* (Other organisation)

4.15.3 No LLF members had a preference for Route C.

## 4.16 Other Comments

### Introduction

4.16.1 This section reports other comments made by LLF members, outside of the topic guide. These include, suggestions of alternative infrastructure and the accuracy of consultation material.

### Alternative Infrastructure Suggestions

4.16.2 In all three of the LLF break-out groups there was some discussion surrounding the possibility of other congestion alleviating infrastructure, outside of the proposed bus route and Park & Ride, including:

- Metro/underground system;
- Closing the North Exit from the M11;
- A shuttle bus;
- In-bound flow control;
- A bus station at Cambourne; and
- A Park & Ride/travel hub at Girton.

*"Let's say there was a tunnel system, and it was really frequent, then maybe it would actually create modal shift."* (Other organisation)

*"They're busy working up a Cambridge area metro scheme, correctly addressing the issue."* (Parish Council)

*"Has anybody ever thought about closing the North Exit, from the M11, taking away those traffic lights. Because that is where the congestion really starts."* (Parish Council)

*"Why can't we just go to the West Cambridge site and then have lots of little electric, you know, shuttle buses going?...sort of like a bus-uber system."* (Residents Association)

### Accuracy of the Consultation Material

- 4.16.3 A small number of LLF members noted that there are discrepancies in how Route B is presented within the consultation documents, with the original LLF proposal being miss-represented in all instances. One attendee suggested that this was at the cost of resources directed to Route C.

*“The LLF proposal had it going through the West Cambridge site, and that’s not there, that link that’s going through, with a hub...it’s not on this [Route B] map.” (Other organisation)*

*“It was developed by the LLF, this route, and it was never the intention to just join general traffic and do nothing, but to sit down with officers and discuss, smart traffic measures, how you get through that bottle neck and at no point have those conversations taken place.” (Other organisation)*

*“The GCP hasn’t really engaged with the suggestions made around Route B, and that’s a frustration...I hope that this is looked at much more seriously.” (Residents Association)*

## 5. CONCLUSIONS

### 5.1 Residents: Park & Ride Preferences

5.1.1 Most residents preferred the Scotland Farm Park & Ride site, over the Waterworks site, due to its distance from the city centre, smaller visual and ecological impact and accessibility to the west of Cambridge.

5.1.2 However, two residents preferred the Waterworks Park & Ride site, due to perceived congestion impacts at Scotland Farm and a belief that fares would be cheaper, due to reduced operating costs at The Waterworks.

5.1.3 Alternative Park & Ride sites were also suggested, with most residents advocating a new site in Cambourne and some suggesting that the existing Madingley Road Park & Ride site be retained.

5.1.4 Many residents stated that they would probably use the Scotland Farm Park & Ride, however, use depended on where a person lived and the journey time of the Park & Ride bus service. More specifically, those who lived closer to Cambridge City Centre reported that they would be unlikely to use it and those who lived further west would consider using it, despite reservations from a few participants who advocated for an alternative site in the Cambourne area.

5.1.5 A number of improvements were suggested by residents, including:

- The widening of Scotland Road;
- The provision of a night bus;
- An increase in parking provision; and
- Steps to negate light pollution.

### 5.2 Residents: Route Preferences

5.2.1 Residents were most likely to prefer Route C, compared to Routes A and B. The key reasons for this were the reliability of the service and the associated walking and cycling provisions.

5.2.2 Some residents did however express a preference for Route A or Route B. Where Route A was preferred this was typically due to the cost of the different options. Where Route B was preferred, this was typically due to the tidal operation, allowing the direction of flow to change with the traffic conditions. A few residents indicated that their preference was for none of the routes to be taken forward.

5.2.3 One improvement was suggested for Route C; to extend the route all the way to Cambourne.

5.2.4 With regards access to Grange Road, the Rugby Club Access Road tended to be the preferred option, over Adams Road, due to:

- The residential nature of Adams Road;

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- The loss of parking on Adams Road, although a few attendees suggested that this should not be of significance;
- The existing congestion on Adams Road;
- The need for a one-way system on Adams Road; and
- The increased reliability associated the Rugby Club Access Road.

### 5.3 Residents: The importance of improvements for pedestrians and cyclists

5.3.1 There was a general view among residents that walking and cycling provisions were important, both in terms of the Park & Ride sites and route options. User safety from such provisions was of particular importance to residents.

### 5.4 LLF Members: Park & Ride Preferences

5.4.1 When pressed on their preference between the two proposed Park & Ride sites, most LLF members said they preferred the Scotland Farm site. None gave a preference for the Waterworks Park & Ride Site, however a few refused to give a preference.

5.4.2 Suggestions made by LLF members to improve the Scotland Farm Park & Ride site included:

- Improvements to the cycling infrastructure to encourage sustainability and increase site accessibility for cyclists;
- Road control on Scotland Road to reduce 'rat-running' in Dry Drayton;
- Congestion charging in central Cambridge to deter the use of the A428 by cars and encourage use of the Park & Ride instead; and
- The use of embankments to reduce light and noise pollution.

5.4.3 The following alternative Park & Ride sites were also suggested by LLF members:

- Girton Interchange;
- Cambourne; and
- To the south of the A428.

### 5.5 LLF Members: Route Preferences

5.5.1 All but one LLF member said, that if they had to choose one of the three options presented, they would choose Route B. Route B was considered more flexible than Route A, and less destructive and costly compared to Route C.

5.5.2 One LLF member preferred Route A.

### 5.6 LLF Members: The importance of improvements for pedestrians and cyclists

5.6.1 Cycling and walking provision was important to many LLF members, with safety and land take being key areas for discussion. The provision of a cycle super highway was suggested.

# Appendix A – Focus Group Topic Guide

# TOPIC GUIDE



## CAMBOURNE TO CAMBRIDGE BETTER BUS JOURNEYS: QUALITATIVE RESEARCH

### TOPIC GUIDE FOR FOCUS GROUPS

IDENTIFICATION TABLE	
Client/Project owner	Cambridgeshire County Council
Project	Cambourne to Cambridge Better Bus Journeys: Qualitative Research
Title of Document	Topic Guide for Focus Groups
Type of Document	Topic Guide
Date	17/01/2018
Reference number	107005
Number of pages	16

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# 1. INTRODUCTION [5 MINS]

## 1.1 Moderator Introduction

1.1.1 Good afternoon/ evening, thank you for coming.

1.1.2 Introduce self, SYSTRA, and independent research on behalf of the Greater Cambridge Partnership.

- SYSTRA is a transport consultancy with a specialist Social and Market Research team. We undertake a lot of independent research, like this, to better understand residents' and transport users' views and experiences on different topics.
- The Greater Cambridge Partnership is made up of councils [City, County and District], business and the University of Cambridge. They work together to improve the quality of life for the people of Greater Cambridge through improvements in infrastructure, creating new jobs, new homes and additional apprenticeships. They are funded by central Government through a City Deal.
- A City Deal is an agreement between government and a city. It gives local areas specific powers and freedoms to help the region support economic growth, create jobs or invest in local projects.

1.1.3 Explain purpose of focus group:

- SYSTRA is conducting a series of focus groups in Cambridgeshire. The purpose of these groups is to understand residents' views on the proposed options for a new bus route between Cambridge and a new park and ride site to the east of Cambourne.

1.1.4 Explain rules:

- Up to 90 mins;
- No right or wrong answers;
- Voice recorder/ anonymity;
- Avoid temptation to talk over each other, want to hear everyone's views;
- Research conducted in accordance with the Market Research Society and Data Protection Act; and
- Phones off/ on silent.

## 1.2 Participant Introductions

1.2.1 Participants to introduce themselves:

- First name;
- Village/town/city you live;
- How often you travel along the route between Cambourne and Cambridge; and
- Mode of transport used most often along this route.



## 2. CURRENT AWARENESS OF THE CONSULTATION [5 MINS]

2.1.1 Before being asked to take part in this focus group, were you aware of the Cambourne to Cambridge Consultation that is currently taking place?

- What, if anything, have you seen/heard, where/from who?
- Have you received a consultation brochure through your door?
  - [If unsure, hold up a copy of the consultation brochure] Have you seen this before?
  - [If yes] Have you read it?
- Have you seen the consultation online?
- What information about the consultation, if any, can you remember?
- What did you think of the information received? Why?
- Did you understand the information you received?
- How could the information be improved?



### 3. PROVISION OF INFORMATION ABOUT THE CONSULTATION [5 MINS]

#### 3.1 Introduction

3.1.1 Before we discuss in detail the proposed options for a new bus route between Cambridge and a new park and ride site to the east of Cambourne, I'd like to give you some background information on the consultation. The information we are using is taken from the Greater Cambridge Partnership's Consultation Brochure and related information.

[Hand out Showcard packs]

[Talk respondents through Showcard A, B and C]

#### 3.2 Background [Showcard A]

The 'Cambourne to Cambridge: Better Bus Journeys' scheme aims to deliver fast and reliable bus services, with high-quality cycling and walking facilities, as well as a new Park & Ride site for those people travelling into Cambridge from towns and villages to the west of the city.

The A428 has been listed as a key growth route, with 8,800 new homes and 15,000 new jobs planned between Cambridge and St Neots by 2031.

Allowing for faster and more reliable bus journeys for people travelling between Cambourne and Cambridge and other key destinations, will help existing and new communities along the A428 and A1303 to grow sustainably, keeping people well connected to jobs and key services in the Greater Cambridge area.

[Moderator Note: 'other key destinations' = the towns and villages to the west of the city]

Aims of the scheme:

- To provide a public transport network which improves reliability, connectivity, frequency and quality, to support greater use of public transport, walking and cycling into and around the Greater Cambridge area;
- Help ensure sustainable development, particularly at key strategic economic sites and housing sites;
- Address air quality by providing attractive alternatives to driving;
- Improve access to opportunity, including employment, making it more accessible for everyone; and
- Support local businesses by addressing the transport issues which restrict growth.

#### 3.3 Purpose and Options [Showcard B]

The Cambourne to Cambridge project is split into two phases.

Phase 1 looks at a proposed new bus route from a new Park & Ride site to the east of Cambourne, from the Madingley Mulch roundabout, to Cambridge. This has been identified as a key area of congestion. Phase 2 would link this bus route further west, all the way to Cambourne. Phase 1 and 2 together would provide a complete end-to-end better bus journey scheme between Cambourne and Cambridge.

This consultation focuses only on phase one, the proposed options for a new bus route between Cambridge and a new park and ride site to the east of Cambourne. Phase 2 will be consulted on at a later date.

The Greater Cambridge Partnership are asking for people's preferred option for the proposed park and ride site and their preferred option for the new bus route. They also welcome any comments and feedback on the proposed scheme. Only one Park & Ride site and one route option will be taken forward for further investigation and development.

The options are listed on the right hand side and shown on a map on Showcard C. Please turn to Showcard C and I will talk you through the options.

#### Park & Ride site proposals

Scotland Farm, which is located at the junction of the A428 and Scotland Road, Dry Drayton. It is highlighted in pink/red to the left of the map.

The Waterworks, located at the junction of St Neots Road and the A1303 Madingley Road, near the 'Madingley Mulch' roundabout. It is highlighted in pink/red and nearer the centre of the map.

#### Bus route proposals

Route A (previously known as option 1) – The dark green route. An on-road option which includes the introduction of a bus lane on Madingley Road between the Madingley Mulch roundabout and Lady Margaret Road.

[Moderator Note: the new bus lane on Madingley Road will be inbound, into Cambridge]

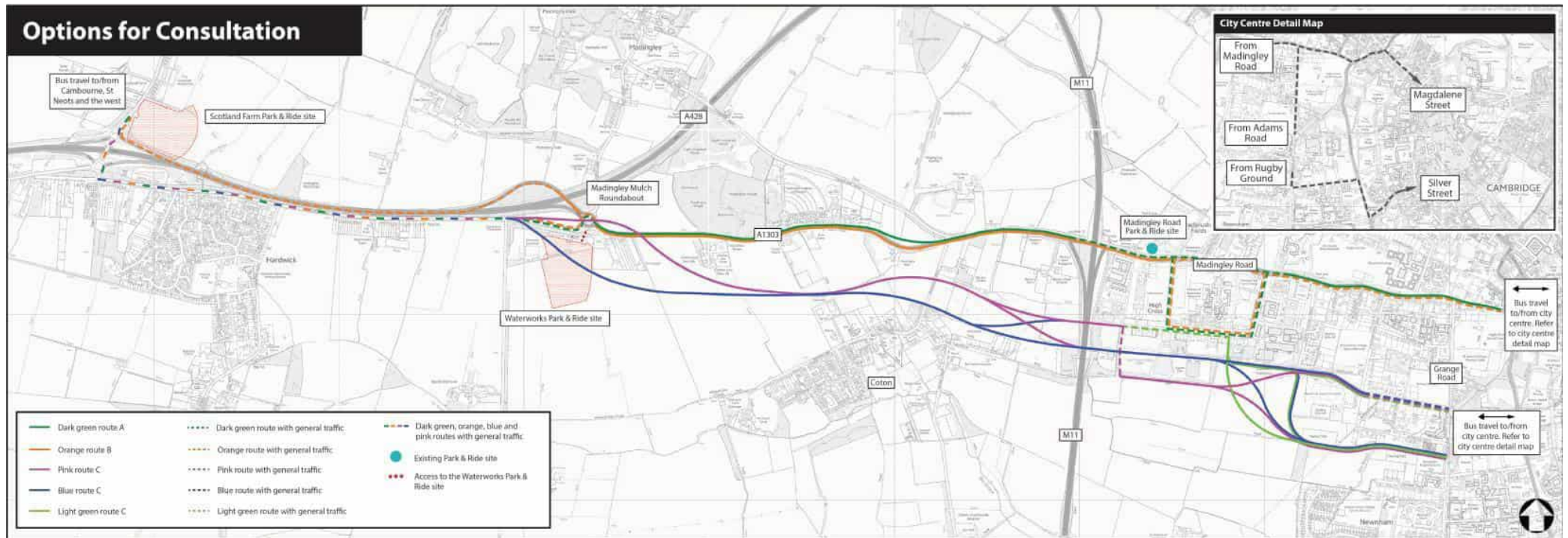
Route B (previously known as option 6) – The orange route. An on-road tidal bus lane on Madingley Road running between the Madingley Mulch roundabout and the new entrance to Eddington (High Cross).

[Moderator Note: a 'tidal' bus lane is a single bus-only lane that operates inbound in the morning peak and outbound in the afternoon peak]

Route C (previously known as option 3/3a) – The pinky purple, blue and light green lines. An off-road busway running between the Madingley Mulch roundabout and Grange Road, Cambridge.



[Showcard C]



### 3.4 Question

#### 3.4.1 What are your immediate thoughts on this?

[Move on after initial reactions, advise that the different options will be discussed in more detail in the next sections]



## 4. PARK & RIDE OPTIONS [25 MINS]

4.1.1 Let's take a closer look at the park and ride sites. I'm going to show you some of the consultation materials and ask your views on these.

[Talk respondents through Showcard D and E]

[Showcard D]

**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.

4.1.2 What are your immediate thoughts about these sites?

## [Showcard E]


SCOTLAND FARM PARK AND RIDE OPTION	THE WATERWORKS PARK AND RIDE OPTION
<ul style="list-style-type: none"><li>• Less potential visual impact on the wider countryside when compared to the Waterworks site</li><li>• Connects to all routes</li><li>• Currently no existing visible structures on the proposed site</li><li>• Adjacent to a small number of existing houses north of the site on Scotland Road</li><li>• Higher bus operating costs than Waterworks as it is further away from the city e.g. higher fuel costs</li><li>• Less attractive for Park &amp; Cycle as 1.7 miles further from Cambridge</li><li>• Located within the greenbelt</li><li>• Construction works to provide access to the site will affect rural road (Scotland Road)</li><li>• Predicted usage lower than Waterworks at 67.5% by 2031 (1350 vehicles)</li></ul>	<ul style="list-style-type: none"><li>• More potential visual impact on the wider countryside when compared to Scotland Farm</li><li>• Connects to all routes</li><li>• Existing visible structures on the proposed site e.g. radio mast</li><li>• No immediately adjacent housing although near to a small number of existing houses</li><li>• Lower bus operating costs than Scotland Farm as it is closer to the city e.g. lower fuel costs</li><li>• More attractive for Park &amp; Cycle as 1.7 miles closer to Cambridge</li><li>• Located within the green belt</li><li>• Construction works to provide access to the site will affect Madingley Mulch roundabout and the main road (A1303)</li><li>• Predicted higher usage than Scotland Farm at 100% by 2031 (2000 vehicles)</li></ul>

Further information about Park & Ride sites is available online at [www.greatercambridge.org.uk/C2C](http://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.



4.1.3 Looking at the differences between the two sites, what are your thoughts and why?

[Talk respondents through the key differences listed below]

- Difference in visual impacts;
- Existing visible structures;
- Adjacent housing;
- Bus operating costs;
- Appeal of park and cycle;
- Roads affected by construction works; and
- Predicted usage.

4.1.4 Which of the differences we have discussed:

- are most important to you? Why?
- are least important to you? Why?

4.1.5 Could either site be improved in any way, and if so how?

- Scotland Farm site
- The Waterworks site

4.1.6 Which of the two Park & Ride sites do you prefer and why?

4.1.7 How likely/unlikely are you to use the proposed new Park & Ride sites and why?

## 5. ROUTE OPTIONS [45 MINS]

- 5.1.1 Let's take a closer look at the route options. I'm going to show you some of the consultation materials and ask your views on these. Just to remind you, all of the routes are the same up until the Maddingley Mulch roundabout area; it's the variations from this point towards Cambridge that we'll look at next.

[Talk respondents through Showcard F]

[Showcard F]

### Route A

**Route A - Previously known as Option 1**  
An improved option which includes the introduction of a bus lane on Maddingley Road between Maddingley Mulch Roundabout and Lady Margaret Road.

- An inbound roadside bus lane from Maddingley Mulch Roundabout to the M11 and then 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 Maddingley Mulch roundabout and the M11 bridge
- Current eastbound shared-use cycling and walking path upgraded to 3 metres in width between Lamdonsmead Road and Lady Margaret Road
- No M11 bridge widening required

10-15 mins* (AM Peak)	10 mins (AM Peak)
Cambridge	Cambridge City Centre

From George Road to the City Centre	
To Bridge Street	5 mins
To King Street	7 mins
To Cambridge Road	8 mins

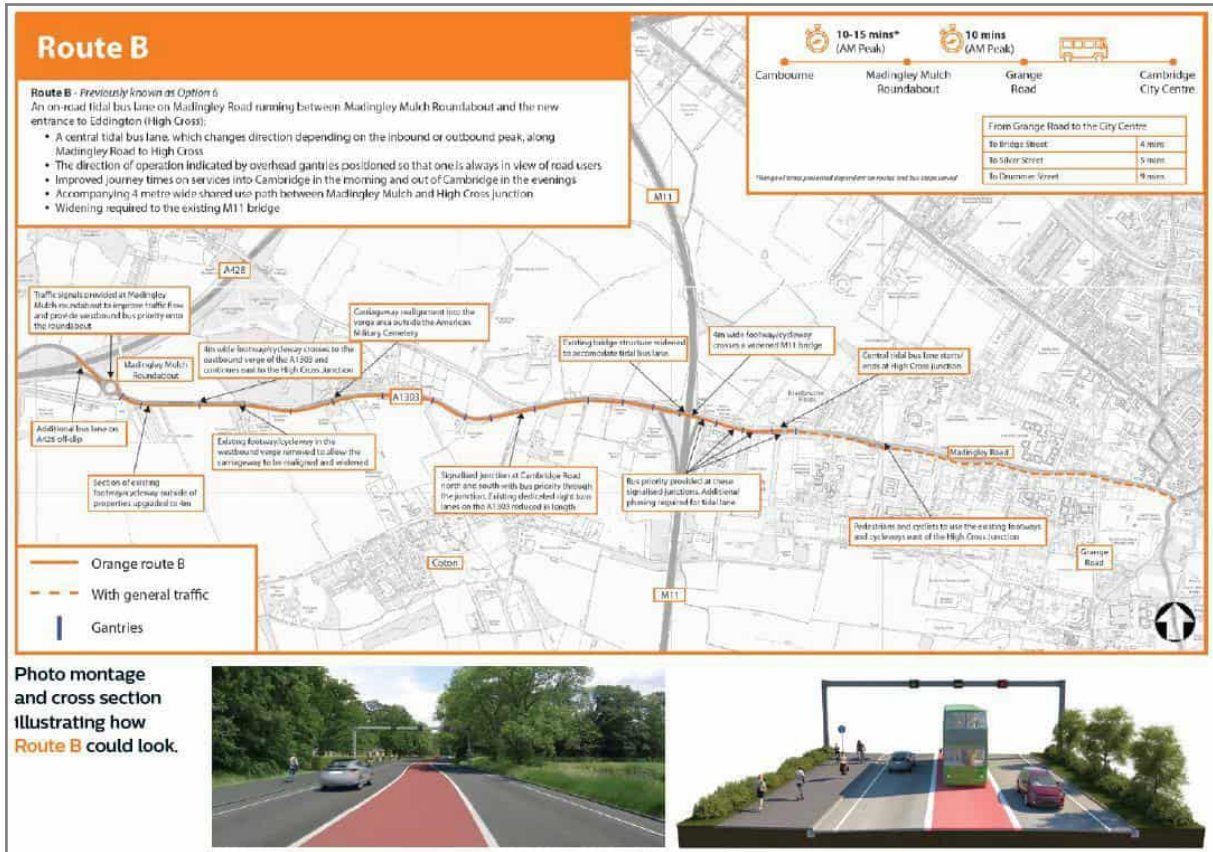
\*Average of average weekday AM Peak and PM Peak

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

- 5.1.2 What do you think of the proposed route, and why?
- 5.1.3 What do you think of the potential 'look' of this route on the photos, and why?
- 5.1.4 What do you think about the proposed journey times, and why?
- 5.1.5 Could this route be improved in any way, and if so how?

[Talk respondents through Showcard G]

[Showcard G]

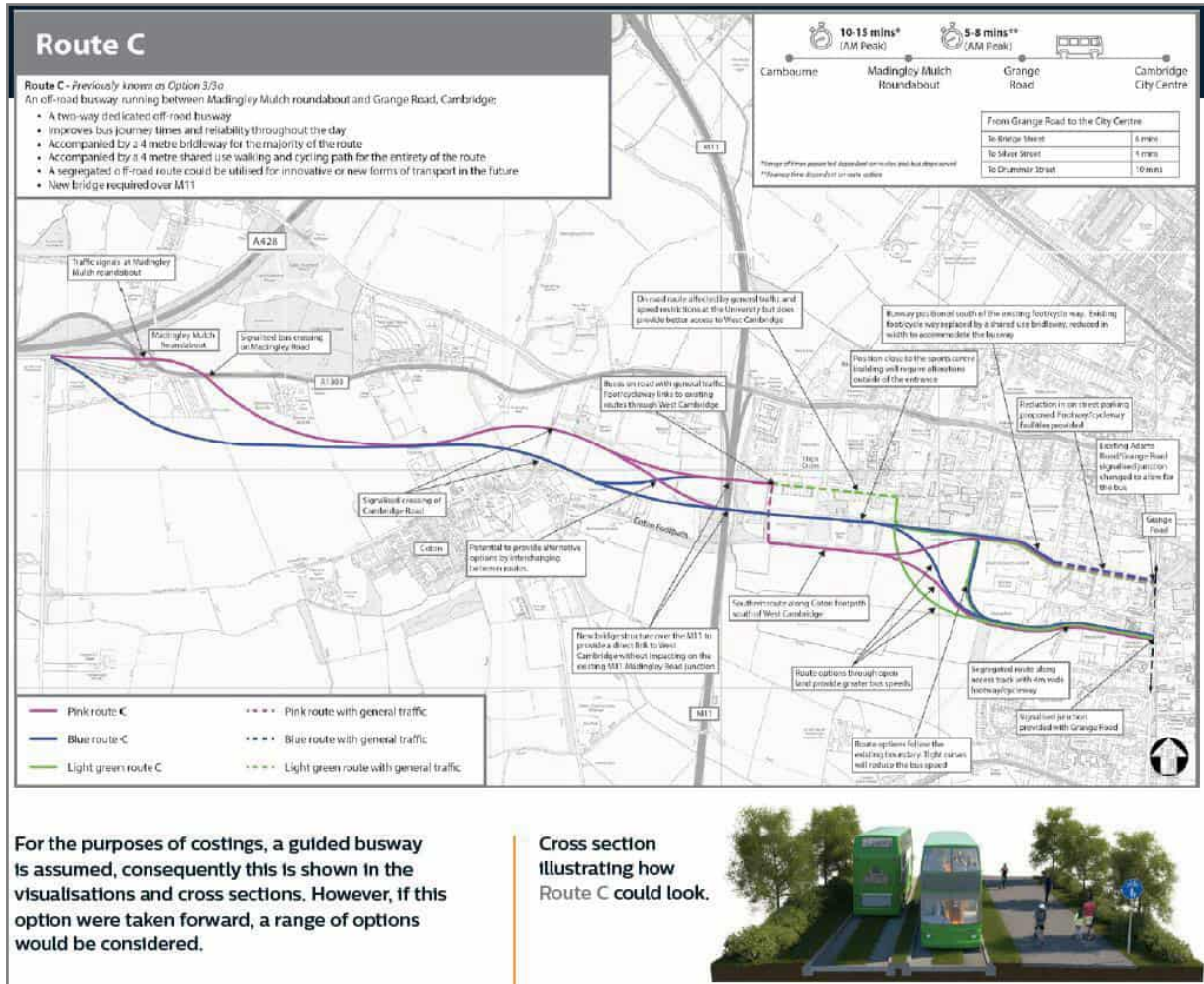


- 5.1.6 What do you think of the proposed route, and why?
- 5.1.7 What do you think of the potential 'look' of this route on the photos, and why?
- 5.1.8 What do you think about the proposed journey times, and why?
- 5.1.9 Could this route be improved in any way, and if so how?



[Talk respondents through Showcard H and I]

[Showcard H]



- 5.1.10 What do you think of the proposed route, and why?
- 5.1.11 What do you think of the potential 'look' of this route on the photos, and why?
- 5.1.12 What do you think about the proposed journey times, and why?
- 5.1.13 Could this route be improved in any way, and if so how?



## 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

5.1.14 Looking at the differences between the two options for linking with Grange Road, what are your thoughts and why?

[Talk respondents through the key differences listed below]

- On-road parking;
- Journey time reliability;
- Cycle and pedestrian improvements;
- Land take; and
- One-way system.

5.1.15 Which of the differences we have discussed:

- are most important to you? Why?
- are least important to you? Why?

5.1.16 Could either option be improved in any way, and if so how?

[Talk respondents through Showcard J and K]

[Showcard J]

	ROUTE A	ROUTE B	ROUTE C
<b>JOURNEY TIMES</b>	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
<b>RELIABILITY AND RESILIENCE</b>	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.
<b>CURRENT ESTIMATED COST OF PHASE 1*</b>	£12.4m	£17.7m	£41.5-58.2m**
<b>IMPACT OF BUS ROUTES ON GENERAL TRAFFIC</b>	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.
<b>PROJECTED MODE SHIFT</b>	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.
<b>LAND USE AND PROPERTIES</b>	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, Cotton Orchard and the West Fields by the West Cambridge site.
<b>CYCLING AND WALKING PROVISION</b>	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.

[Showcard K]

	ROUTE A	ROUTE B	ROUTE C
<b>ECONOMIC IMPACT</b>	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.
<b>CONSTRUCTABILITY</b>	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.
<b>NOISE AND AIR QUALITY</b>	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.
<b>VISUAL IMPACT</b>	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.
<b>ECOLOGY</b>	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.



5.1.17 Do any of the routes stand out as particularly good or bad to you, in terms of the following factors, and why?

[Talk respondents through the key differences between routes, relating to each of the following factors]

- Journey times;
- Reliability and resilience;
- Current estimated cost of phase 1;
- Impact of bus routes on general traffic;
- Projected mode shift;
- Land use and properties;
- Cycling and walking provision;
  
- How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project, and why?
  
- Economic impact;
- Constructability;
- Noise and air quality;
- Visual impact; and
- Ecology.

5.1.18 Which of the differences we have discussed:

- are most important to you? Why?
- are least important to you? Why?

5.1.19 Overall, which of the three route options do you prefer and why?





## 6. ROUND UP [5 MINS]

6.1.1 Is there anything else anyone would like to add before we finish, about either of the proposed park and ride sites or any of the route options?

6.1.2 What will happen next:

Your views will be reported anonymously (no individual will be identified) along with the other focus groups being carried out on the Cambourne to Cambridge Consultation. A report will then be provided to the Greater Cambridge Partnership. The report will be published and information from it will be used in a report to the Executive Board who will make a decision on the Park & Ride site and bus routes in summer 2018.

6.1.3 Responding to the consultation:

If you would like to, you can still respond to the consultation which is open until 29<sup>th</sup> January 2018. All details are available at the following website:

<https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-consultation-2017/18/>

[Thank people for taking part and ask them to sign for their incentive].



APPROVAL					
Version	Name		Position	Date	Modifications
1	Author	Liz Boast	Associate	13/12/2017	
	Checked by	Carry Stephenson	Director	14/12/2017	
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2	Author	Liz Boast	Associate	11/01/2018	Updated in line with client and tCI comments
	Checked by	Carry Stephenson	Director	11/01/2018	
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3	Author	Evelyn Robertson	Moderator	17/01/2018	Updated after first two focus groups
	Checked by	Liz Boast	Associate	17/01/2018	
	Approved by	Liz Boast	Associate	17/01/2018	



## Appendix B – Workshop Topic Guide

## CAMBOURNE TO CAMBRIDGE BETTER BUS JOURNEYS: QUALITATIVE RESEARCH

### SESSION & TOPIC GUIDE FOR LLF WORKSHOP

IDENTIFICATION TABLE	
Client/Project owner	Cambridgeshire County Council
Project	Cambourne to Cambridge Better Bus Journeys: Qualitative Research
Title of Document	Session & Topic Guide for LLF Workshop
Type of Document	Guide
Date	19/01/2018
Reference number	107005
Number of pages	14

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## 1. GCP WELCOME [2 MINS]

1.1.1 GCP representative to welcome everyone to the Workshop and hand over to SYSTRA.

## 2. SYSTRA WELCOME [10 MINS]

2.1.1 Good evening, thank you for coming.

2.1.2 Introduce SYSTRA staff and the company.

2.1.3 Introduce purpose of the workshop:

- Independent research on behalf of the Greater Cambridge Partnership;
- Conducting a series of focus groups with Cambridgeshire residents, as well as this workshop;
- The purpose of the focus groups is to understand residents' views on the proposed options for a new bus route between Cambridge and a new park and ride site to the east of Cambourne;
- Being conducted in parallel to the public consultation to provide deeper insight into people's views;
- The Workshop is an extension of this, giving LLF members an opportunity to feed into this qualitative research strand and provide the views of those you represent;
- We understand you may be very familiar with the information and materials we will be using, which are meant as a stimulus and reference point for discussion;
- Your views will be reported anonymously (no individual will be identified) along with findings from the residents' focus groups. A report will then be provided to the Greater Cambridge Partnership. The report will be published and information from it will be used in a report to the Executive Board who will make a decision on the Park & Ride site and bus routes in summer 2018.

2.1.4 Introduce structure of the workshop:

- Break out into three smaller groups;
- Name badges indicate your group (cyan, yellow or magenta);
- Moderator will take you through sections of the consultation material and ask your views on the different park and ride and route options;
- Aiming to finish at 8pm, as soon as the break out discussions are complete;
- A technical expert will be available for 15 minutes or so back in this room after the groups finish, in case you have any technical questions about the park and ride sites or route options.

2.1.5 Explain rules for the break out groups:

- Up to 90 mins;
- No right or wrong answers;
- Voice recorder/ anonymity;
- Avoid temptation to talk over each other, want to hear everyone's views;
- Research conducted in accordance with the Market Research Society and Data Protection Act;
- Phones off/ on silent.

[Break out into three groups]

### 3. BREAK OUT GROUP INTRODUCTIONS [5 MINS]

3.1.1 Participants to introduce themselves:

- First name;
- Name of organisation and, if applicable, ward area.

### 4. PROVISION OF INFORMATION ABOUT THE CONSULTATION [10 MINS]

#### 4.1 Introduction

4.1.1 Before we discuss in detail the proposed options for a new bus route between Cambridge and a new park and ride site to the east of Cambourne, I'd like to give you some background information on the consultation. The information we are using is taken from the Greater Cambridge Partnership's Consultation Brochure and related information. As mentioned during the welcome note, you may be very familiar with this already, however please bear with me, and when discussing the options please remember that we are seeking the views of those you represent.

[\[Hand out Showcard packs\]](#)

[\[Talk respondents through Showcard A, B and C\]](#)

#### 4.2 Background [\[Showcard A\]](#)

The 'Cambourne to Cambridge: Better Bus Journeys' scheme aims to deliver fast and reliable bus services, with high-quality cycling and walking facilities, as well as a new Park & Ride site for those people travelling into Cambridge from towns and villages to the west of the city.

The A428 has been listed as a key growth route, with 8,800 new homes and 15,000 new jobs planned between Cambridge and St Neots by 2031.

Allowing for faster and more reliable bus journeys for people travelling between Cambourne and Cambridge and other key destinations, will help existing and new communities along the A428 and A1303 to grow sustainably, keeping people well connected to jobs and key services in the Greater Cambridge area.

[\[Moderator Note: 'other key destinations' = the towns and villages to the west of the city\]](#)

Aims of the scheme:

- To provide a public transport network which improves reliability, connectivity, frequency and quality, to support greater use of public transport, walking and cycling into and around the Greater Cambridge area;
- Help ensure sustainable development, particularly at key strategic economic sites and housing sites;
- Address air quality by providing attractive alternatives to driving;
- Improve access to opportunity, including employment, making it more accessible for everyone; and
- Support local businesses by addressing the transport issues which restrict growth.

## 4.3 Purpose and Options [\[Showcard B\]](#)

The Cambourne to Cambridge project is split into two phases.

Phase 1 looks at a proposed new bus route from a new Park & Ride site to the east of Cambourne, from the Madingley Mulch roundabout, to Cambridge. This has been identified as a key area of congestion. Phase 2 would link this bus route further west, all the way to Cambourne. Phase 1 and 2 together would provide a complete end-to-end better bus journey scheme between Cambourne and Cambridge.

This consultation focuses only on phase one, the proposed options for a new bus route between Cambridge and a new park and ride site to the east of Cambourne. Phase 2 will be consulted on at a later date.

The Greater Cambridge Partnership are asking for people's preferred option for the proposed park and ride site and their preferred option for the new bus route. They also welcome any comments and feedback on the proposed scheme. Only one Park & Ride site and one route option will be taken forward for further investigation and development.

The options are listed on the right hand side and shown on a map on Showcard C. Please turn to Showcard C and I will talk you through the options.

### Park & Ride site proposals

Scotland Farm, which is located at the junction of the A428 and Scotland Road, Dry Drayton. It is highlighted in pink/red to the left of the map.

The Waterworks, located at the junction of St Neots Road and the A1303 Madingley Road, near the 'Madingley Mulch' roundabout. It is highlighted in pink/red and nearer the centre of the map.

### Bus route proposals

Route A (previously known as option 1) – The dark green route. An on-road option which includes the introduction of a bus lane on Madingley Road between the Madingley Mulch roundabout and Lady Margaret Road.

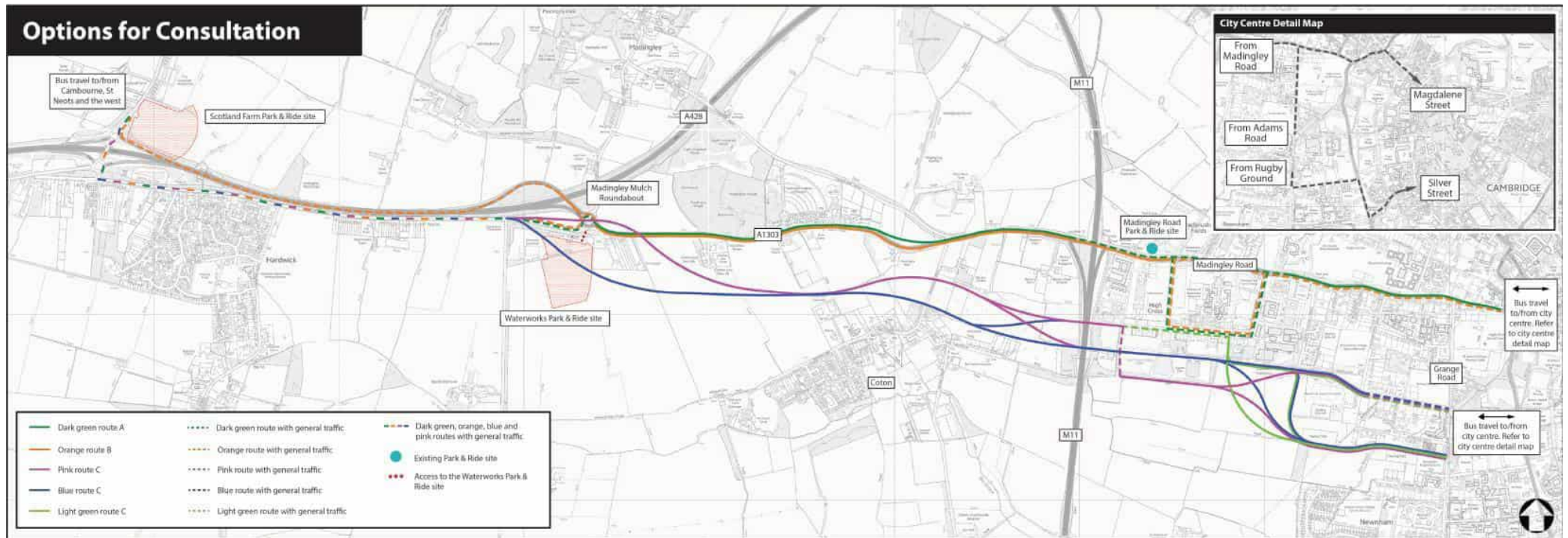
[\[Moderator Note: the new bus lane on Madingley Road will be inbound, into Cambridge\]](#)

Route B (previously known as option 6) – The orange route. An on-road tidal bus lane on Madingley Road running between the Madingley Mulch roundabout and the new entrance to Eddington (High Cross).

[\[Moderator Note: a 'tidal' bus lane is a single bus-only lane that operates inbound in the morning peak and outbound in the afternoon peak\]](#)

Route C (previously known as option 3/3a) – The pinky purple, blue and light green lines. An off-road busway running between the Madingley Mulch roundabout and Grange Road, Cambridge.

[Showcard C]



## 4.4 Question

4.4.1 What are your immediate, quick fire thoughts on this? We will discuss each option in more detail in a few moments.

[Move on after initial reactions]



## 5. PARK & RIDE OPTIONS [30 MINS]

5.1.1 Let's take a closer look at the park and ride sites. I'm going to show you some of the consultation materials and ask your views on these.

[Talk respondents through Showcard D and E]


[Showcard D]

**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.

5.1.2 What are your thoughts about these sites?

## [Showcard E]


SCOTLAND FARM PARK AND RIDE OPTION	THE WATERWORKS PARK AND RIDE OPTION
<ul style="list-style-type: none"><li>• Less potential visual impact on the wider countryside when compared to the Waterworks site</li><li>• Connects to all routes</li><li>• Currently no existing visible structures on the proposed site</li><li>• Adjacent to a small number of existing houses north of the site on Scotland Road</li><li>• Higher bus operating costs than Waterworks as it is further away from the city e.g. higher fuel costs</li><li>• Less attractive for Park &amp; Cycle as 1.7 miles further from Cambridge</li><li>• Located within the greenbelt</li><li>• Construction works to provide access to the site will affect rural road (Scotland Road)</li><li>• Predicted usage lower than Waterworks at 67.5% by 2031 (1350 vehicles)</li></ul>	<ul style="list-style-type: none"><li>• More potential visual impact on the wider countryside when compared to Scotland Farm</li><li>• Connects to all routes</li><li>• Existing visible structures on the proposed site e.g. radio mast</li><li>• No immediately adjacent housing although near to a small number of existing houses</li><li>• Lower bus operating costs than Scotland Farm as it is closer to the city e.g. lower fuel costs</li><li>• More attractive for Park &amp; Cycle as 1.7 miles closer to Cambridge</li><li>• Located within the green belt</li><li>• Construction works to provide access to the site will affect Madingley Mulch roundabout and the main road (A1303)</li><li>• Predicted higher usage than Scotland Farm at 100% by 2031 (2000 vehicles)</li></ul>

Further information about Park & Ride sites is available online at [www.greatercambridge.org.uk/C2C](http://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.



5.1.3 Looking at the differences between the two sites, what are your thoughts and why?

[Talk respondents through the key differences listed below]

- Difference in visual impacts;
- Existing visible structures;
- Adjacent housing;
- Bus operating costs;
- Appeal of park and cycle;
- Roads affected by construction works; and
- Predicted usage.

5.1.4 Which of the differences we have discussed:

- are most important to those you represent? Why?
- are least important to those you represent? Why?

5.1.5 Could either site be improved in any way, and if so how?

- Scotland Farm site
- The Waterworks site

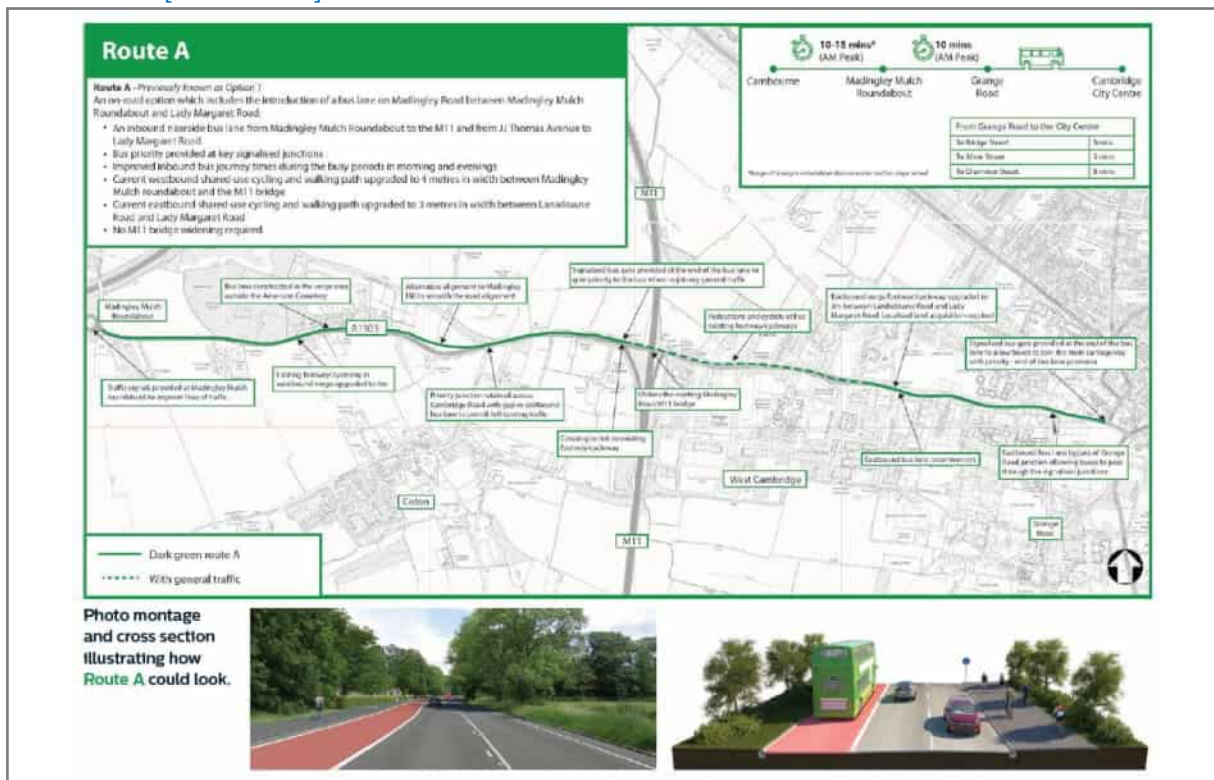
5.1.6 Which of the two Park & Ride sites do you think would be preferred and why?

## 6. ROUTE OPTIONS [60 MINS]

6.1.1 Let's take a closer look at the route options. I'm going to show you some of the consultation materials and ask your views on these. Just to remind you, all of the routes are the same up until the Maddingley Mulch roundabout area; it's the variations from this point towards Cambridge that we'll look at next.

[Talk respondents through Showcard F]

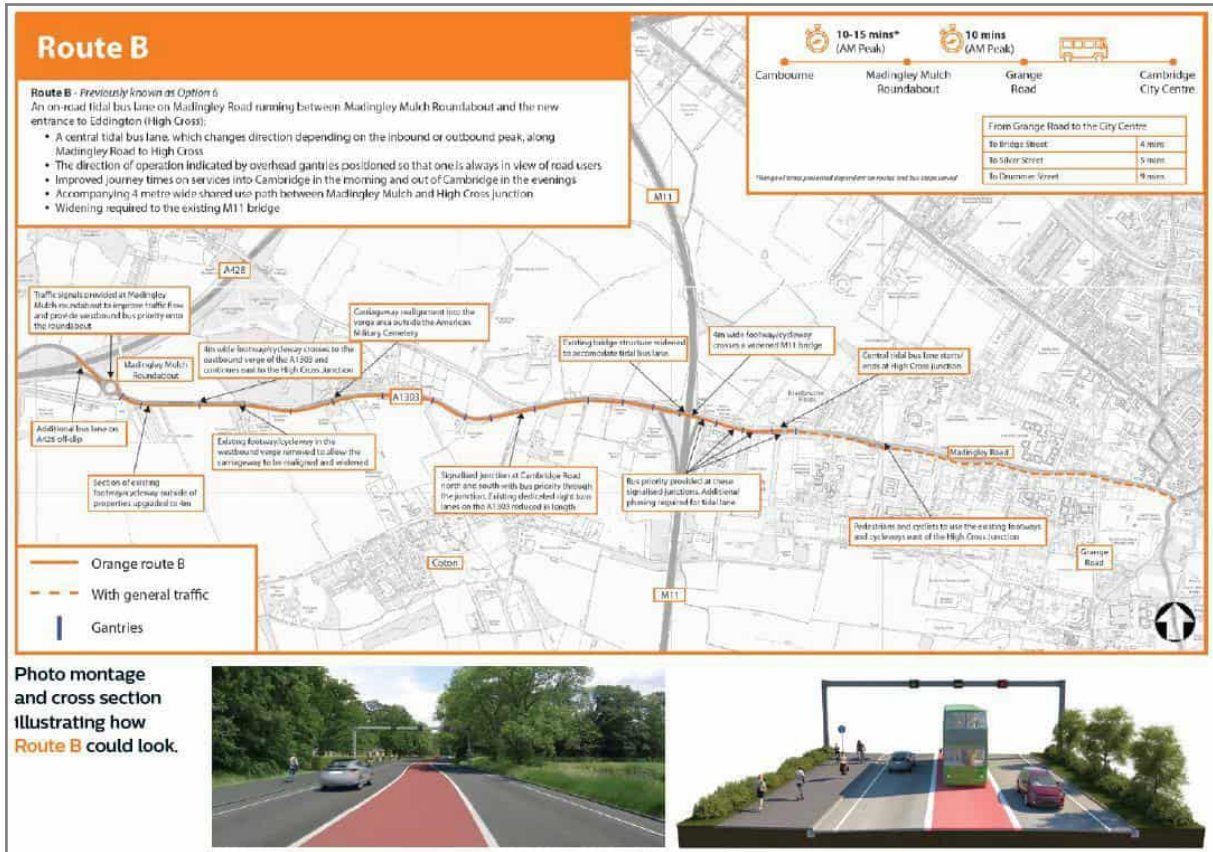
[Showcard F]



- 6.1.2 What do you think of the proposed route, and why?
- 6.1.3 What do you think of the potential 'look' of this route on the photos, and why?
- 6.1.4 What do you think about the proposed journey times, and why?
- 6.1.5 Could this route be improved in any way, and if so how?

[Talk respondents through Showcard G]

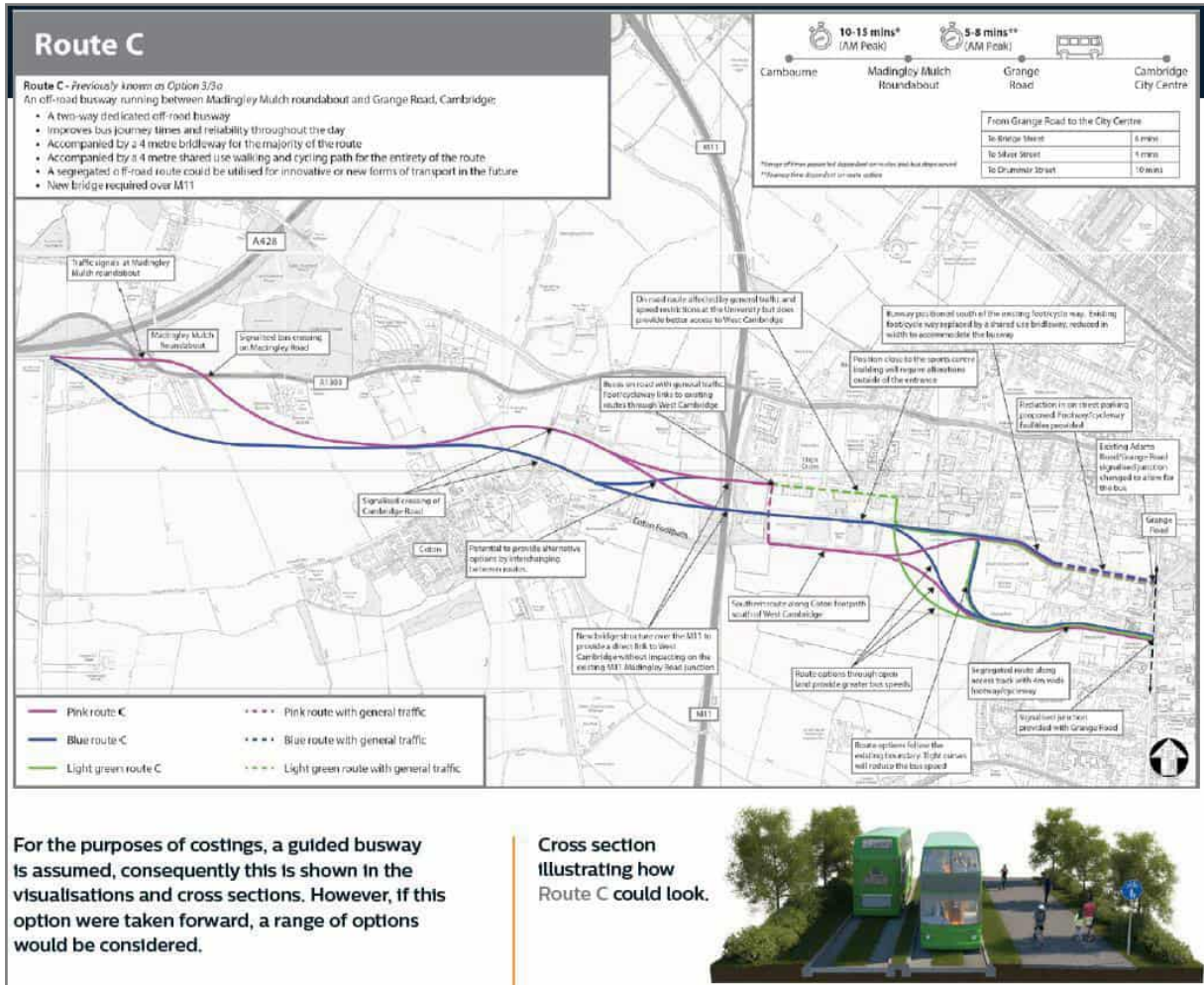
[Showcard G]



- 6.1.6 What do you think of the proposed route, and why?
- 6.1.7 What do you think of the potential 'look' of this route on the photos, and why?
- 6.1.8 What do you think about the proposed journey times, and why?
- 6.1.9 Could this route be improved in any way, and if so how?

[Talk respondents through Showcard H and I]

[Showcard H]



- 6.1.10 What do you think of the proposed route, and why?
- 6.1.11 What do you think of the potential 'look' of this route on the photos, and why?
- 6.1.12 What do you think about the proposed journey times, and why?
- 6.1.13 Could this route be improved in any way, and if so how?



## 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

6.1.14 Looking at the differences between the two options for linking with Grange Road, what are your thoughts and why?

[Talk respondents through the key differences listed below]

- On-road parking;
- Journey time reliability;
- Cycle and pedestrian improvements;
- Land take; and
- One-way system.

6.1.15 Which of the differences we have discussed:

- are most important to those you represent? Why?
- are least important to those you represent? Why?

6.1.16 Could either option be improved in any way, and if so how?

[Talk respondents through Showcard J and K]

[Showcard J]

	ROUTE A	ROUTE B	ROUTE C
<b>JOURNEY TIMES</b>	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
<b>RELIABILITY AND RESILIENCE</b>	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.
<b>CURRENT ESTIMATED COST OF PHASE 1*</b>	£12.4m	£17.7m	£41.5-58.2m**
<b>IMPACT OF BUS ROUTES ON GENERAL TRAFFIC</b>	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.
<b>PROJECTED MODE SHIFT</b>	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.
<b>LAND USE AND PROPERTIES</b>	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, Cotton Orchard and the West Fields by the West Cambridge site.
<b>CYCLING AND WALKING PROVISION</b>	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.

[Showcard K]

	ROUTE A	ROUTE B	ROUTE C
<b>ECONOMIC IMPACT</b>	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.
<b>CONSTRUCTABILITY</b>	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.
<b>NOISE AND AIR QUALITY</b>	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.
<b>VISUAL IMPACT</b>	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.
<b>ECOLOGY</b>	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.



6.1.17 Do any of the routes stand out as particularly good or bad to you, in terms of the following factors, and why?

[Talk respondents through the key differences between routes, relating to each of the following factors]

- Journey times;
- Reliability and resilience;
- Current estimated cost of phase 1;
- Impact of bus routes on general traffic;
- Projected mode shift;
- Land use and properties;
- Cycling and walking provision;
  
- How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project, and why?
  
- Economic impact;
- Constructability;
- Noise and air quality;
- Visual impact; and
- Ecology.

6.1.18 Which of the differences we have discussed:

- are most important to those you represent? Why?
- are least important to those you represent? Why?

6.1.19 Overall, which of the three route options do you think would be preferred and why?

## 7. ROUND UP [5 MINS]

7.1.1 Is there anything else anyone would like to add before we finish, about either of the proposed park and ride sites or any of the route options?

7.1.2 What will happen next:

As was said during the welcome note, your views will be reported anonymously (no individual will be identified) along with the other focus groups being carried out on the Cambourne to Cambridge Consultation. A report will then be provided to the Greater Cambridge Partnership. The report will be published and information from it will be used in a report to the Executive Board who will make a decision on the Park & Ride site and bus routes in summer 2018.

If you have any technical questions about either of the park and ride sites, or any of the route options, then there is a technical advisor available back in the main room for the next 15 minutes or so.

7.1.3 Thank & close



## APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Liz Boast	Associate	19/01/2018	
	Checked by	Carry Stephenson	Director	19/01/2018	
	Approved by	Liz Boast	Associate	19/01/2018	
2					





The Greater Cambridge Partnership  
Cambourne to Cambridge Consultation  
2017/18

Show Material for Focus Groups

# Background

- The 'Cambourne to Cambridge: Better Bus Journeys' scheme aims to deliver fast and reliable bus services, with high-quality cycling and walking facilities, as well as a new Park & Ride site for those people travelling into Cambridge from towns and villages to the west of the city.
- The A428 has been listed as a key growth route, with 8,800 new homes and 15,000 new jobs planned between Cambridge and St Neots by 2031.
- Allowing for faster and more reliable bus journeys for people travelling between Cambourne and Cambridge and other key destinations, will help existing and new communities along the A428 and A1303 to grow sustainably, keeping people well connected to jobs and key services in the Greater Cambridge area.

## Aims of the Scheme

- To provide 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 the Greater Cambridge area.
- 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.

# Purpose and Options

- The Cambourne to Cambridge project is split into two phases.
- Phase 1 looks at a proposed new bus route from a new Park & Ride site to the east of Cambourne, from the Madingley Mulch roundabout, to Cambridge. This has been identified as a key area of congestion. Phase 2 would link this bus route further west, all the way to Cambourne. Phase 1 and 2 together would provide a complete end-to-end better bus journey scheme between Cambourne and Cambridge.
- This consultation focuses only on phase one, the proposed options for a new bus route between Cambridge and a new park and ride site to the east of Cambourne. Phase 2 will be consulted on at a later date.
- The Greater Cambridge Partnership are asking for people's preferred option for the proposed park and ride site and their preferred option for the new bus route. They also welcome any comments and feedback on the proposed scheme. Only one Park & Ride site and one route option will be taken forward for further investigation and development.

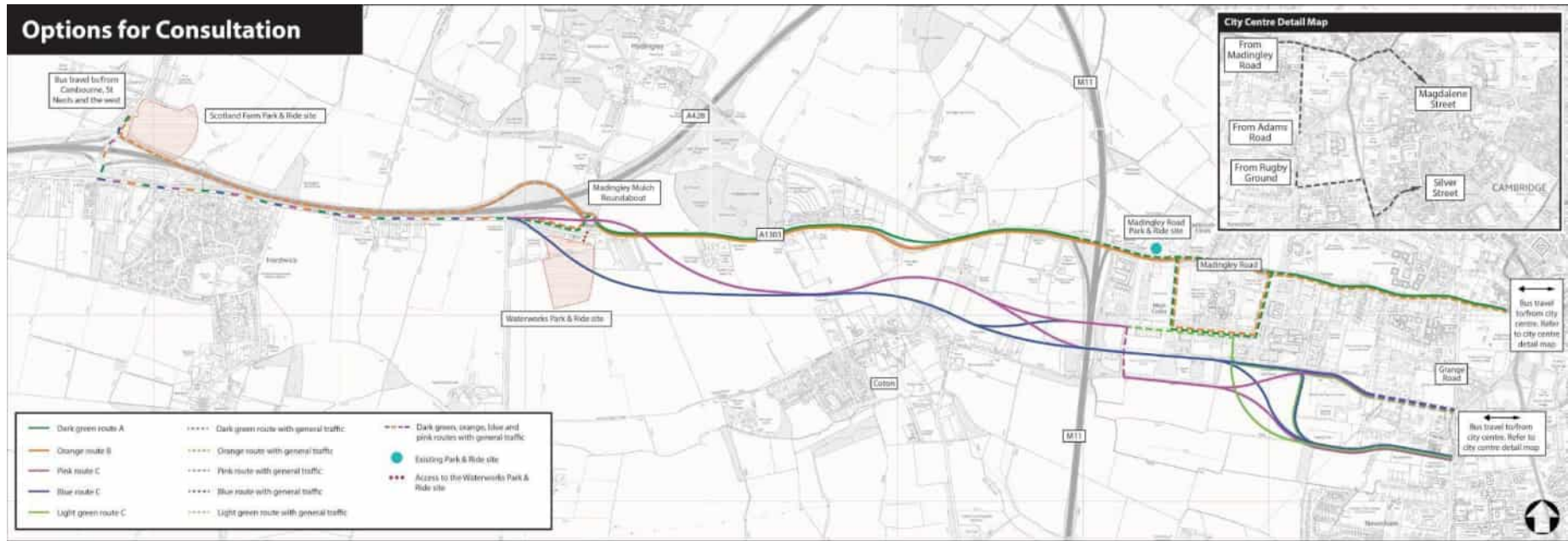
## Park & Ride site proposals

- Scotland Farm, which is located at the junction of the A428 and Scotland Road, Dry Drayton.
- The Waterworks, located at the junction of St Neots Road and the A1303 Madingley Road, near the 'Madingley Mulch' roundabout.

## Bus route proposals

- Route A (previously known as option 1) - An on-road option which includes the introduction of a bus lane on Madingley Road between the Madingley Mulch roundabout and Lady Margaret Road.
- Route B (previously known as option 6) - An on-road tidal bus lane on Madingley Road running between the Madingley Mulch roundabout and the new entrance to Eddington (High Cross).
- Route C (previously known as option 3/3a) - An off-road busway running between the Madingley Mulch roundabout and Grange Road, Cambridge.

# Options Map



# Park and Ride Options

**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.

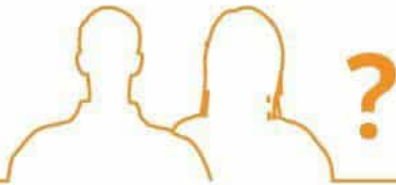
# Park and Ride Options

## 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)



### 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.





# Route Options

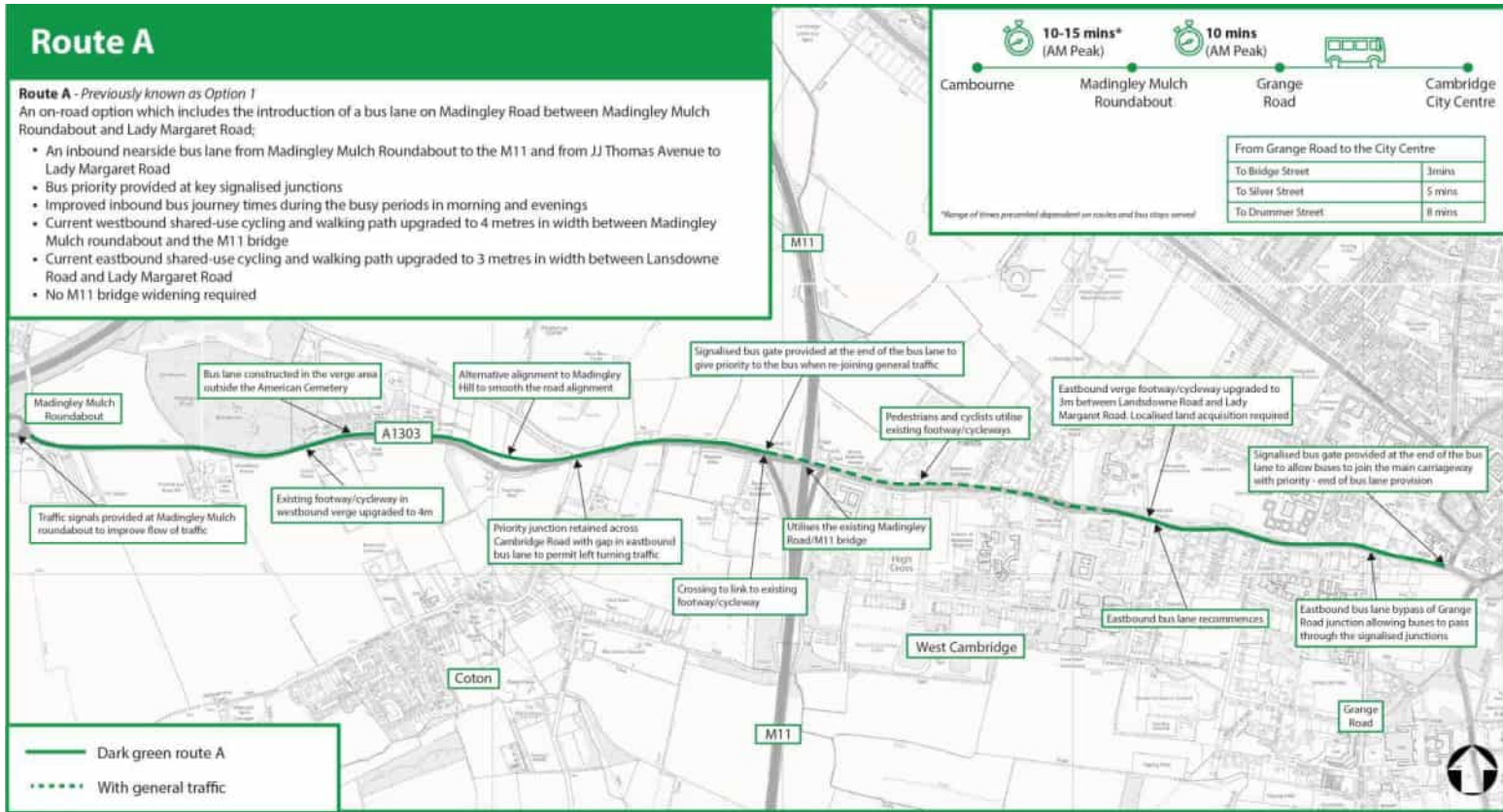


Photo montage and cross section illustrating how **Route A** could look.



# Route Options

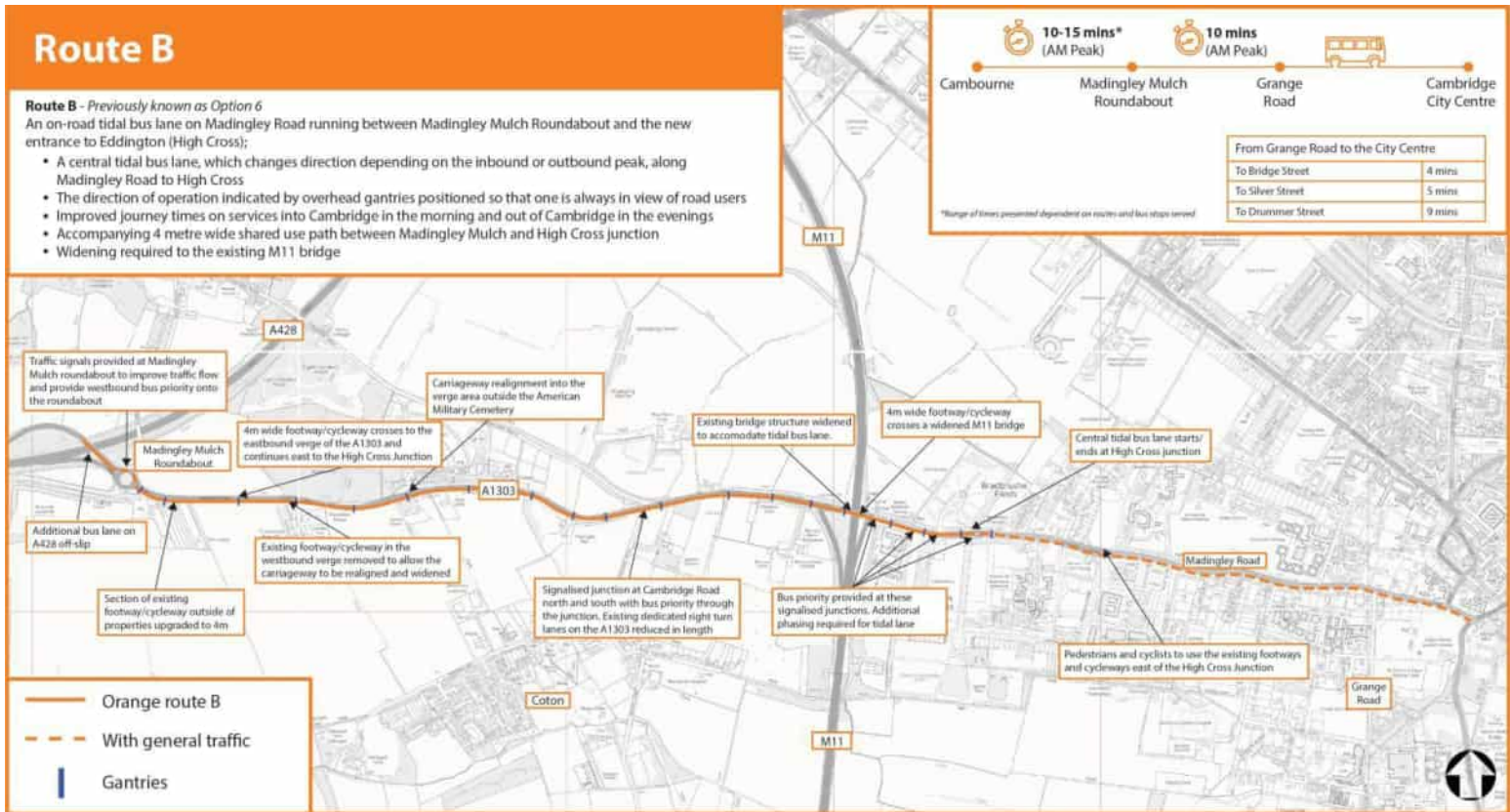
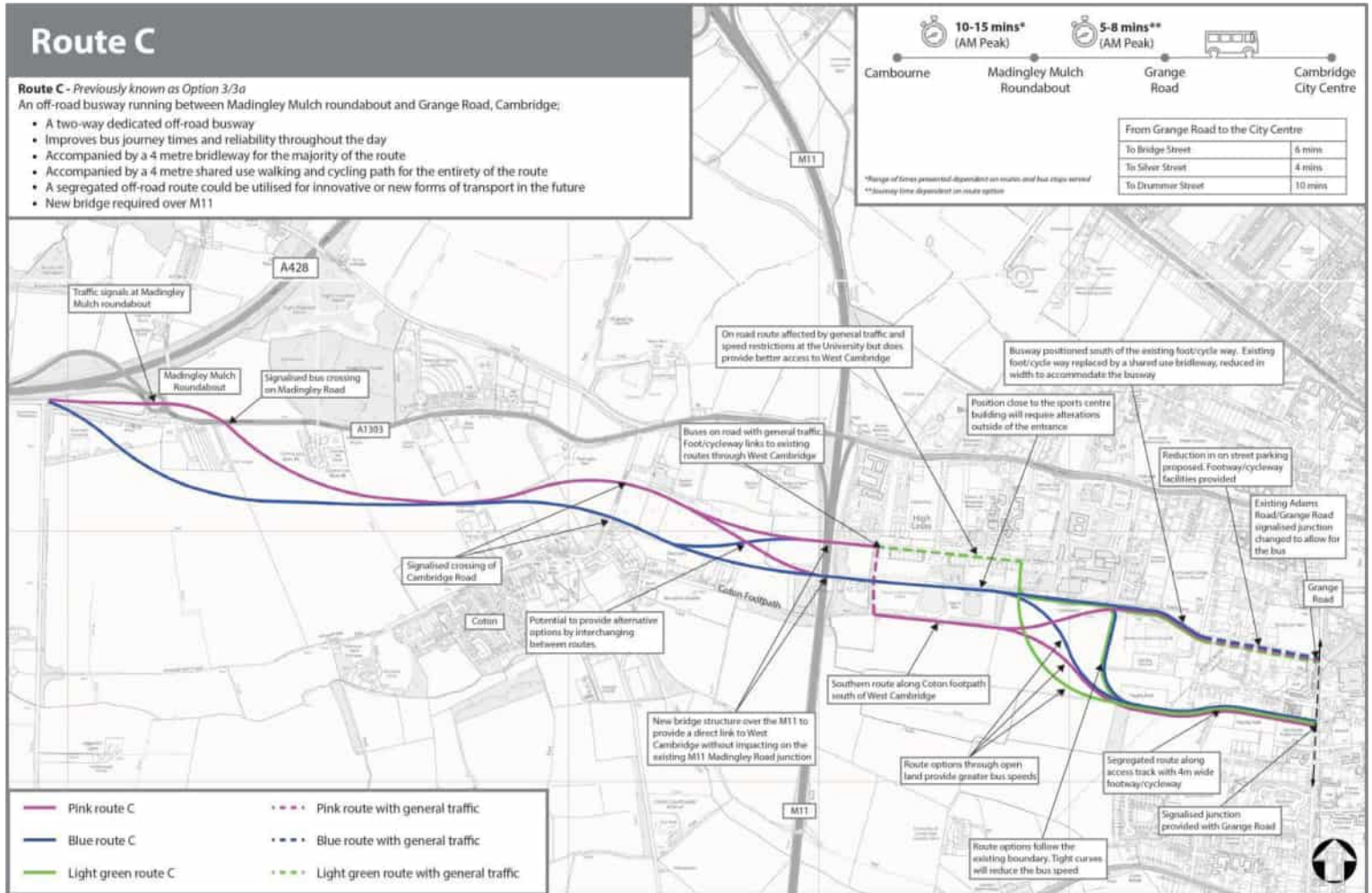


Photo montage and cross section illustrating how **Route B** could look.



# Route Options



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 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

	ROUTE A	ROUTE B	ROUTE C
<b>JOURNEY TIMES</b>	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
<b>RELIABILITY AND RESILIENCE</b>	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.
<b>CURRENT ESTIMATED COST OF PHASE 1*</b>	£12.4m	£17.7m	£41.5-58.2m**
<b>IMPACT OF BUS ROUTES ON GENERAL TRAFFIC</b>	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.
<b>PROJECTED MODE SHIFT</b>	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
<b>LAND USE AND PROPERTIES</b>	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, Cotton Orchard and the West Fields by the West Cambridge site.
<b>CYCLING AND WALKING PROVISION</b>	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 Options

	ROUTE A	ROUTE B	ROUTE C
<b>ECONOMIC IMPACT</b>	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.
<b>CONSTRUCTABILITY</b>	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.
<b>NOISE AND AIR QUALITY</b>	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.
<b>VISUAL IMPACT</b>	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.
<b>ECOLOGY</b>	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.

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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The SYSTRA logo is rendered in a bold, red, sans-serif typeface. The letters are thick and closely spaced, with a slightly irregular, hand-drawn quality to the strokes. The 'S' and 'Y' are particularly prominent due to their size and the way they connect to the following letters.



Greater Cambridge Partnership

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# **CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT**

Appendix I – Phase Two Consultation  
Leaflet (2019)





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# CAMBOURNE TO CAMBRIDGE

## BETTER PUBLIC TRANSPORT PROJECT

PHASE 2 PUBLIC CONSULTATION

MADINGLEY MULCH ROUNDABOUT TO CAMBOURNE

Have your say on proposals for a new public transport link and Park & Ride facility between Cambourne and Cambridge to ease congestion, create sustainable travel choices, connect communities and support growth.

# CAMBOURNE TO CAMBRIDGE BETTER PUBLIC TRANSPORT

The Cambourne to Cambridge Better Public Transport project is a priority for the Greater Cambridge Partnership (GCP) and the region, creating a vital link to ease congestion, offer sustainable travel choices, connect communities and support growth.

## The project aims to:

- Achieve improved accessibility to support the economic growth of Greater Cambridge
- Deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303
- Contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428/A1303 and within Cambridge city centre



## The project is made up of three key elements:

1. A public transport link between Cambourne and Cambridge.
2. A new Park & Ride facility off the A428/A1303 to supplement the existing Maddingley Road Park & Ride.
3. New cycling and walking facilities.

**The project is divided into two phases, with a new Park & Ride facility along the A428 being developed in parallel.**

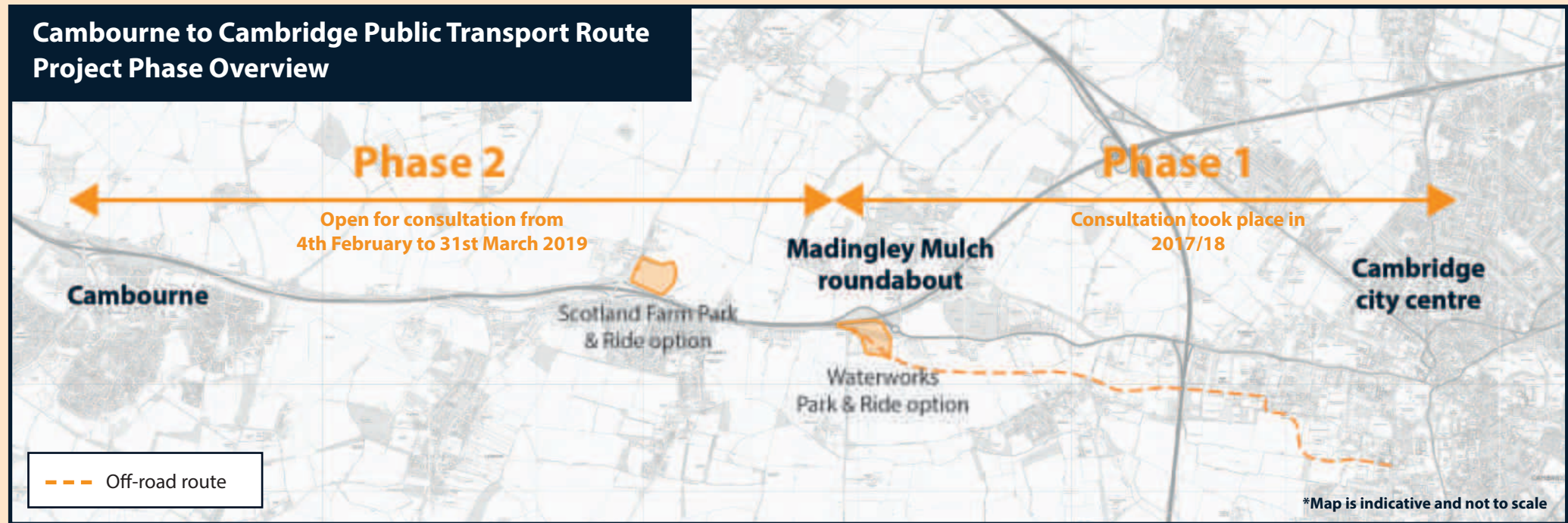
**Phase 1**

Following initial consultation in 2015, a consultation in late 2017/early 2018 put forward three options running east from Madingley Mulch roundabout to Cambridge: two running along existing roads and a new, off-road route.

Following consultation, an optimised on-road option, including both inbound and outbound public transport priority, and an off-road option were assessed to compare benefits and impacts. The off-road route, shown as the dotted line in the diagram below, was found to offer greater overall benefits in line with the project’s objectives and aligns with proposals for a future Cambridgeshire Autonomous Metro (CAM).

Phase 1 route assessment will continue over the coming months, taking into account feedback from stakeholders including residents, landowners and businesses. A single, end-to-end link will be presented to the GCP Executive Board as part of an Outline Business Case for decision in autumn 2019. You can find out more about Phase 1 consultation, route planning and assessment at [www.greatercambridge.org.uk/cambournetocambridge](http://www.greatercambridge.org.uk/cambournetocambridge)

**In this consultation, we’re asking for your views on Phase 2: the link west of Madingley Mulch roundabout to Bourn Airfield and on to Cambourne, and a new Park & Ride facility.**

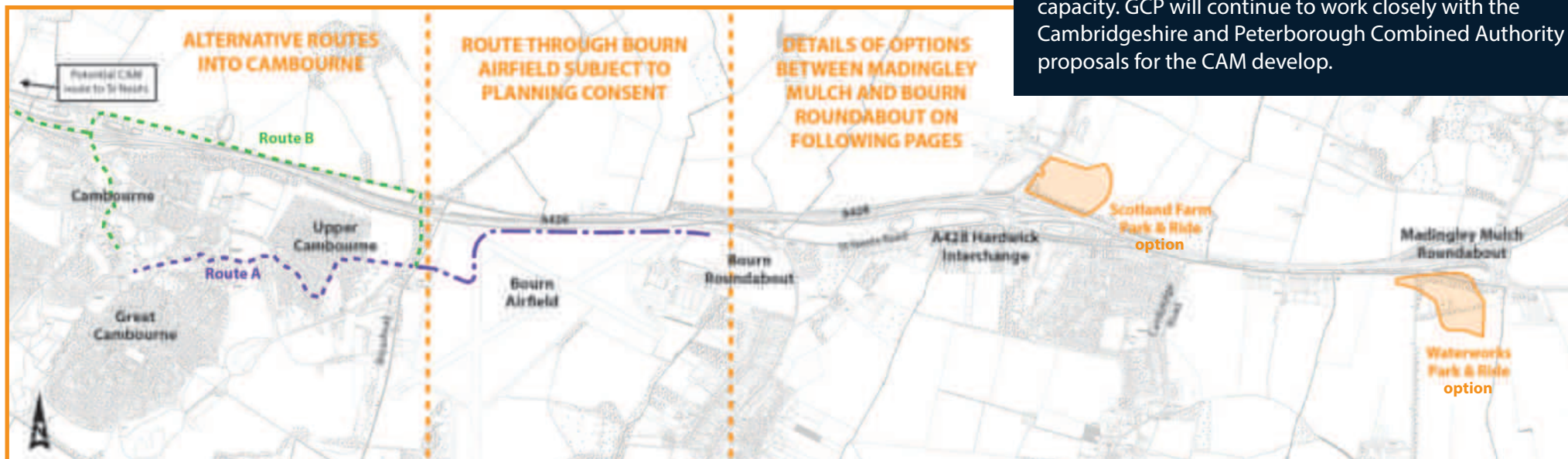


Source: Mott MacDonald (© Crown Copyright. All Rights Reserved. OS Licence Number 100023205.2018)

## PHASE 2 – MADINGLEY MULCH ROUNDABOUT TO BOURN AIRFIELD AND CAMBOURNE

The area presented for consultation runs west of Madingley Mulch roundabout to Cambourne. We are asking for your views on three options for the link between Madingley Mulch roundabout and Bourn roundabout, presented on pages 4, 5 and 6. Option 1 is entirely off-road, only interacting with other traffic at junctions. Option 2 is entirely on-road, with public transport mixing with general traffic and basic junction improvements. Option 3 is entirely on-road, but with dedicated public transport lanes.

The section from Bourn roundabout to Broadway forms part of a major planning application for approximately 3,500 homes at Bourn Airfield and is the same across all options. All options show two alternatives for entry to Cambourne: travelling with general traffic through the village (Route A), or going up Broadway and along St Neots Road (Route B) and entering Cambourne from the north.



### Cambridgeshire Autonomous Metro (CAM)

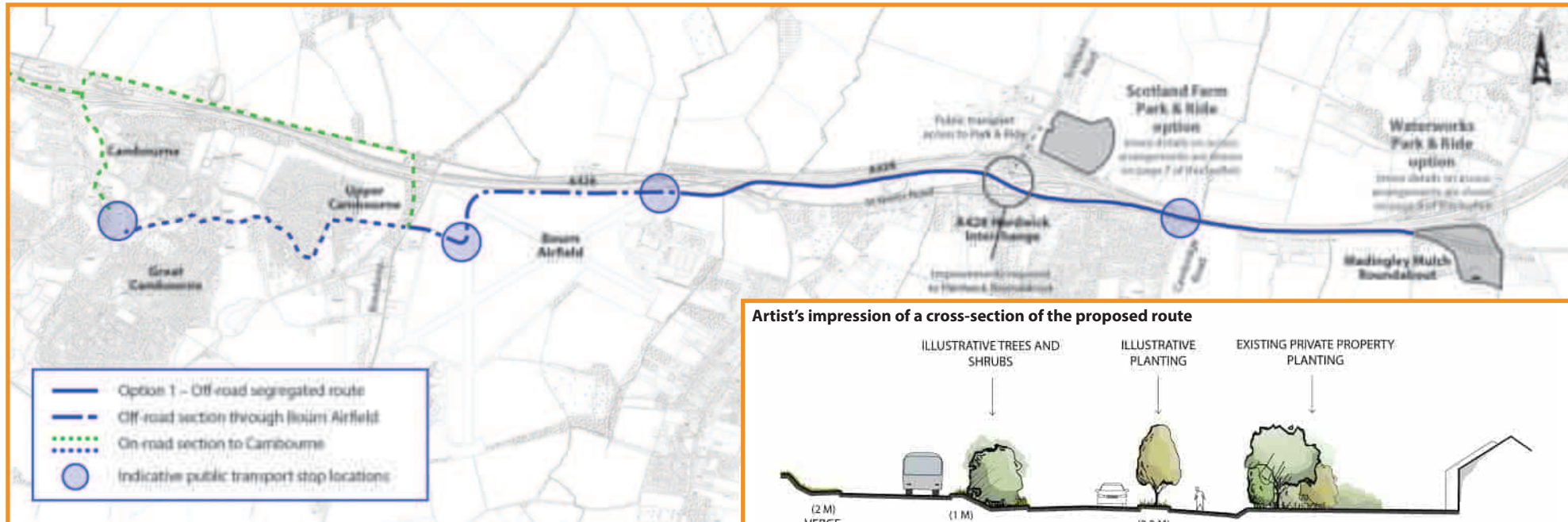
Plans for the wider, regional Cambridgeshire Autonomous Metro (CAM) are at an early stage and action is needed now to tackle worsening congestion and accommodate growing communities west of Cambridge. A future CAM network proposes electric, rubber-tired vehicles that can run on existing roads and, for best performance, use dedicated, off-road routes to bypass congestion.

A Metro network running on-road or off-road needs enough space to provide the best service. Options 1 and 3 offer more road capacity due to greater separation from general traffic. Option 2 offers less capacity, as the route is shared with general traffic.

To facilitate the future CAM network, these proposals demonstrate alternatives for entry to Cambourne: sharing road space with general traffic through the village; or entering Cambourne from the north, offering greater capacity. GCP will continue to work closely with the Cambridgeshire and Peterborough Combined Authority as proposals for the CAM develop.

## Option 1 – Off-road segregated route

A new public transport route adjacent to the A428 and St Neots Road. The route would be entirely off-road with minimal interaction with general traffic, except at junctions.



**Current journey time from Cambourne to Cambridge:** 55 – 63 minutes  
(Citi 4 scheduled inbound journey times from Cambourne – Drummer St)

**Estimated future journey time from Cambourne to Cambridge city centre Drummer St:** 32 – 39 minutes\*

**Journey reliability:** This option is likely to offer the highest level of public transport reliability, as public transport vehicles would travel on new, segregated road space – bypassing congestion and any other disruption on the main road – avoiding delays to public transport services. This option is likely to be most compliant with the emerging CAM proposals.

**Estimated cost:** £43m (Phase 2 costs only, excludes land and risk costs)

There is likely to be some negative impact on the landscape, and this option would involve the greatest loss of vegetation, although existing planting would be retained as far as possible. New planting alongside the carriageway would be included where space allows.

There may be a small increase in noise due to the increase in public transport vehicles, but this option would take public transport vehicles further away from existing houses than Options 2 and 3, and the operation of quieter and greener electric vehicles is proposed.

There is potentially an improvement in air quality if more people use public transport rather than private cars. More information on possible air-quality impacts will be developed as more detailed traffic modelling is completed.

There would be improvements to cycling and walking facilities alongside the link.

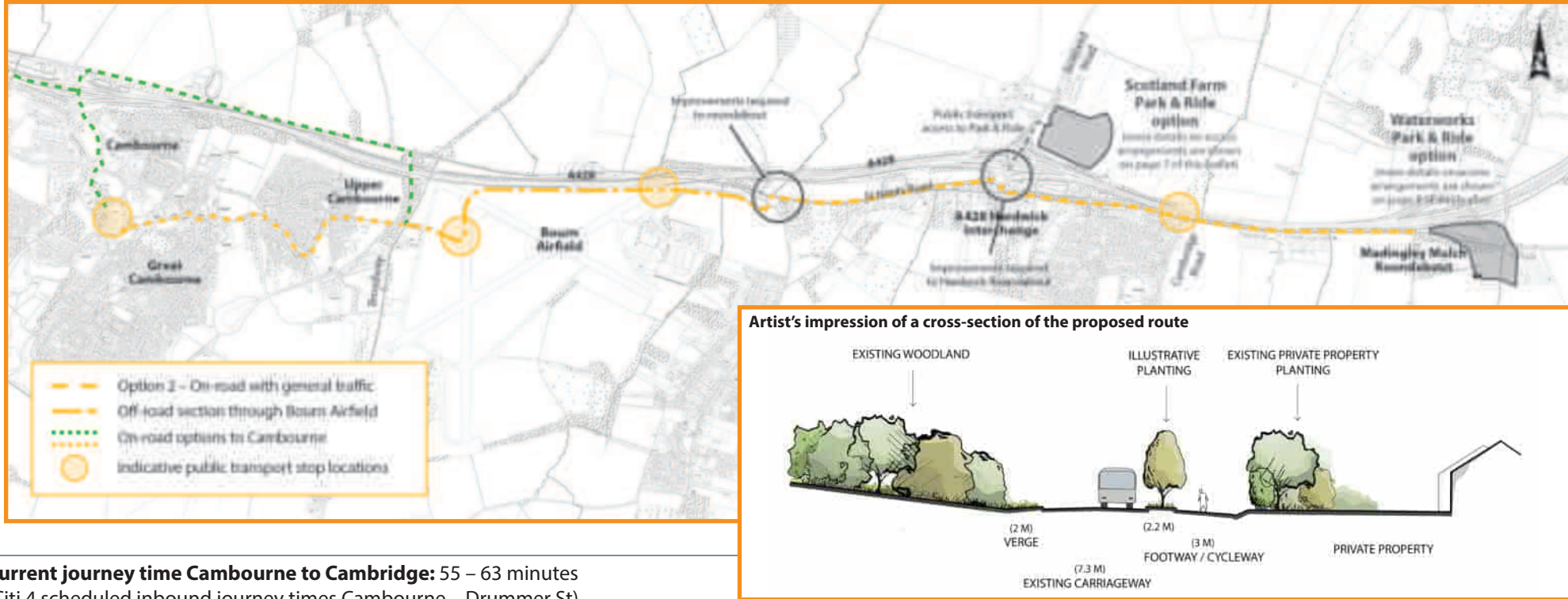
The majority of construction would be off-road. There would be some minor disruption at junctions and side roads.

**\*Journey times are based on a congestion-free route. A 3-minute stop is assumed for Waterworks P&R and a 5-minute stop is assumed for Scotland Farm. Phase 1 section journey time assumed as 8 minutes. Existing bus journey times used between Grange Rd and city centre.**



## Option 2 – On-road with junction improvements – low-cost alternative

Public transport vehicles would run on-road along St Neots Road with general traffic east of the Bourn roundabout. There would be basic junction improvements.



**Current journey time Cambourne to Cambridge:** 55 – 63 minutes  
(Citi 4 scheduled inbound journey times Cambourne – Drummer St)

**Estimated future journey time Cambourne to Cambridge city centre Drummer St:** 35 – 42 minutes\*

**Journey reliability:** This option is likely to offer the lowest level of public transport reliability, as public transport vehicles would be mixed with general traffic and would be affected by congestion and other disruption – causing delays to public transport services. This option is likely to have a low level of compliance with the emerging CAM proposals, but provides a low-cost alternative to Options 1 and 3.

**Estimated cost:** £25m (Phase 2 costs only, excludes land and risk costs)

There would be a small impact on the landscape, as the link would operate on the existing road. Existing planting would be retained as far as possible.

There may be a small increase in noise due to the increase in public transport vehicles, but operation of quieter and greener electric vehicles is proposed.

There is potentially an improvement in air quality if more people use public transport rather than private cars. More information on possible air-quality impacts will be developed as more detailed traffic modelling is completed.

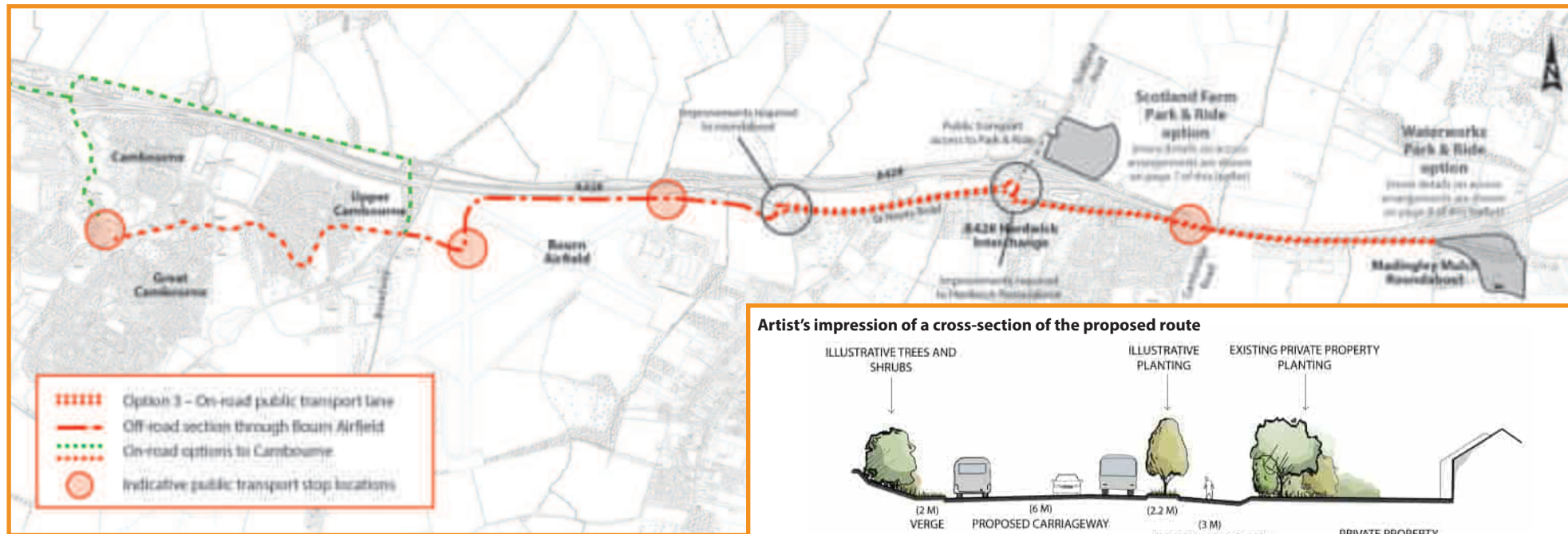
There would be improvements to cycling and walking facilities alongside the link.

This option requires minimal construction and could be completed relatively quickly, meaning little construction impact.

**\*Journey times are based on a congestion-free route. A 3-minute stop is assumed for Waterworks P&R and a 5-minute stop is assumed for Scotland Farm. Phase 1 section journey time assumed as 8 minutes. Existing bus journey times used between Grange Rd and city centre.**

### Option 3 – On-road with public transport priority lanes

Public transport vehicles would run on-road along St Neots Road in priority lanes running in both directions.



**Current journey time Cambourne to Cambridge:** 55 – 63 minutes  
 (Citi 4 scheduled inbound journey times Cambourne – Drummer St)

**Estimated future journey time Cambourne to Cambridge city centre Drummer St:** 35 – 42 minutes\*

**Journey reliability:** This option is likely to offer a level of public transport reliability between that offered by Options 1 and 2, as public transport vehicles would travel on-road, but in separate lanes. This means that public transport vehicles would bypass congestion, but may be more affected by traffic disruption – potentially causing delays to public transport services. This option is likely to be more compliant with the emerging CAM proposals than Option 2, but less compliant than Option 1.

**Estimated cost:** £38m (Phase 2 costs only, excludes land and risk costs)

There would be a modest impact on the landscape, and there would be some loss of vegetation, although existing planting would be retained as far as possible. New planting alongside the carriageway would be included where space allows.

There may be a small increase in noise due to the increase in public transport vehicles, but operation of quieter and greener electric vehicles is proposed.

There is potentially an improvement in air quality if more people use public transport rather than private cars.

More information on possible air-quality impacts will be developed as more detailed traffic modelling is completed.

There would be improvements to cycling and walking facilities alongside the link.

The majority of construction would be on-road. As the road would be widened, there would be disruption at junctions and side roads.

**\*Journey times are based on a congestion-free route. A 3-minute stop is assumed for Waterworks P&R and a 5-minute stop is assumed for Scotland Farm. Phase 1 section journey time assumed as 8 minutes. Existing bus journey times used between Grange Rd and city centre.**



## PARK & RIDE OPTIONS

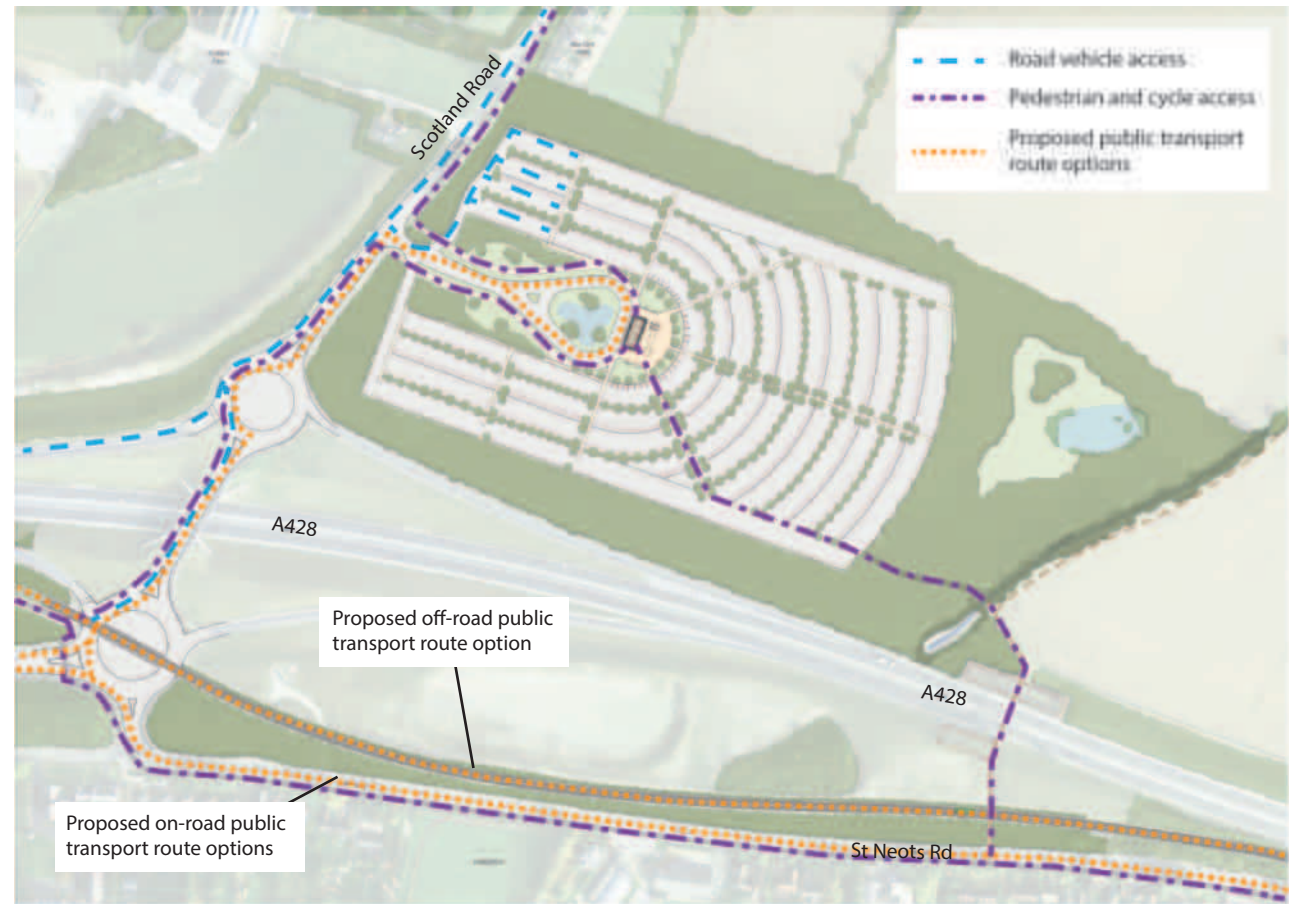
There are two options for Park & Ride facility locations:

- Scotland Farm – with vehicle access off Scotland Road; or
- Waterworks – with access off the Madingley Mulch roundabout.

Both locations are compatible with a future CAM network.

**We consulted on the approximate location of the Park & Ride facility in 2017, and Scotland Farm was the preferred location. Now, with more information on Phase 2, we are asking for views on more detailed proposals showing how the route would link with each of the proposed sites.**

### Scotland Farm Park & Ride Option



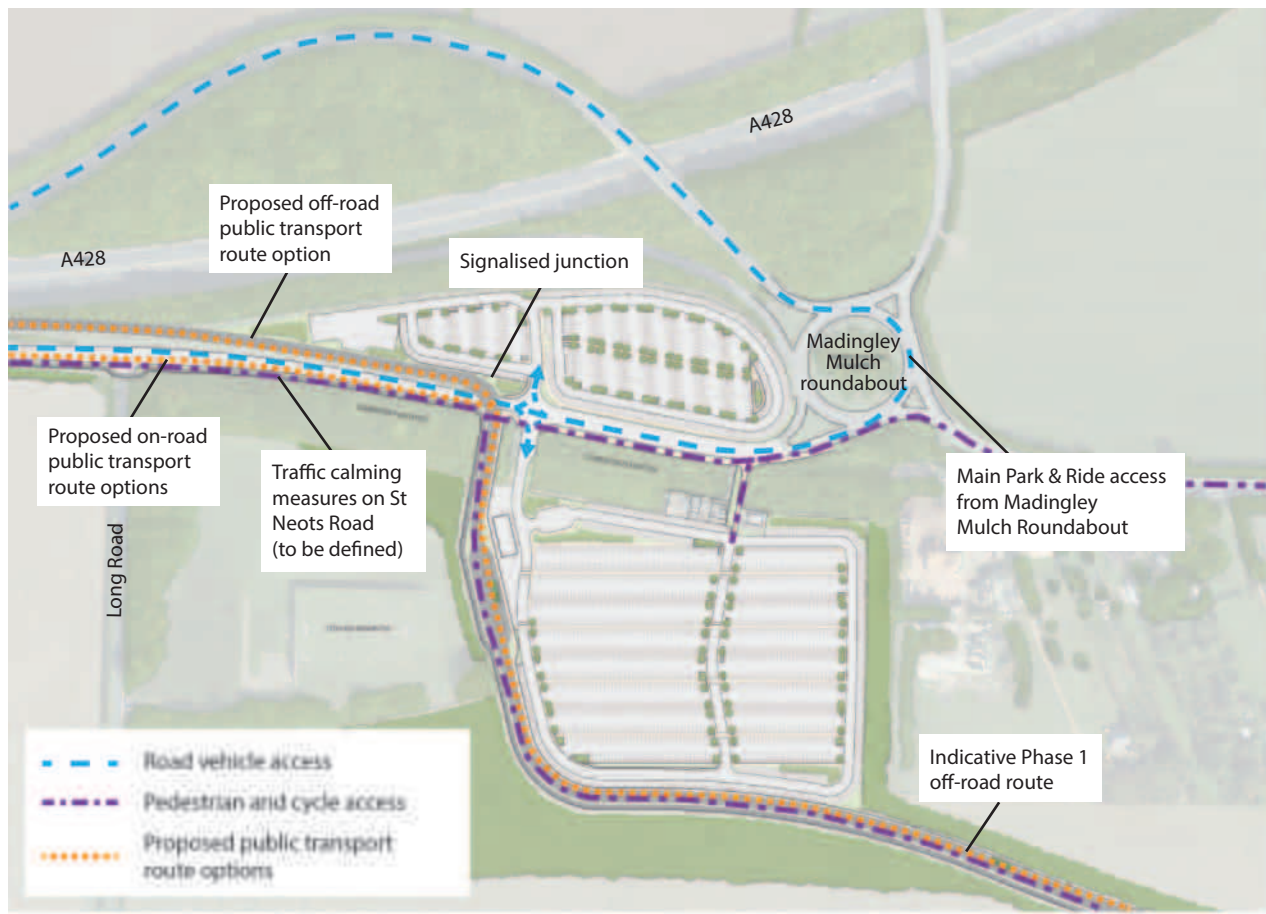
**Approximate cost:** £10m (excludes land costs)

- Likely to attract more demand than Waterworks
- Off the main route so likely to have longer public transport journey times
- Located in green belt
- Closer to Cambourne and Bourn Airfield, so easier for people to walk or cycle to the Park & Ride





## Waterworks Park & Ride Option



**Approximate cost:** £9m (excludes land costs)

- Likely to attract less demand than Scotland Farm
- On the main route so likely to have shorter public transport journey times
- Located in green belt
- Further from Cambourne and Bourn Airfield, so less easy for people to walk or cycle to the Park & Ride



## PART OF A WIDER NETWORK

A range of GCP schemes are underway to contribute to the development of a better, greener transport network for our busy city region. The transport network map to the right shows how schemes currently in progress link with existing infrastructure. The Cambridgeshire and Peterborough Combined Authority has classified the Cambourne to Cambridge project as the first phase of the future Cambridgeshire Autonomous Metro.

### City Access

The City Access project is working on solutions to ease congestion and prioritise sustainable and active travel, making it easier for people to travel in and out of the city by bus, rail, bike or on foot. Find out more at [www.greatercambridge.org.uk/city-access](http://www.greatercambridge.org.uk/city-access)

### Cambridge Greenways

The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes that will link local villages to Cambridge. Find out more at [www.greatercambridge.org.uk/greenways](http://www.greatercambridge.org.uk/greenways)

More information on the Cambourne to Cambridge project, these proposals and other local transport schemes is available at [www.greatercambridge.org.uk](http://www.greatercambridge.org.uk)





## NEXT STEPS

**Autumn 2019**  
Complete Cambourne to Cambridge route presented to GCP Executive Board for final decision and to apply for powers to build the scheme

**Statutory consents process 2020 – 2021/22**  
Final business case for the scheme presented to GCP Executive Board

**2024**  
Scheme completion

Timescales are indicative and dependent on approvals.

## FIND OUT MORE

### JOIN US AT A PUBLIC EVENT TO SEE THE PROPOSALS AND MEET THE PROJECT TEAM:

<b>St Neots</b>	Thursday 21st February	10.00-12.30	The Priory Centre, Priory Lane, St Neots, PE19 2BH
<b>Cambourne</b>	Tuesday 26th February	16.00-19.30	The Hub, High Street, Cambourne, CB23 6GW
<b>Dry Drayton</b>	Tuesday 5th March	17.00-18.30	Village Hall, High St, Dry Drayton, CB23 8DD
<b>Hardwick</b>	Tuesday 12th March	17.00-19.30	Hardwick Primary School, Limes Road, Hardwick, CB23 7RE
<b>Caldecote</b>	Wednesday 13th March	17.00-19.30	Caldecote Primary School, Highfields Road, Caldecote, CB23 7NX

Find more information online at [www.greatercambridge.org.uk/cambournetocambridge](http://www.greatercambridge.org.uk/cambournetocambridge)





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## HAVE YOUR SAY

Your views will help deliver a scheme that best meets the aims of the project – creating a sustainable, reliable public transport link to support economic growth, connect communities and ease congestion.

The consultation closes at midnight on Sunday 31st March 2019.

There are a number of ways to respond: Complete the enclosed paper questionnaire and return by Freepost to Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge, CB3 0AP

Fill in the online questionnaire at [www.greatercambridge.org.uk/cambournetocambridge](http://www.greatercambridge.org.uk/cambournetocambridge)

### Get in touch

[Consultations@greatercambridge.org.uk](mailto:Consultations@greatercambridge.org.uk)  
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[www.facebook.com/GreaterCam](http://www.facebook.com/GreaterCam)

Consultation results will be published at [www.greatercambridge.org.uk/cambournetocambridge](http://www.greatercambridge.org.uk/cambournetocambridge)

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

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# **CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT**

Appendix K – Individual Consultation  
Report – Phase Two (2019)

Produced by the Cambridgeshire Research Group



# Cambourne to Cambridge Phase 2: Summary Report of Consultation Findings

Version 1

May 2019

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research function based within the Business Intelligence Service. 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](http://www.cambridgeshireinsight.org.uk)

For more information about the team phone 01223 715300

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## Executive Summary

Between 04 February and 31 March 2019 the Greater Cambridge Partnership (GCP) held a consultation on a scheme to improve public transport links between Cambourne and Cambridge.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership has delivered a sufficiently robust consultation.
- 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, while the same percentage (48%) favoured one of the on-road options or not implementing any of the options.
  - 20% preferred 'Option 3: on-road with public transport priority lanes'
  - 19% preferred 'Option 2: on-road with junction improvements'
  - 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'
- A great deal of detailed comments were received. Of these the issues that were highlighted more compared to previous consultation rounds for the route included:
  - 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.
  - 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 will be made available to board members in full and will be published alongside the results of the public consultation survey.

## Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 15,000 consultation leaflets.

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

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

This report summarises the core 968 responses to the consultation survey and the 103 additional written responses received.

## Key findings

### Transport route choice

#### *Quantitative*

- Just under half (48%) of respondents indicated 'Option 1: off-road' would be their preferred choice for the link between Madingley Mulch roundabout and Bourn Airfield
- Just under two fifths (39%) preferred an 'on-road' option
  - A fifth preferred 'Option 3: on-road with public transport priority lanes' (20%)
  - Under a fifth preferred 'Option 2: on-road with junction improvements' (19%)
- One in ten (9%) answered 'none of the above'
- Further analysis of the responses shows there was a location related difference in preference:
  - The majority of those living in 'Cambourne and further West' preferred an 'off-road' route (71%)
  - Respondents preferred an 'on-road' option when they were a 'resident in Cambridge' (50%) or located from 'Coton to Caldecote' (48%). Of the two different on-road options:
    - Over a quarter for respondents who were a 'resident in Cambridge' (29%) preferred 'Option 3: on-road with public transport priority lanes'
    - Over a quarter of respondents located from 'Coton to Caldecote' (27%) preferred 'Option 2: on-road with junction improvements'

- More respondents who were located in 'Hardwick' felt that 'none' of the options (25%) were preferable than the overall response
- Further analysis of the responses shows there was an age related difference in preference:
  - The majority of those aged '35-44' preferred an 'off-road' route (64%)
  - Over half of those aged '65-74' preferred an 'on-road' route (51%)
    - Similar preference was shown for 'Option 2: on-road with junction improvements' (26%) and 'Option 3: on-road with public transport priority lanes' (25%)
  - Respondents aged '55-64' were less clear on whether they preferred an on-road (40%) or off-road option (42%)
    - With a preference for 'Option 2: on-road with junction improvements' (22%)

### *Qualitative*

Question 3b asked respondents if they had any comments on their preferred option for the link between Madingley Mulch roundabout and Bourn Airfield.

- The main themes for those who preferred 'Option 1: off-road' were:
  - That option 1 would avoid key areas of congestion, particularly Madingley Mulch roundabout
  - That option 1 would be the most future proofed for reliable journey times with developments in the area and for the development of the CAM
  - That option 1 offered the fastest journey times
  - Concerns that 'Option 3: on-road with public transport priority lanes' would not offer any improvements to journeys due to on-road congestion
  - That option 1 offered the best provision for commuting by cycle safely
  - Concerns that 'Option 2: on-road with junction improvements' would have a poor cost to benefit ratio with public transport being delayed by congestion
  - That option 1 offered the best improvements when taking the increased growth in the area into consideration
  - Discussion about concerns around the cost of developing option 1
  - That option 1 offered the best route for the CAM developments
  - That option 1 would cause the least disruption on existing roads during construction
- The main themes for those who preferred 'Option 2: on-road with junction improvements' were:
  - That option 2 was the more cost effective solution
  - That option 2 would cause the least disruption to the natural environment
  - That congestion was limited between Cambourne and Madingley Mulch roundabout so would cause little impact on public transport journey times
  - Concerns that 'Option 1: off-road' had a limited cost to benefit ratio
- The main themes for those who preferred 'Option 3: on-road with public transport priority lanes' were:

- That option 3 would have less of an environmental impact, particularly in comparison to 'Option 1: off-road'
- Concerns that 'Option 1: off-road' would have a significant impact on the environment and a limited cost to benefit ratio
- That option 3 offered the best cost to benefit ratio
- That the congestion between Cambourne and Madingley Mulch roundabout was currently limited and the priority lanes for option 3 would allow public transport to avoid any future growth in congestion
- The main themes for those who preferred 'none' of the route options were:
  - Concerns about the high costs involved with developing any of the proposals
  - Concerns about the impact the proposals would have on residents on St Neots Road, Hardwick from the loss of environmental sound barriers and increase in traffic
  - That the East-West rail proposals from Network Rail would negate the need for the Cambourne to Cambridge public transport improvements
  - Concerns about the environmental impact of the proposals

Question 4 asked respondents if they had any comments on the alternative options west of Bourn Airfield for access to Cambourne. The main themes were:

- That 'Route A', through Upper Cambourne was the better of the two access options due to its avoidance of the congestion at existing access points, it being able to serve a greater number of homes, and it being better aligned with the route entering Bourn Airfield
- That 'Route B' would be the better of the two access options as it would avoid congestion within Cambourne and limit the impact on residents from noise and air pollution
- Concerns that there were not enough bus stops within Cambourne
- That a Park & Ride site should be located within or nearby to Cambourne
- Discussion about whether private vehicles should be able to access 'Route A'
- That the East-West rail proposals needed to be taken into consideration

#### *Quantitative*

- The majority of respondents felt that the provision of walking, cycling and equestrian routes were an important part of the project (80%)

#### *Qualitative*

Question 5b asked respondents if they had any further comments on the provision for walking, cycling or equestrians. The main themes were:

- That the routes needed to ensure safety was kept to a high standard by being: well lit, well surfaced, maintained, wide enough for users to pass each other, that crossings were minimalised, and that the route was segregated from motorised traffic
- That equestrian provision should be given a lower priority for improvements in the proposals than walking/cycling provision
- That these improvements would help encourage modal shift
- That the routes needed to be segregated from motorised traffic and between non-motorised users
- That walking, cycling and equestrian provision was not important for this scheme, due to existing provision, the provision from other schemes, and limited usage
- That these improvements would encourage non-motorised users to commute
- Debate about whether 'Option 1: off-road' would be beneficial to non-motorised users
- That this provision needed to connect to all villages and locations along the route
- General positive comments about the walking, cycling and equestrian provision for the proposals
- That this provision was important for improving people's health
- Concerns about ongoing maintenance

#### Park & Ride sites

##### *Quantitative*

- The majority of respondents preferred 'Option A – Scotland Farm' (63%)

##### *Qualitative*

Question 7 asked if respondents had any further comments on the proposed Park & Ride locations.

- The main themes for those who preferred 'Option A – Scotland Farm' were:
  - Concerns about the negative impact 'Option B – Waterworks' would have on congestion, the visual landscape, and the Green Belt
  - That Scotland Farm was a better site due to its proximity to Cambourne and Bourn Airfield
  - That Scotland Farm had better site access for all users

- That Scotland Farm had less of a visual impact on the area
- Debate about the environmental impact of Scotland Farm, due to its location on Green Belt land, in comparison to the Waterworks site
- That Scotland Farm would reduce congestion before the Madingley Mulch roundabout
- That more public transport links were needed to villages and locations along the route
- That Scotland Farm was preferred in the phase 1 consultation
- The main themes for those who preferred 'Option B – Waterworks' were:
  - Concerns about the Scotland Farm site, such as its distance from Cambridge, location on the opposite side of the A428 from the proposed public transport links, and the impact on residents of Dry Drayton
  - That Waterworks was located closer to Cambridge allowing shorter public transport and walking/cycling journeys to/from Cambridge
  - That Waterworks was located closer to the proposed public transport links
  - That Waterworks was easier to access for traffic entering/exiting the M11 and A428
- The main themes for those who preferred 'neither' site were:
  - That a Park & Ride site should be located closer to or within Cambourne
  - That both proposed sites would increase congestion in the nearby areas
  - That both proposed sites would have a negative impact on the environment due to their locations on Green Belt land

Question 8 asked respondents if there were any other measures outside of the proposals which could improve the experience for public transport users between Cambourne and Cambridge. The main themes were:

- That the public transport links should extend further West, to other villages along the route, and to other employment sites outside Cambridge city centre
- That the East-West rail proposals needed more consideration for integration/replacing the Cambourne to Cambridge proposals
- That public transport needed to run more frequently and later into the evenings and at weekends
- That the cost of using public transport needed to be reduced
- That more bus stops should be included along the route
- That cycle routes should link to other routes, villages and employment sites
- That the buses should be more environmentally friendly, offer quicker payment methods, include space for cycle storage, be more accessible for elderly/disabled



users, include Wi-fi, and be run by other companies than Stagecoach

- That a Park & Ride site should be located at Cambourne, Bourn or Caxton
- That the route ending at Grange Road was inappropriate due to the area's congestion and difficulty for buses to navigate
- That improvements were needed to connections to the M11 from the A428
- Queries about how these proposals would link with the CAM proposals
- That the Girton Interchange should be improved and turned into a transport hub

Question 9 asked respondents if they felt the proposals would either positively or negatively affect or impact on any people or groups with protected characteristics under the Equality Act 2010. The main themes were:

- Debate about the benefits to disabled and older/younger users from the public transport improvements, particularly around availability of bus stops, and debate about whether the paths were wide enough for those with mobility aids
- Concerns about the number and location of bus stops
- Concerns about the impact the proposals along St Neots Road, in Hardwick and in Coton would have on residents

Question 10 asked if respondents had any further comments on the project or proposals. The main themes were:

- Concerns about the proposals impact on residents on St Neots Road from the loss of tree line and increased traffic
- That the East-West rail proposals could be integrated or used to replace the Cambourne to Cambridge proposals
- That the public transport routes should connect to other locations along the route and to other employment sites
- Concerns about the environmental impact of the proposals
- Debate about the need for a new Park & Ride site
- Concerns about the cost of development involved in the proposals
- That the proposals needed to be implemented quickly due to existing issues with congestion and transport availability

- Concerns about the route into Cambridge through Grange Road
- That public transport needed to run more frequently and later into the evening at a reduced cost
- Concerns about the decisions from phase 1 of the Cambourne to Cambridge proposals
- Support for the cycling and walking improvements
- That access to/from the M11 from the A428 needed to be improved

# Introduction

## Background

Full details of the consultation materials can be found on-line at <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-phase-2/>

The Cambourne to Cambridge Better Public Transport Project is divided into two phases, with a new Park & Ride facility along the A428 being developed in parallel. This consultation, Phase 2, consisted of a link west of Madingley Mulch roundabout to Bourn Airfield and on to Cambourne, and a new Park & Ride facility.

- Three options for a new public transport route:
  - Option 1 – Off-road segregated route: A new public transport route adjacent to the A428 and St Neots Road. The route would be entirely off-road with minimal interaction with general traffic, except at junctions.
  - Option 2 - On-road with junction improvements: Public transport vehicles would run on-road along St Neots Road with general traffic east of the Bourn roundabout. There would be basic junction improvements.
  - Option 3 – On-road with public transport priority lanes: Public transport vehicles would run on-road along St Neots Road in priority lanes running in both directions.
  
- Two options for alternative entries to Cambourne
  - Route A: Travelling with general traffic through the village
  - Route B: Going up Broadway and along St Neots Road and entering Cambourne from the north.
  
- Two options for a new Park & Ride site:
  - Scotland Farm
  - Waterworks

# Consultation and Analysis Methodology

## Background

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

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

## Consultation Strategy

### Identification of the Audience

The consultation was open for anyone to contribute to. However the key audiences were identified as commuters who use the A428/A1303, as well as local residents including those from Cambourne, Hardwick, Caldecote, Dry Drayton, Madingley and other nearby villages. Councillors and nearby Parish Councils were also specifically targeted with information. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

### Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked which of the three new public transport links they preferred; whether they felt walking, cycling and equestrian improvements were an important part of the project; and which of the two new Park & Ride sites they preferred) a twelve page information document was produced and supplemented with additional information available online and at key locations.

## Design of Consultation Questions

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

For the first half of the consultation survey there was a focus on questions relating to the options for phase 2 of the Cambourne to Cambridge scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of phase 2 of the Cambourne to Cambridge scheme on various groups.

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

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

## Diversity and Protected Characteristics

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

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

## Analysis

The strategy for analysis of the consultation was as follows:

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

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

### Data Integrity

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

- A visual check of the raw data show no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- IP address analysis showed no unusual patterns. There were some groups (fewer than 20 in each case) of responses from similar IP Addresses but these corresponded to the largest Cambridge employers. The pattern of these were consistent with people responding from their work accounts rather than at home.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

# Survey Findings

## Respondent Profile

In total, 968 residents responded to the consultation survey.

### Respondent location

Respondents were asked for their postcode during the survey, but this was not a compulsory requirement. 718 respondents entered recognisable postcodes, while just over a quarter did not (250 respondents). Based on the postcode data provided most respondents resided in Cambourne (24%) and Hardwick (11%).

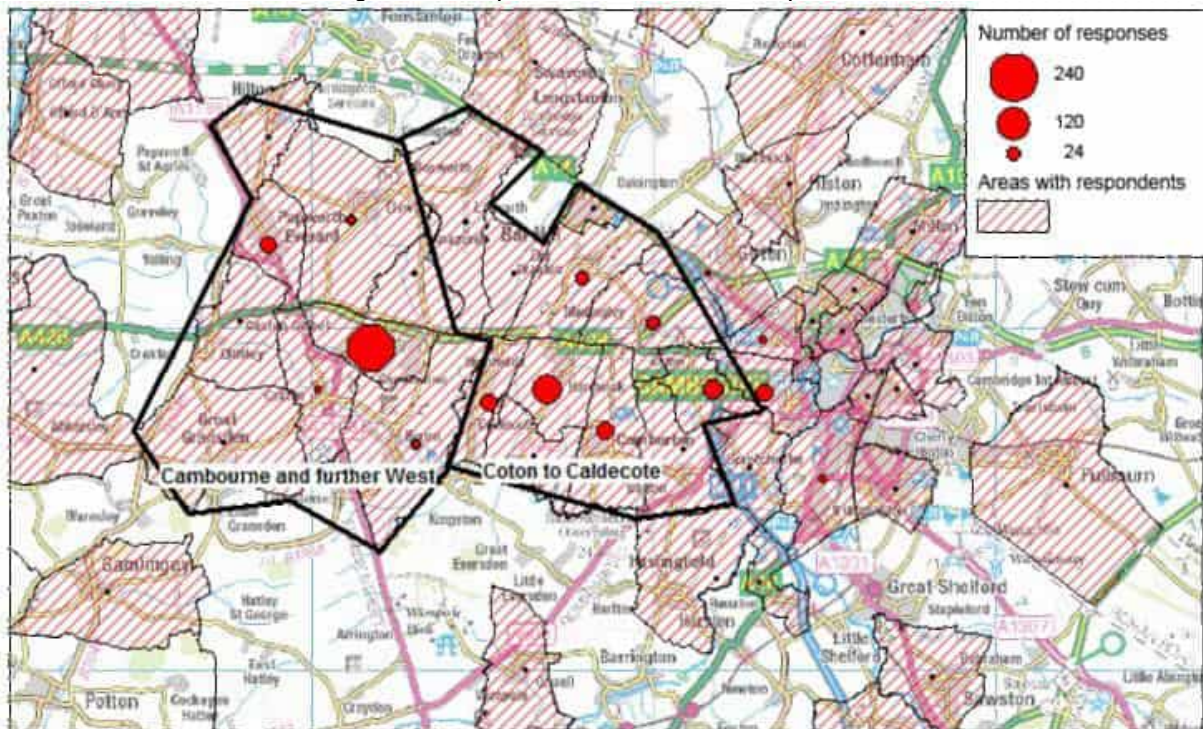
The postcodes were also used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories;

- 'Cambourne and further West' (covering 32% of respondents);
- 'Coton to Caldecote' (covering 31% of respondents).

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

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

Figure 1: Map to show areas of response



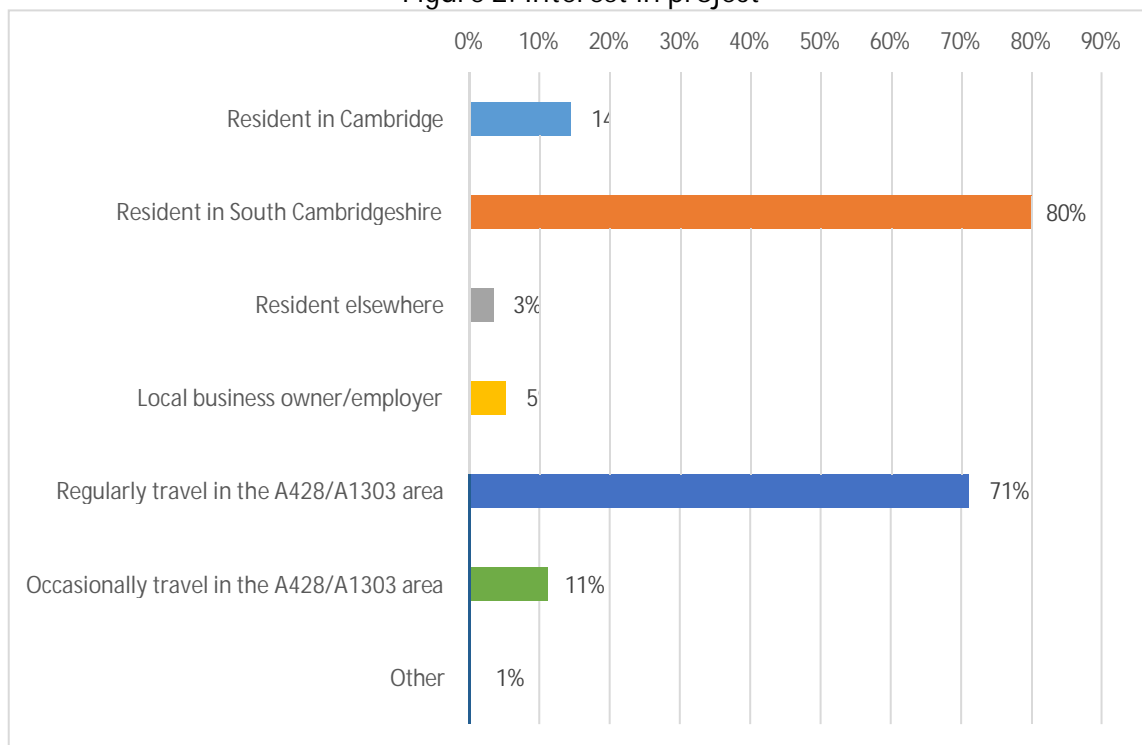


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

### Interest in Project

952 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'resident in South Cambridgeshire' (80%) or 'regularly travel in the A428/A1303 area' (71%).

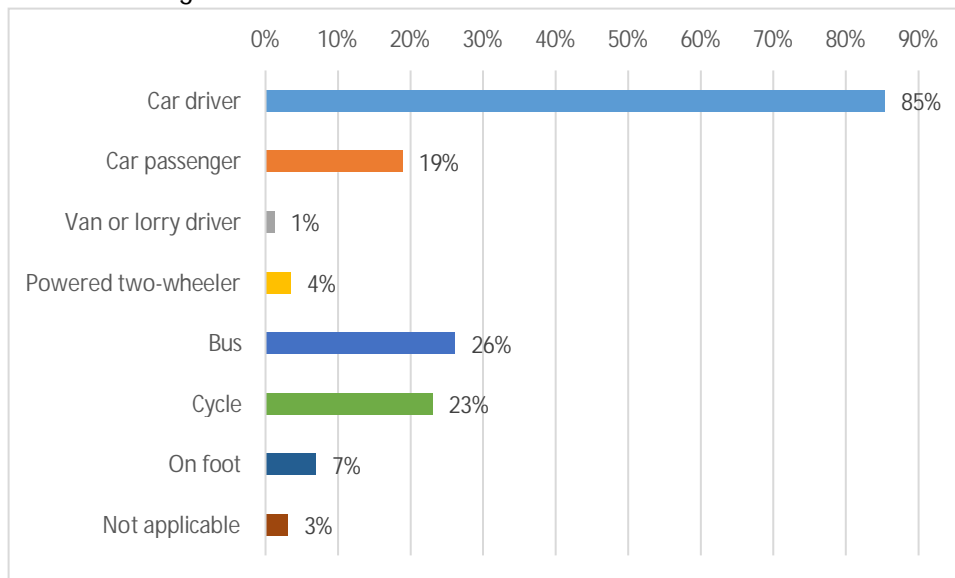
Figure 2: Interest in project



### Usual mode of travel on the A428/A1303

929 respondents answered the question on how they usually travel on the A428/A1303. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'car driver' (85%).

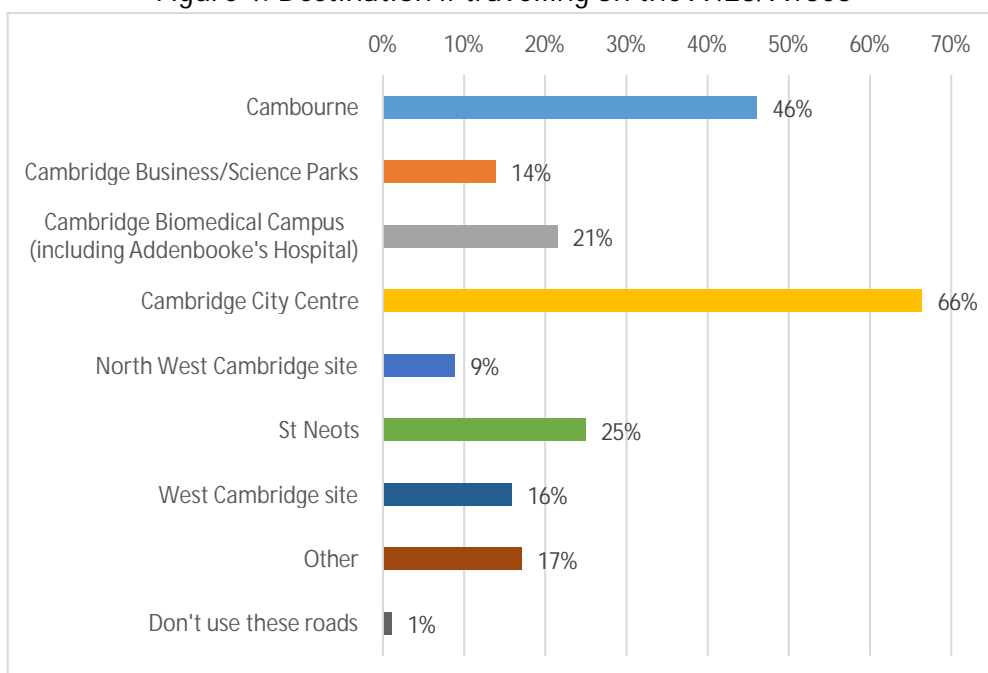
Figure 3: Usual mode of travel on the A428/A1303



### Destination if regularly travelling on the A428/A1303

839 respondents answered the question on what their regular destination was if they travel on the A428/A1303. Respondents could select multiple answers to this question. The majority of respondents indicated they usually travelled to 'Cambridge City Centre' (66%).

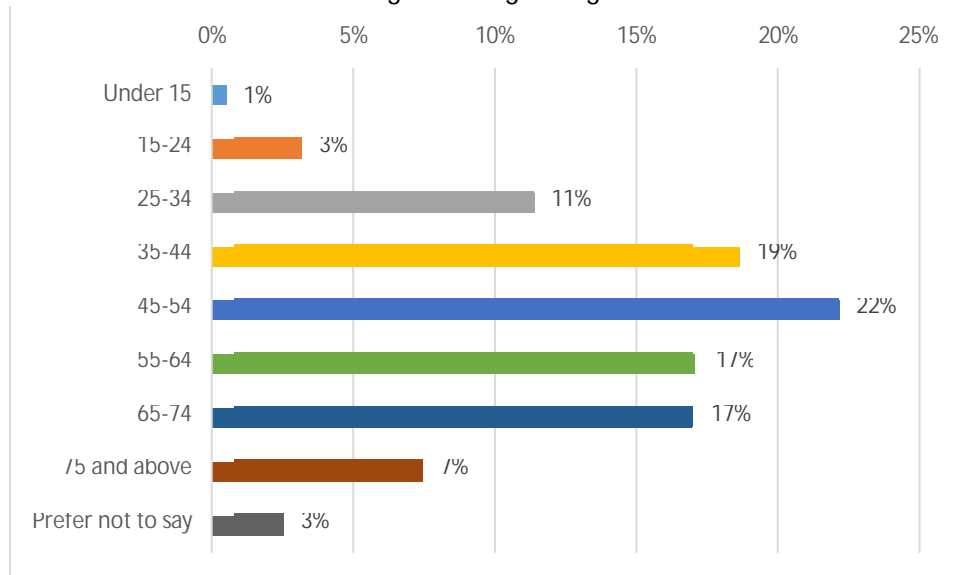
Figure 4: Destination if travelling on the A428/A1303



## Age range

938 respondents answered the question on their age range. Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population, working ages from '15-24' were slightly under represented, only accounting for 3% of respondents.

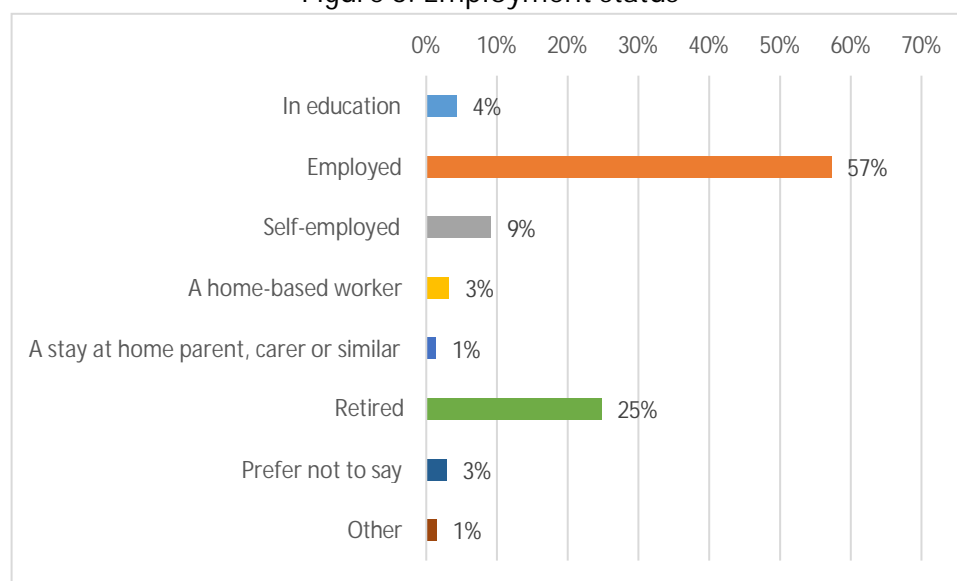
Figure 5: Age range



## Employment status

938 respondents answered the question on their employment status. Respondents could select multiple answers to this question. The majority of respondents indicated they were 'employed' (57%).

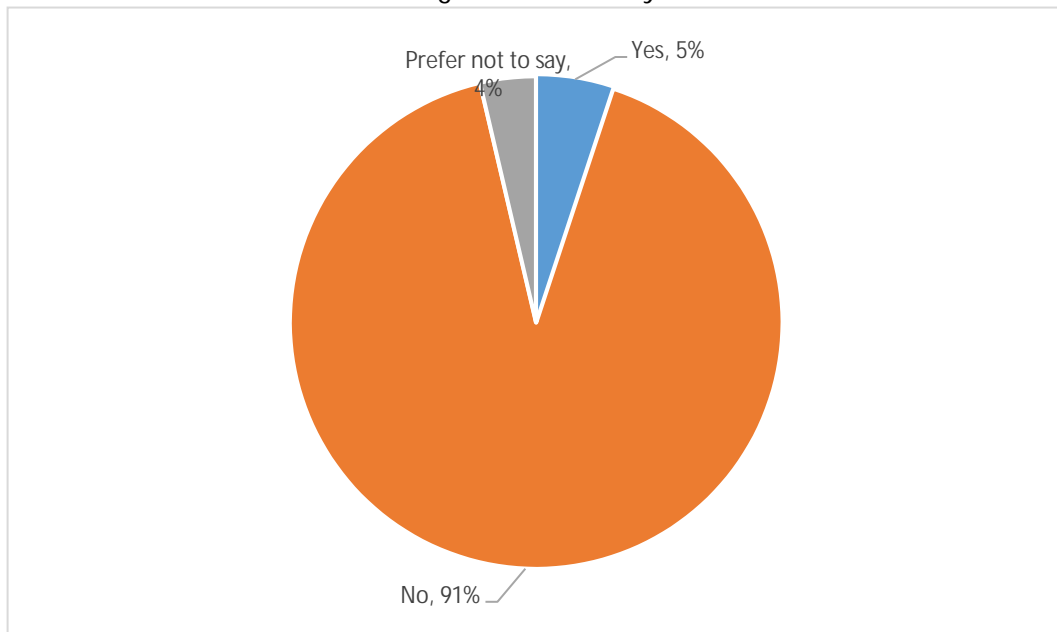
Figure 6: Employment status



## Disability status

928 respondents answered the question on whether they had a disability that influences travel decisions, 5% of respondents indicated they did.

Figure 7: Disability



## Question 1: Responding as an individual or on behalf of a group/business/elected representative

Question 1 asked if respondents were responding as an individual (respondents) or on behalf of a group/business/elected representative (stakeholders). Of the 968 responses to this question, 14 indicated they were responding on behalf of a group, business or elected representative.

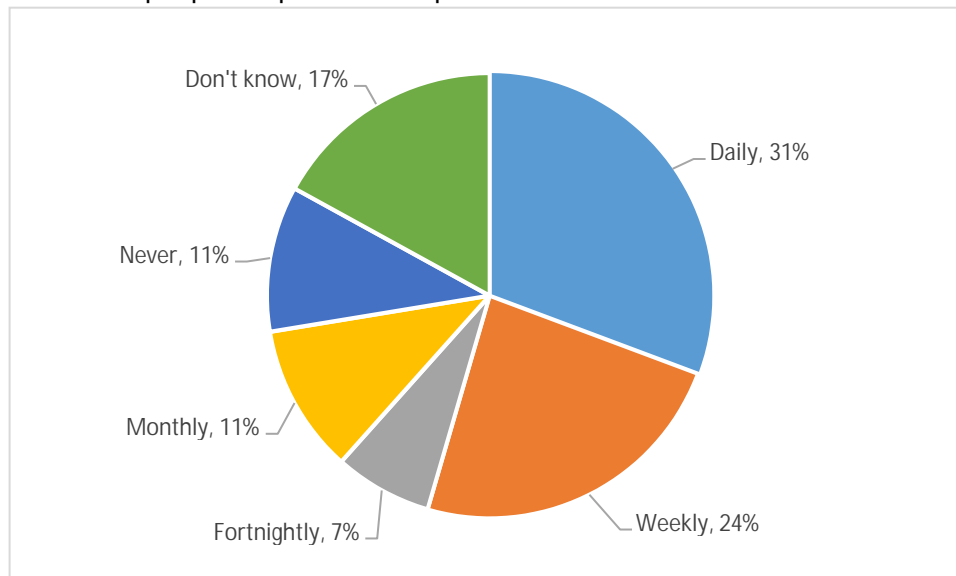
## Question 2: How often, if at all, would you use any part of the proposed public transport link between Cambourne and Cambridge?

949 respondents answered the question on how often, if at all, they would use any part of the proposed public transport link between Cambourne and Cambridge

- Over a quarter indicated they would use the proposed transport link 'daily' (31%)
- Just under a quarter indicated they would use it 'weekly' (24%)
- Under a fifth indicated they 'did not know' (17%)
- Few respondents indicated:
  - They would use it 'monthly' (11%)
  - They would 'never' use it (11%)

They would use it 'fortnightly' (7%)

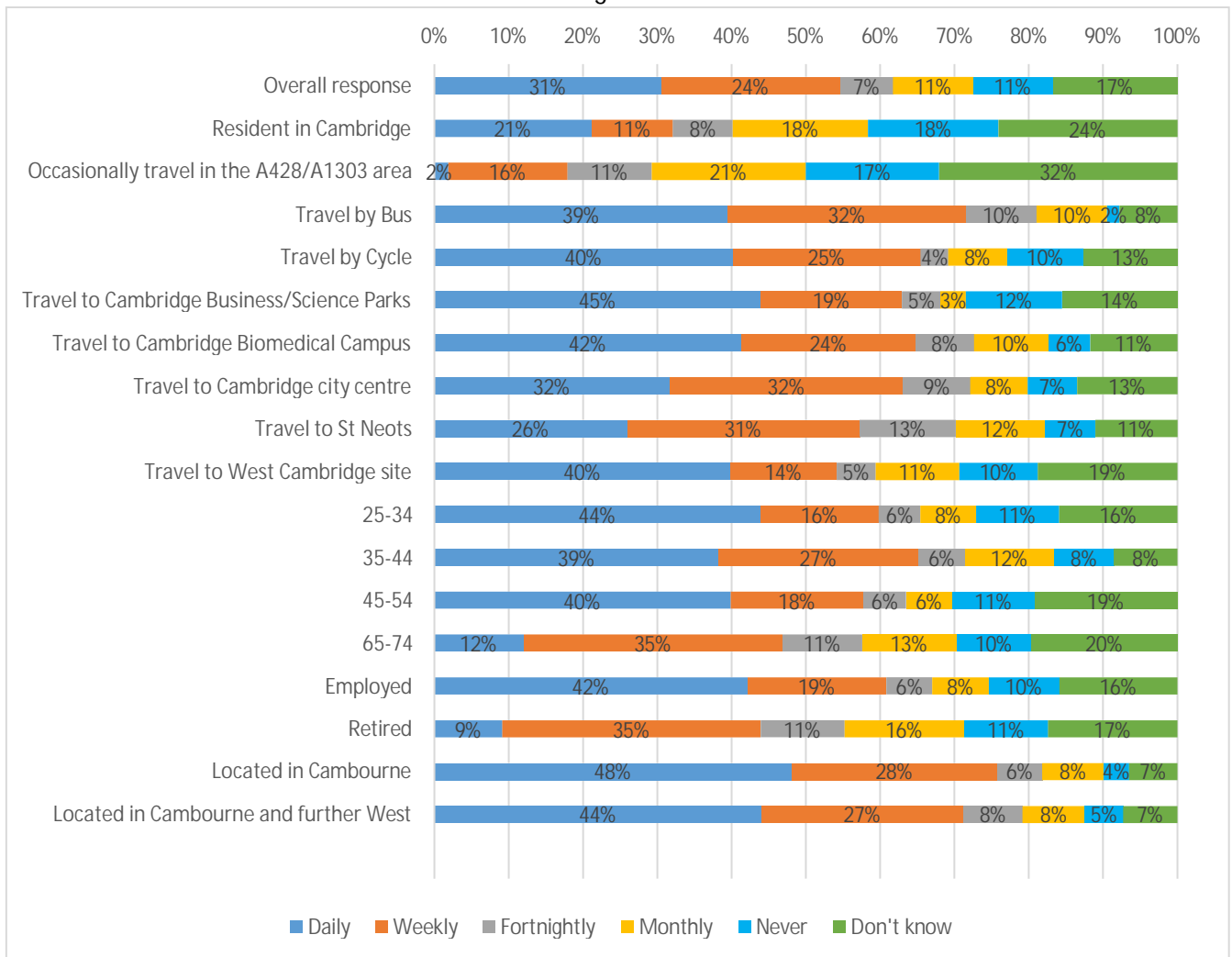
Figure 8: Use of proposed public transport link between Cambourne and Cambridge



### Differences in use of proposed public transport link between Cambourne and Cambridge

Cross-tabulation of the data showed significant differences in usage reported for the proposed public transport link between Cambourne and Cambridge by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 9.

Figure 9: Difference in use of proposed public transport link between Cambourne and Cambridge



- More respondents indicated they would use the proposed transport link 'daily' than the overall response when they indicated they:
  - Were located in 'Cambourne' (48%)
  - Travelled to 'Cambridge Business/Science Parks' (45%)
  - Were located 'Cambourne and further West' (44%)
  - Were aged '25-34' (44%)
  - Were 'employed' (42%)
  - Travelled to 'Cambridge Biomedical Campus (including Addenbrooke's)' (42%)
  - Usually travelled by 'cycle' (40%)
  - Were aged '45-54' (40%)
  - Travelled to a 'West Cambridge site' (40%)
  - Usually travelled by 'bus' (39%)

More respondents indicated they would use the proposed transport link 'weekly' than the overall response when they indicated they

- Were aged '65-74' (35%)
- Were 'retired' (35%)
- Usually travelled by 'bus' (32%)

- Travelled to 'Cambridge City Centre' (32%)
- Travelled to 'St Neots' (31%)

More respondents indicated they would use the proposed transport link 'monthly' than the overall response when they indicated they:

- 'Occasionally travel in the A428/A1303 area' (21%)
- Were a 'resident in Cambridge' (18%)

More respondents indicated they would 'never' use the proposed transport link than the overall response when they indicated they:

- Were a 'resident in Cambridge' (18%)
- Were 'in education' (18%)
- 'Occasionally travel in the A428/A1303 area' (17%)
- 

More respondents who indicated they 'occasionally travel in the A428/A1303 area' indicated they 'did not know' if they would use the proposed transport link (32%) than the overall response

## Question 2b: Would you like to provide any further comments on how you would use the proposed public transport link between Cambourne and Cambridge?

362 respondents left comments on question 2b, which asked if respondents had any further comments on how they would use the proposed public transport link between Cambourne and Cambridge.

For information about what constitutes 'most' 'some' and 'a few' please refer to the Methodology section, p.17

### Summary of common themes

Comment theme	Respondent comments
Commuting	<ul style="list-style-type: none"> <li>• Most of the respondents that discussed this theme indicated they would use the proposed public transport link to commute to work or school</li> <li>• Some of the respondents that discussed this theme indicated they would use the proposed link to cycle for some/all of their journey to work/school</li> <li>• A few of the respondents that discussed this theme felt that if the route was improved it would facilitate them in finding work within Cambridge</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they would use the proposed link to cycle</li> </ul>

	<ul style="list-style-type: none"> <li>○ Most of these respondents indicated they would cycle their commute on the proposed link <ul style="list-style-type: none"> <li>▪ A few of these respondents indicated they would cycle during good weather and use the bus during bad weather conditions</li> </ul> </li> <li>○ Some of these respondents indicated they would cycle to/from the new Park &amp; Ride sites if suitable cycle paths were in place</li> <li>○ A few of these respondents indicated they would use the proposed link to cycle for leisure</li> </ul>
Links to other locations	<ul style="list-style-type: none"> <li>● Most of the respondents who discussed this theme felt that direct links were needed to other locations than central Cambridge, including: <ul style="list-style-type: none"> <li>○ Addenbrooke's</li> <li>○ Papworth Everard</li> <li>○ Science Parks</li> <li>○ Rail Station</li> </ul> </li> <li>● Some of the respondents who discussed this theme felt the proposed transport link needed stops at locations along the route, such as Hardwick, Caldecote, and Coton</li> </ul>
Leisure/family visits	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme indicated they would be using the proposed transport link for leisure/recreation, to travel to destinations for leisure purposes, or to visit family and friends along the route <ul style="list-style-type: none"> <li>○ Some of these respondents indicated they would also be using the proposed link to commute</li> </ul> </li> </ul>
Public transport journey times	<ul style="list-style-type: none"> <li>● Most of the respondents who discussed this theme indicated they would use the proposed transport link if journey times were improved <ul style="list-style-type: none"> <li>○ Some of these stakeholders indicated they would use it instead of a private vehicle as long as public transport was quicker than using a private vehicle</li> </ul> </li> <li>● A few of the respondents who discussed this theme indicated they have used the current public transport offer in the area and found it too slow</li> <li>● A few of the respondents who discussed this theme indicated they would not use the proposed public transport link as they felt it would be too slow</li> </ul>
Cost of public transport	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme were concerned about the costs of using public transport <ul style="list-style-type: none"> <li>○ Some of these respondents felt they would use the proposed public transport link as long as the costs were made more affordable</li> </ul> </li> </ul>



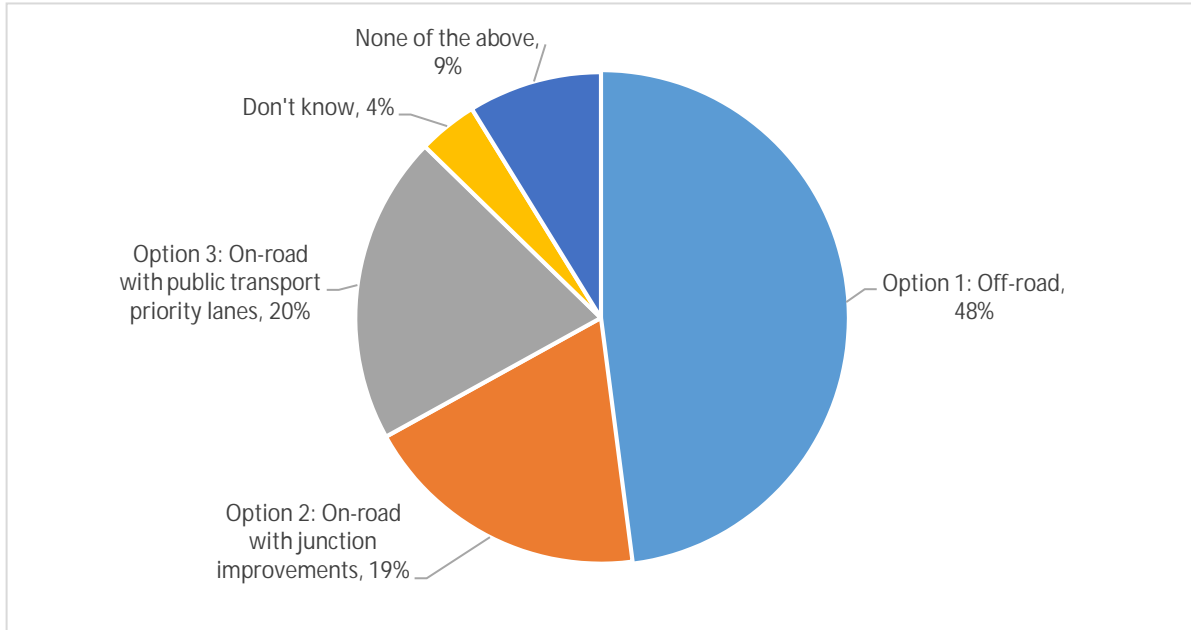
	<ul style="list-style-type: none"><li>○ Some of these respondents indicated they would not be using the proposed public transport link as it would not be cheaper to use than a private vehicle</li></ul>
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Park & Ride	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they would use the proposed public transport link to access the Park &amp; Ride <ul style="list-style-type: none"> <li>○ A few of these respondents indicated they would prefer to use the Scotland Farm Park &amp; Ride site</li> </ul> </li> </ul>
Public transport reliability	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the reliability of public transport <ul style="list-style-type: none"> <li>○ Some of these respondents felt they would use the proposed public transport link as long as it was more reliable</li> <li>○ Some of these respondents indicated they would not be using the proposed public transport link as they felt it would still be unreliable</li> </ul> </li> </ul>
Use current services	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they currently use public transport, Park &amp; Ride, cycle or foot paths along the Cambourne to Cambridge route <ul style="list-style-type: none"> <li>○ A few of these respondents left positive comments about the Citi 4 service, feeling it ran reliably and often</li> </ul> </li> </ul>
Park & Ride at Cambourne	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that a Park &amp; Ride site should be located within Cambourne to reduce car usage from within Cambourne and from commuters further West</li> </ul>

**Question 3: Referring to the plans for the options below, which link between Madingley Mulch roundabout and Bourn Airfield would be your preferred choice?**

947 respondents answered the question on which link between Madingley Mulch roundabout and Bourn Airfield would be their preferred choice. Nearly half of respondents preferred 'Option 1: off-road' (48%). Two fifths preferred an 'on-road' option (39%), with over a fifth preferring 'Option 3: on-road with public transport priority lanes' (20%) and under a fifth preferring 'Option 2: on-road with junction improvements' (19%). One in ten (9%) answered 'none of the above'.

Figure 10: Preferred link between Madingley Mulch roundabout and Bourn Airfield

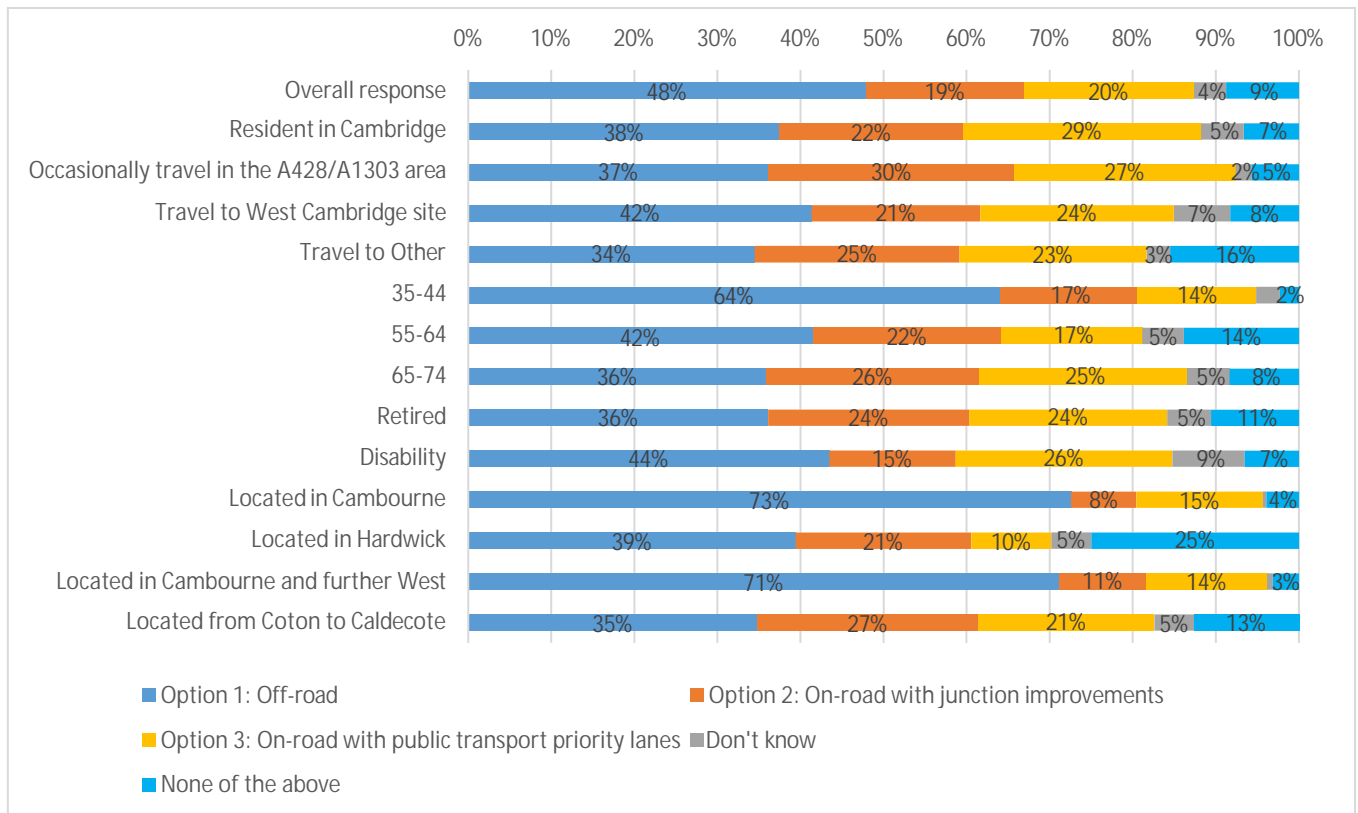


11 stakeholders answered this question. Under half of these stakeholders preferred 'Option 1: off-road' (45%). Under half of these stakeholders preferred an 'on-road' option (45%), with over a quarter preferring 'Option 3: on-road with public transport priority lanes' (27%) and under a fifth preferring 'Option 2: on-road with junction improvements' (18%).

#### Differences in preferred link between Madingley Mulch roundabout and Bourn Airfield

Cross-tabulation of the data showed significant differences in preference for the link between Madingley Mulch roundabout and Bourn Airfield by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 11.

Figure 11: Difference in preferred link between Maddingley Mulch roundabout and Bourn Airfield



- More respondents indicated they preferred an on-road option than an off-road option when they indicated they:
  - 'Occasionally travel in the A428/A1303 area' (57%)
    - With slightly more of a preference for Option 2: on-road with junction improvements (30%)
  - Were a 'resident in Cambridge' (50%)
    - With more of a preference for Option 3: on-road with public transport priority lanes (29%)
  - Were aged '65-74' (51%)
    - With similar preference for Option 2: on-road with junction improvements (26%) and Option 3: on-road with public transport priority lanes (25%)
  - Were 'retired' (48%)
    - With similar preference for Option 2: on-road with junction improvements (24%) and Option 3: on-road with public transport priority lanes (24%)
  - Were located from 'Coton to Caldecote' (48%)
    - With more of a preference for Option 2: on-road with junction improvements (27%)
  - Usually travelled to an 'other' location (47%)
    - With slightly more of a preference for Option 2: on-road with junction improvements (25%)

- More respondents indicated they preferred an off-road route than the overall response when they indicated they:
  - Were aged '35-44' (64%)
  - Were located in 'Cambourne' (73%)
  - Were located in 'Cambourne and further West' (71%)
  
- Respondents were less clear on whether they preferred an on-road or off-road option when they indicated they:
  - Were aged '55-64', over two fifths indicating they supported off-road (42%) and two fifths indicating they support on-road (40%)
    - With a preference for Option 2: on-road with junction improvements (22%)
  - Indicated they had a disability that influences travel decisions, over two fifths indicating they supported off-road (43%) and on-road (41%)
    - With a preference for Option 3: on-road with public transport priority lanes (26%)
  - Usually travelled to a 'West Cambridge site', over two fifths indicating they supported off-road (42%) and on-road (44%)
    - With slightly more of a preference for Option 3: on-road with public transport priority lanes (24%)
  
- More respondents who were located in 'Hardwick' felt that 'none' of the options (25%) were preferable than the overall response

## Question 3b: Would you like to provide any further comments on your preferred option?

443 respondents left comments on question 3b, which asked if respondents had any further comments on their preferred option for the link between Madingley Mulch roundabout and Bourn Airfield.

### Respondents who preferred Option 1: Off-road

Comment theme	Respondent comments
Congestion	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they chose Option 1 as they felt the off-road route would avoid congestion, which was felt to be a current issue in the area particularly around Madingley roundabout. Respondents felt this would help maintain journey times for the route even with the planned developments and ensure timings were reliable</li> </ul>
Journey speed	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they chose Option 1 as they felt this route offered the fastest journey speeds, which was felt to encourage usage. <ul style="list-style-type: none"> <li>○ A few of these respondents felt the Option 2 would be slowed down by the same congestion as private vehicles</li> </ul> </li> </ul>
Future proof	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they chose Option 1 as they felt it would be the most future proofed, ensuring reliable journey times with developments in the area and creation of a route suitable for the CAM service</li> </ul>
Route Option 3: On-road with public transport priority lanes	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that Option 3 would not offer any beneficial improvements to journeys, as they felt it would still result in public transport being delayed by congestion <ul style="list-style-type: none"> <li>○ Some of these respondents felt that the cost difference between this option and Option 1 were negligible for the added benefit from Option 1</li> </ul> </li> <li>• A few of the respondents who discussed this theme felt that Option 3 could also be beneficial <ul style="list-style-type: none"> <li>○ Most of these respondents queried what the cycling and footpath provision would look like with this option</li> </ul> </li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they chose Option 1 as they felt it offered the best provision for commuting by cycle safely</li> </ul>

Route Option 2: On-road with junction improvements	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that Option 2 had a poor cost to benefit ratio, as public transport would be caught in congestion</li> </ul>
Growth	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that Option 1 offered the best improvements when taking the increase in growth in the Cambourne/Bourn area into consideration</li> </ul>
Cost of development	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that the added cost of Option 1 when compared to the other options was negligible with the increased benefits of Option 1</li> <li>• Some of the respondents who discussed this theme felt that Option 1 was expensive but felt it offered the best solution to improving public transport and congestion</li> </ul>
CAM	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they chose Option 1 as they felt it would offer the best route for the CAM proposals</li> </ul>
Construction disruption	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they chose Option 1 as they felt it would cause the least disruption to existing roads during construction</li> </ul>

#### Respondents who preferred Option 2: On-road with junction improvements

Comment theme	Respondent comments
Cost of development	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they chose Option 2 as they felt it was more cost effective than the other options and still offered improvements to journey times</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they chose Option 2 as it would result in the least disruption to the natural environment <ul style="list-style-type: none"> <li>○ A few of these respondents made particular mention of the other options impact on the tree line along St Neots Road and Hardwick</li> </ul> </li> </ul>
Congestion	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that congestion between Cambourne and Madingley Mulch was limited, so felt that congestion would have limited impact on public transport journey times</li> </ul>

	<ul style="list-style-type: none"> <li>○ A few of these respondents felt that the congestion issue was on the Madingley Mulch roundabout itself and closer to Cambridge</li> </ul>
Route Option 1: Off-road	<ul style="list-style-type: none"> <li>● Most of the respondents who discussed this theme felt that Option 1 had a limited cost to benefit ratio, particularly in comparison to Option 2</li> <li>● A few of the respondents who discussed this theme felt that Option 1 would have a significant impact on the environment</li> </ul>

#### Respondents who preferred route Option 3: On-road with public transport priority lanes

Comment theme	Respondent comments
Environment	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme indicated they chose Option 3 as they felt that it would have less environmental impact, particularly in comparison to Option 1</li> </ul>
Route Option 1: Off-road	<ul style="list-style-type: none"> <li>● Some of the respondents who discussed this theme felt that Option 1 would have a significant impact on the environment</li> <li>● Some of the respondents who discussed this theme felt that Option 1 had a limited cost to benefit ratio, particularly in comparison to the journey times of Option 3</li> </ul>
Cost of development	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme indicated they chose Option 3 as they felt it offered the best cost to benefit ratio, with Option 1 not improving journey times significantly to justify the increased cost</li> </ul>
Congestion	<ul style="list-style-type: none"> <li>● Some of the respondents who discussed this theme felt that congestion wasn't significant from Cambourne to Madingley Mulch, so Option 1 was not needed, but the priority lanes would help improve journey times for public transport users</li> <li>● Some of the respondents who discussed this theme felt that this option allowed public transport to avoid current and future congestion issues in the area without the environmental impact of Option 1</li> </ul>



## Respondents who preferred none of the route options

Comment theme	Respondent comments
Cost of development	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they preferred none of the route options as they felt the costs were too high                             <ul style="list-style-type: none"> <li>○ A few of these respondents felt that public transport should make use of existing road infrastructure, as congestion was only an issue past Madingley Mulch</li> </ul> </li> </ul>
Impact on residents	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the options presented would all take away from environmental sound barriers and increase pollution along St Neots Road and Hardwick</li> </ul>
Alternative public transport	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the East-West rail proposals would negate the need for this scheme's public transport improvements</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the route options would all have a negative impact on the environment, particularly around Hardwick and on St Neots Road</li> </ul>

## Question 4: Would you like to provide any comments on the alternative options west of Bourn Airfield for access to Cambourne?

288 respondents left comments on question 4, which asked if respondents had any comments on the alternative options west of Bourn Airfield for access to Cambourne.

### Common themes

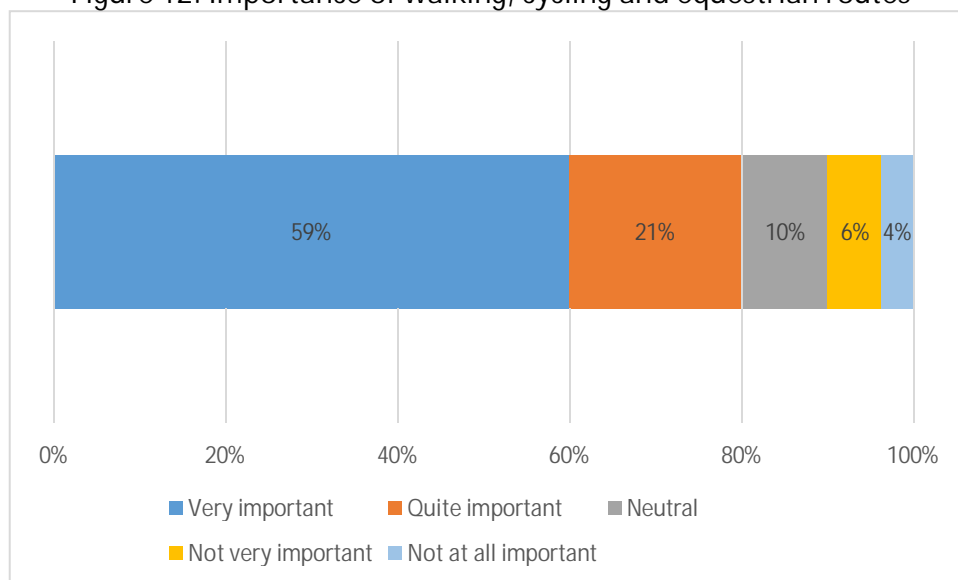
Comment theme	Respondent comments
Route A	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that Route A, through Upper Cambourne, was the better of the two route options as they felt:                             <ul style="list-style-type: none"> <li>○ It would avoid the more congested existing access to Cambourne and so be faster/more reliable</li> <li>○ It would be able to serve a greater number of homes and so attract usage</li> <li>○ It would be more aligned with the rest of the bus route entering Bourn Airfield</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme were concerned about the increased traffic and air pollution from public transport using Route A, due to its proximity to homes</li> </ul>
Route B	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that Route B, entering Cambourne from the north, was the better of the two route options as they felt: <ul style="list-style-type: none"> <li>○ The roads through Cambourne would be congested and the outer route would avoid this</li> <li>○ It would have less of an impact on residents, minimising noise and air pollution</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt that Route B would not serve as many Cambourne residents</li> </ul>
Bus stops	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that more bus stops were needed along the route in Cambourne, in order to serve the greatest number of people <ul style="list-style-type: none"> <li>○ Most of these respondents felt there needed to be a stop in Upper Cambourne</li> </ul> </li> </ul>
Other Park & Ride location	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that there should be a Park &amp; Ride site located in Cambourne, to intercept traffic early and reduce private vehicle usage</li> <li>• Some of the respondents who discussed this theme felt that there should be a Park &amp; Ride at Bourn Airfield as the area was still under development</li> </ul>
Private vehicle access	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that private vehicle access from Upper Cambourne to Broadway needed to be avoided, as the route would not be suitable for a significant increase in traffic</li> <li>• Some of the respondents who discussed this theme felt that another access route was needed for private vehicles, as well as public transport and cycles, from Upper Cambourne as current access was limited</li> </ul>
Rail link	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that a rail link was needed from Cambourne to Cambridge <ul style="list-style-type: none"> <li>○ Some of these respondents felt the proposals needed to be combined with the East-West rail proposals from Network Rail</li> <li>○ Some of these respondents felt these routes would not be needed with the East-West rail proposals</li> </ul> </li> </ul>

**Question 5: How important, if at all, is the provision of walking, cycling and equestrian routes as part of this project?**

936 respondents answered the question on how important they felt the provision of walking, cycling and equestrian routes as part of the project were. The majority of respondents felt they were important (80%).

Figure 12: Importance of walking, cycling and equestrian routes



9 stakeholders answered this question. The majority felt the provision of walking, cycling and equestrian routes as part of the project were important (89%).

**Question 5b: Would you like to provide any further comments on provision for walking, cycling or equestrians?**

370 respondents left comments on question 5b, which asked if they would like to provide any further comments on the provision for walking, cycling or equestrians.

Common themes

Comment theme	Respondent comments
Safety	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that safety improvements to walking, cycling and equestrian routes were important to encourage themselves/other users. Most of these respondents felt the current provision wasn't safe enough. These improvements included:                             <ul style="list-style-type: none"> <li>○ Ensuring the routes were well lit</li> <li>○ Segregating the routes from motorised traffic</li> <li>○ Ensuring the paths were well surfaced so as to be usable during all weather conditions</li> <li>○ Ensuring routes were maintained</li> </ul> </li> </ul>

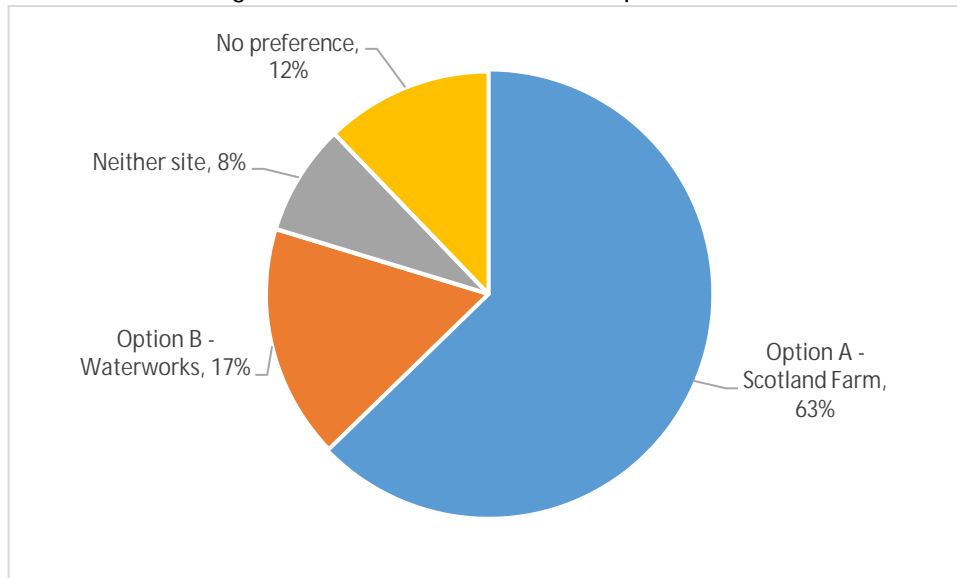
	<ul style="list-style-type: none"> <li>○ Ensuring the paths were wide enough to allow users to pass each other</li> <li>○ Ensuring crossings were limited, with sufficient time given to cross</li> </ul>
Equestrians	<ul style="list-style-type: none"> <li>● Most of the respondents who discussed this theme felt that equestrian provision should have lower priority than walking/cycling provision for this scheme, as it would have limited usage, not be used for commuting, and would not mix well with other forms of traffic</li> <li>● A few respondents felt that equestrian provision was important due to the equestrian community in the area. These respondents felt that safe access was needed to bridleways and the scheme should link to other riding routes in the area</li> </ul>
Modal shift	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that improvements to walking, cycling and equestrian provision would increase modal shift, particularly for getting to/from the new Park &amp; Ride sites</li> </ul>
Segregated routes	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that walking, cycling and equestrian provision needed to be segregated from motorised traffic <ul style="list-style-type: none"> <li>○ Some of these respondents felt that this segregation required the provision to be off-road</li> <li>○ Some of these respondents also felt that provision for non-motorised traffic needed to be segregated from each other to reduce conflict</li> </ul> </li> </ul>
Negative	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that walking, cycling and equestrian provision was not important for this scheme <ul style="list-style-type: none"> <li>○ Some of these respondents felt that provision already existed <ul style="list-style-type: none"> <li>▪ Some of these respondents felt that this provision was not used sufficiently</li> </ul> </li> <li>○ Some of these respondents felt that the usage of this provision would be too low to justify the cost</li> <li>○ Some of these respondents felt that provision would be provided by other schemes, such as the Greenways project</li> <li>○ A few of these respondents indicated they opposed the whole scheme</li> </ul> </li> </ul>

Commuting	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that improvements to walking, cycling and equestrian provision would encourage themselves/others to use the route to commute, either to/from their workplace or to/from the Park &amp; Ride sites</li> <li>• A few of the respondents who discussed this theme felt that the distance between Cambourne and Cambridge was too great for walking, cycling and equestrian to be used for commuting by the majority of users</li> </ul>
Public transport link Option 1	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that walking, cycling and equestrian provision would benefit from Option 1 of the public transport links, as they felt the route would be flatter, better surfaced, and other off-road busways were well used by non-motorised users</li> <li>• Some of the respondents who discussed this theme indicated they would not/felt others would not use cycling, walking or equestrian provision that was next to a busway. These respondents felt the speed of the buses meant it would not be safe and pollution from the buses would be detrimental to non-motorised users health</li> </ul>
Connectivity	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that walking, cycling and equestrian provision needed to connect to all the villages and locations along the route <ul style="list-style-type: none"> <li>○ A few respondents felt this scheme's provision should extend to Papworth Everard</li> <li>○ A few respondents felt the provision should also link to other routes in the area, such as the Greenways and the St Ives guided busway</li> </ul> </li> </ul>
Positive	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme left positive comments indicating their support for walking, cycling and equestrian provision</li> </ul>
Health	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that walking, cycling and equestrian provision was important for improving people's health</li> </ul>
Maintenance	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that ongoing maintenance of walking, cycling and equestrian routes was important. <ul style="list-style-type: none"> <li>○ Most of these respondents felt that current provision was not well maintained</li> <li>○ A few respondents felt that updating and maintaining the current provision would negate the need for more routes</li> </ul> </li> </ul>

**Question 6: Considering the new information presented on the proposed Park & Ride facilities, which of the new locations would you prefer?**

931 respondents answered the question on which of the Park & Ride locations they would prefer. The majority of respondents preferred 'Option A – Scotland Farm' (63%).

Figure 13: Park & Ride location preference

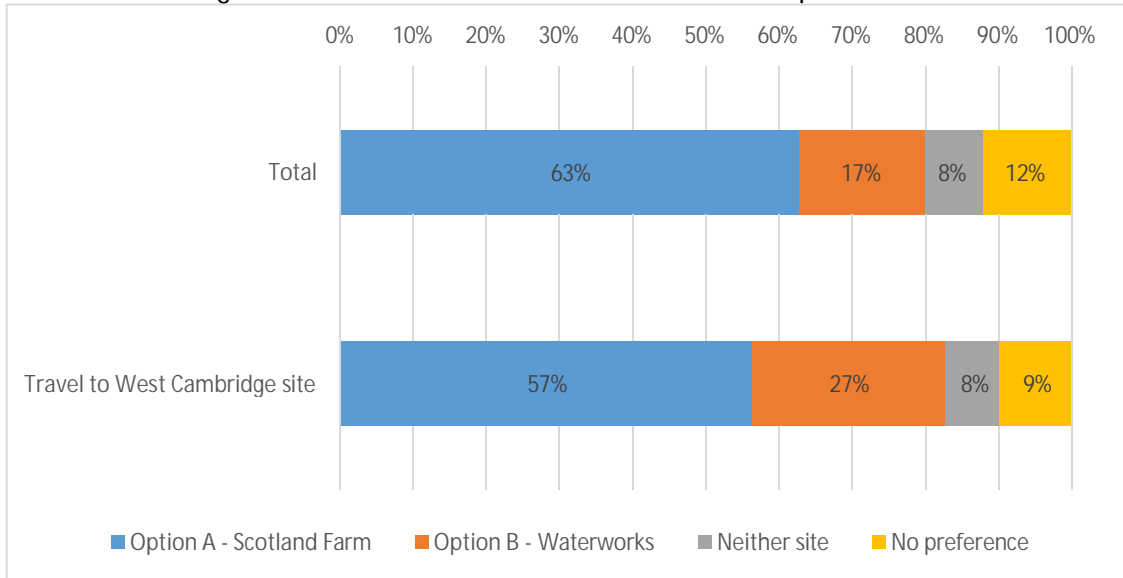


12 stakeholders answered this question. The majority of stakeholders preferred 'Option A – Scotland Farm' (58%).

**Differences in Park & Ride location preference**

Cross-tabulation of the data showed significant differences in preference for the location of the Park & Ride site by a respondents who indicated they usually travel to a 'West Cambridge site'. Noticeable differences, when compared with the overall response, are depicted in figure 14.

Figure 14: Differences in Park & Ride location preference



- More respondents who indicated they usually travel to a 'West Cambridge site' preferred the Waterworks site (27%) than the overall response

### Question 7: Would you like to provide any further comments on the proposed Park & Ride locations?

460 respondents answered question 7, which asked if they had any further comments on the proposed Park & Ride locations.

#### Preference for Scotland Farm Park & Ride

Comment theme	Respondent comments
Issues with Waterworks Park & Ride site	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme left comments about the issues they had with the Waterworks site. These included: <ul style="list-style-type: none"> <li>○ Feeling the site would have a negative impact on congestion due to its location to an already congested area</li> <li>○ The site's visibility from Madingley Hill. Respondents felt this would have a negative impact on the landscape of the area</li> <li>○ The site's negative impact on the Green Belt</li> <li>○ The site's proximity to the existing Madingley Park &amp; Ride site. Respondents felt Madingley Park &amp; Ride was already suited to serving traffic in the area.</li> <li>○ The site's proximity to Cambridge. Some of these respondents felt that those in private vehicles would continue on to Cambridge rather than switch to public transport at the Waterworks site. Some of</li> </ul> </li> </ul>

	<p>these respondents felt that this would not remove traffic early enough from the route</p> <ul style="list-style-type: none"> <li>○ The site's location was felt to risk negatively impacting on existing congestion around the M11 junction at Madingley Rise</li> </ul>
Proximity to site	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme indicated they preferred the Scotland Farm site due to their proximity to the site. Respondents felt that their proximity to, and the sites proximity to key locations such as Cambourne and Bourn Airfield, meant the site would be more accessible. These respondents also felt that this would reduce the amount of congestion in the area, as more people could access the site by foot or cycle</li> </ul>
Site access	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme indicated they preferred the Scotland Farm site as they felt it was more accessible for private vehicles, cycles and pedestrians than the Waterworks site. Respondents felt this accessibility would help ease congestion and encourage usage of the site</li> </ul>
Visual impact	<ul style="list-style-type: none"> <li>● Some of the respondents who discussed this theme indicated they preferred the Scotland Farm site as they felt the Waterworks site would have a negative impact on the landscape of the area</li> <li>● Some of the respondents who discussed this theme indicated they preferred the Scotland Farm site as it would have less impact on the landscape of the area</li> </ul>
Environment	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme indicated they preferred the Scotland Farm as it had less of an environmental impact than the Waterworks site <ul style="list-style-type: none"> <li>○ Some of these respondents indicated they were concerned the Scotland Farm site was also located on Green Belt land, but felt it would have less of an impact on ecology</li> </ul> </li> </ul>
Reduce congestion	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme indicated they preferred the Scotland Farm as they felt it would reduce congestion before the Madingley Mulch roundabout, so would be more attractive to potential users and reduce the impacts of traffic on locations along the route</li> </ul>
Public transport links	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that there needed to be public transport links to villages and locations along the route</li> </ul>



Phase 1	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme queried why the Park &amp; Ride site was being consulted on for phase 2 following the favouring of Scotland Farm from the phase 1 consultation</li> </ul>
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#### Preference for Waterworks Park & Ride site

Comment theme	Respondent comments
Issues with the Scotland Farm Park & Ride site	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme left comments about the issues they had with the Scotland Farm site. These included: <ul style="list-style-type: none"> <li>○ The sites distance from Cambridge. Some respondents felt this would make the site less attractive due to an increased time on public transport for users. Some respondents felt that this made the site less attractive for users wishing to walk or cycle into Cambridge</li> <li>○ The site's location on the opposite side of the A428 to the proposed public transport links, complicating access to the site and increasing journey times</li> <li>○ The site's proximity to Dry Drayton. Respondents felt it would increase traffic in the area and have a negative impact on residents in Dry Drayton and nearby villages</li> <li>○ Feeling that less users would be attracted to the site with the availability of the Madingley Road Park &amp; Ride site</li> </ul> </li> </ul>
Proximity to Cambridge	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they preferred the Waterworks site due to its proximity to Cambridge. Respondents felt that users would prefer a shorter journey time on public transport or would like to walk/cycle into Cambridge</li> </ul>
Proximity to proposed routes	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they preferred the Waterworks site as it was located closer to the proposed routes, resulting in a more direct route <ul style="list-style-type: none"> <li>○ A few of these respondents felt the Waterworks site had a better alignment with the off-road route than Scotland Farm</li> <li>○ A few of these respondents felt that the Waterworks site made the best use of existing road infrastructure</li> </ul> </li> </ul>
Site access	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they preferred the Waterworks site as they felt it had better access for traffic exiting/entering the M11 and A428</li> </ul>

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### Respondents who preferred neither site

Comment theme	Respondent comments
Park & Ride site in Cambourne	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that a Park &amp; Ride site should be located in or closer to Cambourne as it would reduce the number of users needing to drive to a site and remove traffic earlier on the route</li> </ul>
Increase congestion	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that both Park &amp; Ride sites would increase congestion in areas already congested, such as Madingley Hill, or in areas where it would have a negative impact on nearby residents, such as Dry Drayton and Hardwick</li> </ul>
Environment	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that neither site was suitable as they were both located on Green Belt land and would have a negative impact on the environment</li> </ul>

### Question 8: Are there any other measures, beyond the proposals set out in this consultation, which could improve the experience for public transport users between Cambourne and Cambridge?

468 respondents answered question 8, which asked if there were any other measure outside of the proposals which could improve the experience for public transport users between Cambourne and Cambridge.

#### Common themes

Comment theme	Respondent comments
Links to other locations	<ul style="list-style-type: none"> <li>Most of the respondents who discussed this theme felt that the public transport link from Cambourne needed to travel to other employment sites in Cambridge outside of the city centre, such as the Science Parks and Addenbrooke's <ul style="list-style-type: none"> <li>A few of these respondents felt these needed to be direct routes with no other stops</li> </ul> </li> <li>Some of the respondents who discussed this theme felt there should be links to Cambourne from areas further West, such as Papworth Everard</li> <li>Some of the respondents who discussed this theme felt that the Cambourne to Cambridge route needed connections to villages along the route and to other public transport routes</li> </ul>

Rail link	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme discussed the East West rail proposals <ul style="list-style-type: none"> <li>○ Some of these respondents felt the Cambourne to Cambridge proposals needed to be integrated with the East West rail proposals, linking public transport routes/Park &amp; Rides with train stations</li> <li>○ Some of these respondents felt that a rail link would be more beneficial for Cambourne to Cambridge than these proposals</li> </ul> </li> </ul>
Public transport running times	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that public transport needed to run more frequently, particularly during peak periods <ul style="list-style-type: none"> <li>○ A few of these respondents indicated that on other public transport routes buses would become full during peak periods, resulting in users being left waiting</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt that public transport needed to run more into the evenings and at weekends</li> </ul>
Cost of public transport	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that public transport costs needed to be reduced to make usage more attractive <ul style="list-style-type: none"> <li>○ A few of these respondents also felt that Park &amp; Ride sites should be free to use</li> </ul> </li> </ul>
Bus stops	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that more bus stops should be included along the route, particularly in villages along the route</li> <li>• Some of the respondents who discussed this theme felt that better facilities should be provided at bus stops, including real-time information, seating, cycle parking, and shelters</li> </ul>
Cycle routes	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that better cycle links, from Cambourne and villages along the route to Cambridge employment sites and other cycle routes, should be provided</li> </ul>
Improvements to buses	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that changes were needed to the buses. These included: <ul style="list-style-type: none"> <li>○ Quicker payment methods, such as contactless or an Oyster card system <ul style="list-style-type: none"> <li>▪ Some of these respondents felt that tickets needed to be integrated across service providers</li> </ul> </li> <li>○ More environmental friendly electric buses</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Services from companies other than Stagecoach <ul style="list-style-type: none"> <li>▪ Some of these respondents felt that the service should be council run</li> </ul> </li> <li>○ Space for cycle storage</li> <li>○ Making buses more accessible for elderly/disabled users</li> <li>○ Wi-fi on the buses and at stops</li> </ul>
Park & Ride location	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that a Park &amp; Ride should be located at Cambourne, Bourn or Caxton</li> </ul>
End of route in Cambridge	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme had concerns about the route ending at Grange Road, feeling this was an already congested area that was difficult for public transport to navigate</li> </ul>
Connection to the M11	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that improvements were needed to the connections to the M11 at Madingley Mulch in order to reduce congestion. These included directly linking the A428 with the M11, altering the traffic light timings or widening the road</li> </ul>
CAM	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme queried how these proposals would link with the CAM proposals</li> </ul>
Girton Interchange	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that the Girton Interchange needed improvements, such as improving access to the M11. <ul style="list-style-type: none"> <li>○ Some of these respondents felt that the Girton Interchange should be linked with these proposals by making it a transport hub</li> </ul> </li> </ul>

Question 9: 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.

123 respondents answered question 9, which asked if respondents had felt the proposals would either positively or negatively affect or impact on any people or groups with protected characteristics under the Equality Act 2010.

Common themes

Comment theme	Respondent comments
Disability	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that the improvements to public transport availability would benefit those with disabilities <ul style="list-style-type: none"> <li>○ Some of these respondents felt that more bus stops needed to be available to reduce the amount of travel disabled users would have to do to access public transport</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt that improvements to cycle and foot paths would positively impact on those with disabilities <ul style="list-style-type: none"> <li>○ Some of these respondents felt that paths needed to be wide enough to accommodate with those with mobility aids and other non-motorised users safely</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt that the proposals did not do enough for those with disabilities, as access to bus stops and Park &amp; Ride sites could require extensive travel</li> <li>• Some of the respondents who discussed this theme were concerned about the accessibility of public transport for disabled users, particularly in relation to the cost of use and comfort of ride</li> </ul>
Bus stop locations	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the number and location of bus stops needed to be considered in relation to those with protected characteristics to ensure the proposals did not negatively impact on them. Particular mention was made of stops in villages along the route and within Cambourne</li> </ul>
Age	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that the improvements to public transport availability would benefit younger/older users <ul style="list-style-type: none"> <li>○ Some of these respondents felt that more bus stops needed to be available to reduce the amount of travel younger/older users would have to do to access public transport</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt that improvements to cycle and foot paths would positively impact on younger/older users <ul style="list-style-type: none"> <li>○ Some of these respondents felt that paths needed to be wide enough for non-motorised users to pass each other safely</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt that the proposals did not do enough for younger/older users, as access to bus stops and Park &amp; Ride sites could require extensive travel</li> </ul>

	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme were concerned about the accessibility of public transport for younger/older users, particularly in relation to the cost of use and comfort of ride</li> <li>• A few respondents were concerned about the safety impact of increased motorised traffic along St Neots way on younger residents, particularly for those needing to cross. These respondents were also concerned about the impacts on air quality from this increased traffic</li> </ul>
Impact on residents	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned the proposals would negatively impact on residents along the route, particularly those along St Neots Road, in Hardwick and in Coton. <ul style="list-style-type: none"> <li>○ A few of these respondents felt the proposals would result in the loss of vegetation and sound proofing</li> </ul> </li> </ul>

Question 10: We welcome your views. Please use the space below if you have any further comments on the project or proposals.

268 respondents answered question 10, which asked if respondents had any further comments on the project or proposals.

#### Common themes

Comment theme	Respondent comments
Impact on residents	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the impact the proposals would have on nearby residents <ul style="list-style-type: none"> <li>○ Some of these respondents were concerned about the changes along St Neots Road, particularly to the tree line. These respondents felt the increased road space would result in the loss of noise reducing trees, an increase in motorised traffic near to homes, and a subsequent reduction in air quality and safety</li> <li>○ Some of the respondents were concerned about the impact of the proposals on villages along the route from phase 1 and 2. These respondents were concerned about increased traffic from vehicles accessing the route and Park &amp; Ride site, and queried whether public transport would service these villages</li> </ul> </li> </ul>
Rail link	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the Cambourne to Cambridge proposals should be integrated or replaced by the East West Rail proposals. These respondents</li> </ul>

	<p>felt a rail based solution would encourage modal shift and reduce congestion</p>
Links to other locations	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the public transport routes should connect to other locations <ul style="list-style-type: none"> <li>○ Some of these respondents felt the route should connect directly to other key employment sites, such as the Science Parks and Addenbrooke's</li> <li>○ Some of these respondents felt the route needed to be extended out further west to connect to locations such as Papworth Everard and Caxton</li> <li>○ Some of these respondents felt the route needed connectivity to villages along the route</li> </ul> </li> </ul>
Environment	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the environmental impact of the scheme <ul style="list-style-type: none"> <li>○ Some of these respondents were concerned about the loss of vegetation along St Neots Road and felt the replanting would not be adequate enough</li> <li>○ Some of these respondents discussed the need to ensure the ecological landscape was kept and expanded upon</li> <li>○ Some of these respondents felt the scheme would have a negative impact on the Green Belt <ul style="list-style-type: none"> <li>▪ A few of these respondents indicated their concern was around the off-road route</li> </ul> </li> </ul> </li> </ul>
Park & Ride sites	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme had issues with the Park &amp; Ride sites. These respondents felt the Park &amp; Ride sites would not solve congestion issues, as these issues were located within Cambridge city, or the Park &amp; Ride sites required increased journey time to access. These respondents also felt the sites were located too far from the beginning and end of peoples' journeys to be accessed by foot or cycle, or that the need for them would be negated by the CAM</li> <li>• Some of the respondents who discussed this theme discussed Scotland Farm <ul style="list-style-type: none"> <li>○ Some of these respondents felt that the approval of Scotland Farm from phase 1 of Cambourne to Cambridge should be respected</li> <li>○ A few of these respondents were concerned about the impact the Scotland Farm site would have on residents of Dry Drayton</li> </ul> </li> <li>• A few of the respondents who discussed this theme felt that the Waterworks site would increase travel by foot or cycle due to its proximity to Cambridge</li> </ul>

	<ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme felt that a Park &amp; Ride site should be located at Cambourne to capture users earlier in the route</li> </ul>
Cost of development	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the costs involved with the schemes' development <ul style="list-style-type: none"> <li>○ A few of these respondents felt that the East West rail proposals would negate the need for this scheme</li> <li>○ A few of these respondents were concerned about the costs involved with the off-road route</li> </ul> </li> </ul>
Speed of implementation	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the proposals needed to be implemented quickly, due to existing issues with congestion and transport accessibility</li> </ul>
End of route in Cambridge	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the route into Cambridge through Grange Road, as they felt this was an area that was already heavily congested, difficult for a bus to navigate, and of little use to passengers</li> </ul>
Public transport running times	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that public transport, both on the route and in the area, needed to run more frequently and run later in the evenings <ul style="list-style-type: none"> <li>○ Most of these respondents also felt that the cost of using public transport should be reduced</li> <li>○ Some of these respondents were concerned about the potential loss of existing bus services, feeling these needed to be kept to ensure public transport was well connected and readily accessible</li> </ul> </li> </ul>
Phase 1	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme had concerns about the maps for phase 1 within the consultation material only showing the off-road route, as they indicated they were opposed to this option</li> </ul>
Cycling/Walking routes	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they were in support of improved cycle and foot paths <ul style="list-style-type: none"> <li>○ A few of these respondents highlighted the need for cycle/foot paths to connect to villages in the area, employment sites, and areas further west such as Papworth Everard</li> </ul> </li> </ul>
M11 junction	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that congestion could be reduced by improving access to/from the M11 and A428. Suggestions included developing the Girton</li> </ul>



	Interchange, adding a slip road, or widening the road from Madingley Mulch to the M11
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## Stakeholder responses

### Background

35 responses were received on behalf of a number of different groups or organisations. 14 responses were received through the consultation survey:

Abbotsley Parish Council  
 Barton Parish Council  
 Cambridge Local Access Forum  
 Caxton Parish Council  
 CB3 Ltd  
 Comberton Parish Council  
 Countryside Properties (UK) Ltd  
 East Anglian Haulage Ltd / Madingley Mulch / Madmix  
 Great Gransden Parish Council  
 Hill Residential Ltd and Chivers Farms (Hardington) LLP  
 K4One Consulting  
 Omobono Ltd  
 Pigeon Investment Management Ltd  
 Toft Parish Council

25 responses were received through letters, emails and social media:

Bourn Parish Council  
 British Horse Society  
 Cambridge Connect  
 Cambridge Local Access Forum  
 Cambridge Past, Present & Future  
 Caxton Parish Council  
 CBAG  
 Cllr Gavin Clayton  
 Cllr Markus Gehring  
 Comberton Parish Council  
 Coton Parish Council  
 Coton View  
 Dry Drayton Parish Council  
 Hardwick Parish Council  
 Heidi Allen, MP  
 Historic England  
 National Trust  
 Natural England  
 Paragon Land and Estates Ltd

Road Haulage Association  
 Save Coton Corridor  
 Save the West Fields  
 Smarter Cambridge Transport  
 Toft Parish Council  
 Wildlife Trust

Please note, 4 stakeholders (Cambridge Local Access Forum, Caxton Parish Council, Comberton Parish Council, and Toft Parish Council) responded through the consultation survey and through other methods.

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

### Summary of common themes

Scotland Farm Park & Ride site	<ul style="list-style-type: none"> <li>• Most of the stakeholders (Great Gransden Parish Council, Omobono Ltd, Comberton Parish Council, Toft Parish Council, Hill Residential Ltd and Chivers Farms (Hardington) LLP, Pigeon Investment Management Ltd, Cambridge Local Access Forum, Hardwick Parish Council, Cambridge Past, Present &amp; Future, Heidi Allen MP, Paragon Land and Estates Ltd, Save the West Fields, Coton Parish Council, CB3 Ltd) supported the proposals for a Park &amp; Ride site at Scotland Farm as they felt:             <ul style="list-style-type: none"> <li>○ It would take car traffic off the road sooner than the Waterworks</li> <li>○ It was more accessible than the Waterworks site</li> </ul> </li> <li>• A few stakeholders opposed this site due to concerns about the impact on local residents from increased traffic and how future proof it would be (Barton Parish Council, Cambridge Connect, Smarter Cambridge Transport, Dry Drayton Parish Council)             <ul style="list-style-type: none"> <li>○ Most of these stakeholders opposed both Park &amp; Ride sites (Barton Parish Council, Cambridge Connect, Smarter Cambridge Transport)</li> </ul> </li> <li>• A few stakeholders (Historic England, Natural England) indicated they had no preference on Park &amp; Ride location at this stage but requested an environmental impact assessment</li> </ul>
Waterworks Park & Ride site	<ul style="list-style-type: none"> <li>• Most of the stakeholders (Comberton Parish Council, Barton Parish Council, Cllr Markus Gehring, Cambridge Connect, Smarter Cambridge Transport, Cambridge Local</li> </ul>

	<p>Access Forum, CBAG, Coton View, National Trust, Cambridge Past, Present &amp; Future, Save the West Fields, Coton Parish Council) opposed the proposals for a Park &amp; Ride site at Waterworks as they felt:</p> <ul style="list-style-type: none"> <li>○ It would have a negative environmental impact</li> <li>○ It would have a negative impact on local residents due to increased traffic, noise and pollution</li> <li>○ It would have a negative impact on the visual landscape of the area</li> </ul> <ul style="list-style-type: none"> <li>● A few stakeholders indicated support for the Waterworks site (Dry Drayton Parish Council, Paragon Land and Estates Ltd, CB3 Ltd) due to its proximity to Cambridge <ul style="list-style-type: none"> <li>○ Most of these stakeholders indicated they supported either Park &amp; Ride site (Paragon Land and Estates Ltd, CB3 Ltd)</li> </ul> </li> <li>● A few stakeholders (Historic England, Natural England) indicated they had no preference on Park &amp; Ride location at this stage but requested an ecological impact assessment</li> </ul>
Option 1: Off-road segregated route	<ul style="list-style-type: none"> <li>● Some stakeholders (Caxton Parish Council, Hill Residential Ltd and Chivers Farms (Hardington) LLP, Road Haulage Association, Paragon Land and Estates Ltd) indicated their support for public transport link Option 1: off-road segregated route. These respondents felt this Option: <ul style="list-style-type: none"> <li>○ Offered the best solution to improving traffic flow and public transport reliability</li> <li>○ Would allow for the easiest introduction of the CAM</li> <li>○ Would have the least construction impact on existing roads</li> </ul> </li> <li>● Some stakeholders (Smarter Cambridge Transport, CBAG, Coton View, Hardwick Parish Council, Cambridge Past, Present &amp; Future) opposed this Option as they felt it: <ul style="list-style-type: none"> <li>○ Would have a negative impact on the environment</li> <li>○ Did not have a significant cost to travel time benefit ratio</li> </ul> </li> </ul>
Environment	<ul style="list-style-type: none"> <li>● Stakeholders who discussed this theme were concerned about the environmental impact from the proposals <ul style="list-style-type: none"> <li>○ Some of these stakeholders (CBAG, Coton View, Cambridge Past, Present &amp; Future, Save the West Fields) were concerned about public transport link Option 1: off-road segregated route's impact on the Greenbelt</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Some of these stakeholders (Comberton Parish Council, Cambridge Past, Present &amp; Future, Wildlife Trust, Save the West Fields, Coton Parish Council) were concerned about the impact the Waterworks site would have on the local environment</li> <li>● A few stakeholders did not indicate any support or opposition to the proposals as they felt more information was required from ecological impact assessments (Historic England, Natural England)</li> <li>● A few stakeholders (Coton View, Save the Coton Corridor, National Trust) indicated they were opposed to the whole scheme due to the links with phase 1, which they felt would have a negative impact on the environment</li> </ul>
Cycle, pedestrian and equestrian improvements	<ul style="list-style-type: none"> <li>● Most of the stakeholders (Great Gransden Parish Council, Pigeon Investment Management Ltd, Hill Residential Ltd and Chivers Farms (Hardington) LLP, Countryside Properties (UK) Ltd, Barton Parish Council, Smarter Cambridge Transport, Cambridge Local Access Forum, British Horse Society, Natural England, Paragon Land and Estates Ltd) who discussed this theme felt that route improvements should be accessible to non-motorised users to ensure the routes are viable for as many users as possible and to encourage modal shift</li> </ul>
Option 3: On-road with public transport priority lanes	<ul style="list-style-type: none"> <li>● Some stakeholders (Great Gransden Parish Council, Comberton Parish Council, Pigeon Investment Management Ltd, Bourn Parish Council) indicated their support for public transport link Option 3: on-road with public transport priority lanes as they felt: <ul style="list-style-type: none"> <li>○ It offered a positive cost- travel time benefit ratio</li> <li>○ The segregation from traffic would improve public transport reliability</li> <li>○ It had less environmental impact than Option 1</li> </ul> </li> <li>● A few stakeholders (Smarter Cambridge Transport, Cambridge Past, Present &amp; Future, Paragon Land and Estates Ltd) indicated they were opposed to this Option as they felt it would have a negative impact on the environment and local residents</li> </ul>
Option 2: On-road with junction improvements	<ul style="list-style-type: none"> <li>● Some stakeholders (CB3 Ltd, Heidi Allen MP, Cambridge Past, Present &amp; Future) indicated their support for public transport link Option 2: on-road with junction improvements as they felt this Option offered travel time improvements for less cost and environmental impact</li> <li>● A few stakeholders (Smarter Cambridge Transport, Paragon Land Estates Ltd) indicated they were opposed to</li> </ul>

	<p>this Option as they felt it would have a negative impact on the environment and local residents</p>
<p>Consultation information</p>	<ul style="list-style-type: none"> <li>• Some of the stakeholders (K4One Consulting, Heidi Allen MP, Road Haulage Association) who discussed this theme were concerned about the cost calculations in the scheme information, including the exclusion of potential land costs and potential costs of using the public transport link for users</li> <li>• Some of the stakeholders (Cambridge Past, Present &amp; Future, Wildlife Trust, Historic England, Natural England) who discussed this theme felt that ecological surveys needed to be conducted with the results publicised</li> <li>• A few of the stakeholders (Bourn Parish Council, Coton View) sought confirmation that the leaflet and information was being delivered to their areas</li> </ul>
<p>End of route in Cambridge</p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme (Omobono Ltd, Cllr Markus Gehring, Cambridge Connect, Smarter Cambridge Transport, Save the West Fields) were concerned about the route of the scheme into Cambridge. These stakeholders felt that Grange Road would be difficult for public transport to access and where congestion would be worst.</li> </ul>
<p>Improve public transport</p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme (Great Gransden Parish Council, Hill Residential Ltd and Chivers Farms (Hardington) LLP, Barton Parish Council, Smarter Cambridge Transport, Cllr Gavin Clayton, Paragon Land and Estates Ltd) felt that other improvements needed to be made to public transport, including better links to villages and employment sites, expanded running times, better waiting facilities, more environmentally friendly vehicles, and lower costs</li> </ul>
<p>Girton Interchange</p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme (Barton Parish Council, Cambridge Connect, Smarter Cambridge Transport, Cambridge Past, Present &amp; Future, Save the West Fields) felt that the development of the Girton Interchange would offer a greater improvement to the reduction of congestion and connectivity of public transport</li> </ul>
<p>Cambourne end of route</p>	<ul style="list-style-type: none"> <li>• Some of the stakeholders who discussed this theme (Hill Residential Ltd and Chivers Farms (Hardington) LLP, Barton Parish Council, Bourn Parish Council) felt that Route A was more suitable for Cambourne residents and offer the quickest route</li> </ul>

	<ul style="list-style-type: none"> <li>Some of the stakeholders who discussed this theme (Bourn Parish Council, Cambridge Past, Present &amp; Future) felt Route B would be less attractive as it was less direct</li> </ul>
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## Email, social media and consultation event responses

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

### Summary of common themes

Comment theme	Respondent comments
Park & Ride sites	<ul style="list-style-type: none"> <li>Some of the respondents who discussed this theme indicated their support for the Scotland Farm Park &amp; Ride site. These respondents felt it would have less of an environmental and visual impact than the Waterworks site, and because it would be easier to access</li> <li>Some of the respondents who discussed this theme felt that a Park &amp; Ride site would be better located within, or closer to, Cambourne</li> <li>Some of the respondents who discussed this theme indicated their opposition to the Waterworks site, as they felt it would have a negative impact on the environment and visual landscape.</li> <li>A few of the respondents who discussed this theme indicated they were opposed to the Scotland Farm site, as they felt it would have a negative impact on Dry Drayton from an increase in traffic seeking access to the site</li> </ul>
Impact on residents	<ul style="list-style-type: none"> <li>Most of the respondents who discussed this theme were concerned about the proposals' impact on St Neots Road. These respondents felt the loss of tree line would result in greater noise pollution and environmental damage. These respondents were also concerned about the loss of access, impacts on health and a reduction in safety for residents from the increased traffic <ul style="list-style-type: none"> <li>Some of these respondents felt the public transport link could make better use of the existing A428 road infrastructure</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ A few of these respondents felt the tree line could be replaced by an improved barrier to mitigate noise pollution</li> <li>● A few of the respondents who discussed this theme felt the Scotland Farm Park &amp; Ride site would have a negative impact on Dry Drayton from an increase in traffic seeking access to the site</li> </ul>
Current bus service	<ul style="list-style-type: none"> <li>● Most of the respondents who discussed this theme indicated there were issues with the current bus service provision. These respondents felt that services needed to run more frequently, later into the evening and reliably as well as be less costly to use</li> <li>● A few of the respondents who discussed this theme felt that the proposals would not offer enough of an improvement to bus services to attract use. These respondents felt the East West rail proposals offered a better solution</li> </ul>
Rail link	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt the East West rail proposals needed to be taken into consideration <ul style="list-style-type: none"> <li>○ Some of the respondents felt the East West rail proposals offered more of an improvement to transport and funding for Cambourne to Cambridge should be spent elsewhere</li> <li>○ Some of these respondents felt the Cambourne to Cambridge scheme and East West rail proposals needed to fit together</li> </ul> </li> </ul>
Positive	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme left general positive comments about the proposals, feeling it was needed in the area</li> </ul>
Cost of development	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme were concerned about the costs involved with developing these proposals <ul style="list-style-type: none"> <li>○ Some of these respondents felt the East West rail proposals would improve transport in the area, so costs could be saved on this scheme</li> </ul> </li> </ul>

## Appendices

### Appendix 1: Respondent profile breakdown

#### Respondent location

		Figure	% of total	Coded responses
Total respondents		954	100.00%	
Parish	Abbotsley	1	0.10%	
	Bar Hill	1	0.10%	Coton to Caldecote
	Barton	3	0.31%	Coton to Caldecote
	Bourn	14	1.47%	Cambourne and further West
	Boxworth	6	0.63%	Coton to Caldecote
	Caldecote	40	4.19%	Coton to Caldecote
	Cambourne	231	24.21%	Cambourne and further West
	Caxton	7	0.73%	Cambourne and further West
	Childerley	1	0.10%	Coton to Caldecote
	Comberton	43	4.51%	Coton to Caldecote
	Coton	45	4.72%	Coton to Caldecote
	Cottenham	1	0.10%	
	Downham	1	0.10%	
	Dry Drayton	27	2.83%	Coton to Caldecote
	Elsworth	13	1.36%	Cambourne and further West
	Eltisley	1	0.10%	Cambourne and further West
	Fowlmere	1	0.10%	
	Fulbourn	2	0.21%	



	Gamlingay	2	0.21%	
	Girton	1	0.10%	
	Godmanchester	1	0.10%	
	Grantchester	1	0.10%	
	Great Gransden	3	0.31%	Cambourne and further West
	Hardwick	105	11.01%	Coton to Caldecote
	Haslingfield	1	0.10%	
	Hauxton	1	0.10%	
	Hilton	1	0.10%	Cambourne and further West
	Histon	3	0.31%	
	Huntingdon	1	0.10%	
	Knapwell	5	0.52%	Cambourne and further West
	Little Paxton	1	0.10%	
	Madingley	24	2.52%	Coton to Caldecote
	Milton	3	0.31%	
	Offord Cluny and Offord D'Arcy	1	0.10%	
	Orwell	1	0.10%	
	Papworth Everard	37	3.88%	Cambourne and further West
	Sawston	1	0.10%	
	St Ives	1	0.10%	
	St Neots	4	0.42%	
	Swavesey	1	0.10%	
	Toft	1	0.10%	Coton to Caldecote
	Whittlesford	1	0.10%	
	Willingham	1	0.10%	
Ward	Abbey	2	0.21%	
	Arbury	2	0.21%	
	Castle	8	0.84%	
	King's Hedges	2	0.21%	
	Newnham	43	4.51%	
	Petersfield	1	0.10%	
	Queen Edith's	3	0.31%	
	Romsey	1	0.10%	
	Trumpington	8	0.84%	
	West Chesterton	3	0.31%	
	Outside Cambridgeshire	5	0.52%	
	Respondents with no parish/ward data	236	24.74%	

Respondent profile:

Respondent type	Figure	% of total respondents
Total respondents:	954	100.00%

Interest in project:		
Resident in Cambridge	137	14.4%
Resident in South Cambridgeshire	756	79.4%
Resident elsewhere	33	3.5%
Local business owner/employer	42	4.4%
Regularly travel in the A428/A1303 area	672	70.6%
Occasionally travel in the A428/A1303 area	105	11.0%
Other	10	1.1%
Total	952	

Usual mode of travel on the A428/A1303:		
Car driver	787	84.7%
Car passenger	176	18.9%
Van or lorry driver	12	1.3%
Powered two-wheeler	33	3.6%
Bus	242	26.0%
Cycle	213	22.9%
On foot	65	7.0%
Not applicable	27	2.9%
Total	929	

Destination if regularly travelling on the A428/A1303:		
Cambourne	383	45.6%
Cambridge Business/Science Parks	113	13.5%
Cambridge Biomedical Campus (including Addenbooke's Hospital)	178	21.2%
Cambridge City Centre	553	65.9%
North West Cambridge site	73	8.7%
St Neots	208	24.8%
West Cambridge site	132	15.7%
Other	139	16.6%
Don't use these roads	9	1.1%
Total	839	

Age range:		
Under 15	5	0.5%
15-24	30	3.2%
25-34	107	11.4%
35-44	174	18.6%
45-54	206	22.0%

55-64	157	16.7%
65-74	159	17.0%
75 and above	70	7.5%
Prefer not to say	21	2.2%
	Total	938

Employment status:		
In education	40	4.3%
Employed	533	56.8%
Self-employed	83	8.8%
A home-based worker	30	3.2%
A stay at home parent, carer or similar	13	1.4%
Retired	232	24.7%
Prefer not to say	27	2.9%
Other	12	1.3%
	Total	938

Disability		
Yes	47	5.1%
No	840	91.4%
Prefer not to say	32	3.5%
	Total	919

Location:		
Cambourne and further West	312	32.7%
Coton to Caldecote	296	31.0%

### Question 2: Responses broken down by respondent profile

	Daily	Weekly	Fortnightly	Monthly	Never	Don't know	Total
Total	291 (30.6%)	228 (24%)	68 (7.2%)	103 (10.8%)	101 (10.6%)	159 (16.7%)	950
Interest in project:							
Resident in Cambridge	28 (20.6%)	15 (11%)	11 (8.1%)	25 (18.4%)	24 (17.6%)	33 (24.3%)	136
Resident in South Cambridgeshire	256 (33.9%)	193 (25.6%)	51 (6.8%)	70 (9.3%)	71 (9.4%)	114 (15.1%)	755
Resident elsewhere	11 (33.3%)	9 (27.3%)	4 (12.1%)	3 (9.1%)	3 (9.1%)	3 (9.1%)	33
Local business owner/employer	13 (31%)	8 (19%)	3 (7.1%)	5 (11.9%)	5 (11.9%)	8 (19%)	42
Regularly travel in the A428/A1303 area	255 (37.9%)	171 (25.4%)	50 (7.4%)	59 (8.8%)	52 (7.7%)	85 (12.6%)	672
Occasionally travel in the	2 (1.9%)	17 (16.2%)	1 (11.4%)	22 (21%)	18 (17.1%)	34 (32.4%)	105

A428/A1303 area			2 )		)	)	
Other	5 (55.6%)	1 (11.1%)	0 (0%)	0 (0%)	2 (22.2%)	1 (11.1%)	9
Usual mode of travel on the A428/A1303:							
Car Driver	241 (30.7%)	200 (25.4%)	64 (8.1%)	90 (11.5%)	69 (8.8%)	122 (15.5%)	786
Car passenger	56 (31.8%)	47 (26.7%)	14 (8%)	15 (8.5%)	20 (11.4%)	24 (13.6%)	176
Van or lorry driver	4 (33.3%)	1 (8.3%)	1 (8.3%)	2 (16.7%)	2 (16.7%)	2 (16.7%)	12
Powered two-wheeler	12 (36.4%)	6 (18.2%)	2 (6.1%)	6 (18.2%)	6 (18.2%)	1 (3%)	33
Bus	95 (39.3%)	78 (32.2%)	23 (9.5%)	23 (9.5%)	4 (1.7%)	19 (7.9%)	242
Cycle	85 (39.9%)	54 (25.4%)	8 (3.8%)	17 (8%)	22 (10.3%)	27 (12.7%)	213
On foot	16 (24.6%)	16 (24.6%)	8 (12.3%)	2 (3.1%)	8 (12.3%)	15 (23.1%)	65
Not applicable	1 (3.7%)	1 (3.7%)	0 (0%)	2 (7.4%)	9 (33.3%)	14 (51.9%)	27
Destination if regularly travelling on the A428/A1303:							
Cambourne	118 (30.9%)	113 (29.6%)	32 (8.4%)	40 (10.5%)	29 (7.6%)	50 (13.1%)	382
Cambridge Business/Science Parks	51 (45.1%)	22 (19.5%)	6 (5.3%)	4 (3.5%)	14 (12.4%)	16 (14.2%)	113
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	74 (41.8%)	42 (23.7%)	14 (7.9%)	18 (10.2%)	10 (5.6%)	19 (10.7%)	177
Cambridge city centre	175 (31.7%)	175 (31.7%)	50 (9.1%)	43 (7.8%)	36 (6.5%)	73 (13.2%)	552
North West Cambridge site	23 (31.5%)	9 (12.3%)	7 (9.6%)	11 (15.1%)	6 (8.2%)	17 (23.3%)	73
St Neots	54 (26.1%)	65 (31.4%)	27 (13%)	25 (12.1%)	14 (6.8%)	22 (10.6%)	207
West Cambridge site	53 (40.2%)	19 (14.4%)	7 (5.3%)	15 (11.4%)	13 (9.8%)	25 (18.9%)	132
Other	28 (20.3%)	32 (23.2%)	16 (11.6%)	16 (11.6%)	16 (11.6%)	30 (21.7%)	138
I don't use these roads	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (33.3%)	6 (66.7%)	9
Age range:							
Under 15	0 (0%)	2 (40%)	0 (0%)	1 (20%)	1 (20%)	1 (20%)	5
15-24	20 (66.7%)	1 (3.3%)	1 (3.3%)	3 (10%)	4 (13.3%)	1 (3.3%)	30
25-34	47 (43.9%)	17 (15.9%)	6 (5.6%)	8 (7.5%)	12 (11.2%)	17 (15.9%)	107

					)	)	
35-44	67 (38.5%)	47 (27%)	1 (6.3%) 1	21 (12.1%) )	14 (8%)	14 (8%)	174
45-54	82 (39.8%)	37 (18%) )	1 (5.8%) 2	13 (6.3%)	23 (11.2%) )	39 (18.9%) )	206
55-64	38 (24.4%)	38 (24.4%) )	1 (7.1%) 1	15 (9.6%)	20 (12.8%) )	34 (21.8%) )	156
65-74	19 (12%)	55 (34.8%) )	1 (10.8%) 7	20 (12.7%) )	16 (10.1%) )	31 (19.6%) )	158
75 and above	4 (5.7%)	22 (31.4%) )	9 (12.9%) )	14 (20%)	9 (12.9%) )	12 (17.1%) )	70
Prefer not to say	8 (40%)	4 (20%) )	0 (0%)	5 (25%)	0 (0%)	3 (15%)	20
Employment status:							
In education	20 (50%)	7 (17.5%) )	1 (2.5%)	3 (7.5%)	7 (17.5%) )	2 (5%)	40
Employed	224 (42%)	10 (18.8%) 0	3 (6.2%) 3	41 (7.7%)	51 (9.6%)	84 (15.8%) )	533
Self-employed	22 (26.8%)	20 (24.4%) )	7 (8.5%)	14 (17.1%) )	8 (9.8%)	11 (13.4%) )	82
A home-based worker	7 (23.3%)	12 (40%) )	1 (3.3%)	4 (13.3%) )	3 (10%)	3 (10%)	30
A stay at home parent, carer or similar	3 (23.1%)	3 (23.1%) )	2 (15.4%) )	2 (15.4%) )	2 (15.4%) )	1 (7.7%)	13
Retired	21 (9.1%)	80 (34.8%) )	2 (11.3%) 6	37 (16.1%) )	26 (11.3%) )	40 (17.4%) )	230
Prefer not to say	4 (14.8%)	5 (18.5%) )	0 (0%)	3 (11.1%) )	2 (7.4%)	13 (48.1%) )	27
Other	2 (16.7%)	3 (25%) )	1 (8.3%)	1 (8.3%)	1 (8.3%)	4 (33.3%) )	12
Disability							
	12 (26.1%)	14 (30.4%) )	2 (4.3%)	5 (10.9%) )	4 (8.7%)	9 (19.6%) )	46
Location:							
Cambourne	111 (48.1%)	64 (27.7%) )	1 (6.1%) 4	19 (8.2%)	8 (3.5%)	15 (6.5%)	231
Hardwick	28 (26.9%)	31 (29.8%) )	1 (9.6%) 0	10 (9.6%)	10 (9.6%)	15 (14.4%) )	104
Cambourne and further West	127 (44.1%)	78 (27.1%) )	2 (8%) 3	24 (8.3%)	15 (5.2%)	21 (7.3%)	288
Coton to Caldecote	73 (25.3%)	77 (26.6%) )	2 (7.6%) 2	30 (10.4%) )	32 (11.1%) )	55 (19%)	289
Route Preference							
Option 1: Off-road	188 (41.4%)	11 (26.2%) 9	3 (7.5%) 4	43 (9.5%)	25 (5.5%)	45 (9.9%)	454
Option 2: On-road with junction	32 (17.8%)	51 (28.3%) )	1 (8.9%) 6	15 (8.3%)	29 (16.1%) )	37 (20.6%) )	180

improvements								
Option 3: On-road with priority lanes	45 (23.4%)	40 (20.8%)	13 (6.8%)	32 (16.7%)	16 (8.3%)	46 (24%)	192	
None of the options	14 (16.9%)	11 (13.3%)	3 (3.6%)	8 (9.6%)	27 (32.5%)	20 (24.1%)	83	
Don't know	12 (32.4%)	5 (13.5%)	2 (5.4%)	5 (13.5%)	2 (5.4%)	11 (29.7%)	37	

Park & Ride site preference							
Scotland Farm	173 (29.7%)	145 (24.9%)	43 (7.4%)	69 (11.8%)	57 (9.8%)	96 (16.5%)	583
Waterworks	64 (40.3%)	37 (23.3%)	15 (9.4%)	16 (10.1%)	11 (6.9%)	16 (10.1%)	159
Neither site	10 (13.3%)	16 (21.3%)	4 (5.3%)	10 (13.3%)	21 (28%)	14 (18.7%)	75
No preference	40 (35.7%)	27 (24.1%)	6 (5.4%)	6 (5.4%)	7 (6.3%)	26 (23.2%)	112

### Question 3: Responses broken down by respondent profile

	Option 1: Off-road	Option 2: On-road with junction improvements	Option 3: On-road with public transport priority lanes	Don't know	None of the above	Total
Total	45 (47.9%) 4	18 (19%) 0	19 (20.4%) 3	3 (3.9%) 7	83 (8.8%)	947
Interest in project:						
Resident in Cambridge	51 (37.8%)	29 (21.5%)	39 (28.9%)	7 (5.2%)	9 (6.7%)	135
Resident in South Cambridgeshire	37 (50.3%) 9	14 (19.8%) 9	13 (18.1%) 6	2 (3.2%) 4	65 (8.6%)	753
Resident elsewhere	10 (30.3%)	4 (12.1%)	10 (30.3%)	6 (18.2%)	3 (9.1%)	33
Local business owner/employer	22 (52.4%)	9 (21.4%)	6 (14.3%)	2 (4.8%)	3 (7.1%)	42
Regularly travel in the A428/A1303 area	35 (52.8%) 4	11 (17.6%) 8	11 (17.7%) 9	2 (3.6%) 4	56 (8.3%)	671
Occasionally travel in the A428/A1303 area	38 (36.5%)	3 (29.8%) 1	28 (26.9%)	2 (1.9%)	5 (4.8%)	104
Other	3 (33.3%)	2 (22.2%)	2 (22.2%)	1 (11.1%)	1 (11.1%)	9

Usual mode of travel on the A428/A1303:						
Car Driver	38 3 )	16 3 (20.8%)	14 9 (19%)	2 6 (3.3%)	62 (7.9%)	783
Car passenger	83 )	4 0 (22.7%)	35 ) (19.9%)	4 ) (2.3%)	14 (8%)	176
Van or lorry driver	4 ) (33.3%)	2 ) (16.7%)	3 ) (25%)	0 ) (0%)	3 (25%)	12
Powered two-wheeler	18 ) (54.5%)	6 ) (18.2%)	5 ) (15.2%)	0 ) (0%)	4 ) (12.1%)	33
Bus	11 5 ) (47.5%)	3 8 (15.7%)	54 ) (22.3%)	1 3 (5.4%)	22 (9.1%)	242
Cycle	99 ) (46.5%)	4 4 (20.7%)	46 ) (21.6%)	9 ) (4.2%)	15 (7%)	213
On foot	12 ) (18.5%)	1 7 (26.2%)	22 ) (33.8%)	3 ) (4.6%)	11 ) (16.9%)	65
Not applicable	11 ) (40.7%)	5 ) (18.5%)	6 ) (22.2%)	3 ) (11.1%)	2 (7.4%)	27
Destination if regularly travelling on the A428/A1303:						
Cambourne	18 2 ) (47.9%)	7 5 (19.7%)	78 ) (20.5%)	1 5 (3.9%)	30 (7.9%)	380
Cambridge Business/Science Parks	60 ) (53.6%)	2 5 (22.3%)	16 ) (14.3%)	2 ) (1.8%)	9 (8%)	112
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	85 ) (48.9%)	3 3 (19%)	33 ) (19%)	8 ) (4.6%)	15 (8.6%)	174
Cambridge city centre	27 8 ) (50.6%)	10 4 (18.9%)	11 1 ) (20.2%)	2 2 (4%)	34 (6.2%)	549
North West Cambridge site	27 ) (37.5%)	1 7 (23.6%)	18 ) (25%)	2 ) (2.8%)	8 ) (11.1%)	72
St Neots	10 6 ) (51.7%)	3 9 (19%)	41 ) (20%)	8 ) (3.9%)	11 (5.4%)	205
West Cambridge site	55 ) (41.7%)	2 7 (20.5%)	31 ) (23.5%)	9 ) (6.8%)	10 (7.6%)	132
Other	47 ) (34.1%)	3 4 (24.6%)	31 ) (22.5%)	4 ) (2.9%)	22 ) (15.9%)	138
I don't use these roads	4 ) (44.4%)	2 ) (22.2%)	2 ) (22.2%)	0 ) (0%)	1 ) (11.1%)	9
Age range:						
Under 15	3 ) (60%)	0 ) (0%)	0 ) (0%)	0 ) (0%)	2 (40%)	5
15-24	13 ) (43.3%)	7 ) (23.3%)	6 ) (20%)	2 ) (6.7%)	2 (6.7%)	30
25-34	56 ) (52.8%)	1 3 (12.3%)	26 ) (24.5%)	4 ) (3.8%)	7 (6.6%)	106
35-44	11 2 ) (64.4%)	2 9 (16.7%)	24 ) (13.8%)	5 ) (2.9%)	4 (2.3%)	174

45-54	11 (53.4%) 0 )	3 (16%) 3	38 (18.4%) )	4 (1.9%)	21 (10.2%) )	206
55-64	65 (41.7%) )	3 (22.4%) 5	27 (17.3%) )	8 (5.1%)	21 (13.5%) )	156
65-74	56 (35.9%) )	4 (25.6%) 0	39 (25%)	8 (5.1%)	13 (8.3%)	156
75 and above	20 (29%)	1 (26.1%) 8	21 (30.4%) )	5 (7.2%)	5 (7.2%)	69
Prefer not to say	5 (23.8%) )	3 (14.3%)	9 (42.9%) )	0 (0%)	4 (19%)	21
Employment status:						
In education	17 (42.5%) )	6 (15%)	10 (25%)	2 (5%)	5 (12.5%) )	40
Employed	29 (55.8%) 7 )	9 (17.3%) 2	91 (17.1%) )	1 (3.4%) 8	34 (6.4%)	532
Self-employed	33 (39.8%) )	1 (20.5%) 7	22 (26.5%) )	3 (3.6%)	8 (9.6%)	83
A home-based worker	12 (40%)	7 (23.3%)	3 (10%)	3 (10%)	5 (16.7%) )	30
A stay at home parent, carer or similar	6 (46.2%) )	3 (23.1%)	1 (7.7%)	0 (0%)	3 (23.1%) )	13
Retired	82 (36.1%) )	5 (24.2%) 5	54 (23.8%) )	1 (5.3%) 2	24 (10.6%) )	227
Prefer not to say	9 (33.3%) )	4 (14.8%)	10 (37%)	1 (3.7%)	3 (11.1%) )	27
Other	4 (33.3%) )	2 (16.7%)	4 (33.3%) )	0 (0%)	2 (16.7%) )	12
Disability						
Disability	20 (43.5%) )	7 (15.2%)	12 (26.1%) )	4 (8.7%)	3 (6.5%)	46
Location:						
Cambourne	16 (72.6%) 7 )	1 (7.8%) 8	35 (15.2%) )	1 (0.4%)	9 (3.9%)	230
Hardwick	41 (39.4%) )	2 (21.2%) 2	10 (9.6%)	5 (4.8%)	26 (25%)	104
Cambourne and further West						
Cambourne and further West	20 (71.4%) 5 )	3 (10.5%) 0	41 (14.3%) )	2 (0.7%)	9 (3.1%)	287
Coton to Caldecote						
Coton to Caldecote	10 (34.6%) 0 )	7 (26.6%) 7	62 (21.5%) )	1 (4.8%) 4	36 (12.5%) )	289
Park & Ride site preference						
Scotland Farm	28 (49.3%) 7 )	11 (19.4%) 3	13 (23%) 4	1 (2.4%) 4	34 (5.8%)	582
Waterworks	88 (55.7%) )	3 (22.2%) 5	25 (15.8%) )	5 (3.2%)	5 (3.2%)	158
Neither site	10 (13.3%)	1 (18.7%)	9 (12%)	4 (5.3%)	38 (50.7%)	75



	)	4		)		
No preference	60 (53.6%) )	1 (14.3%) 6	21 (18.8%) )	1 (10.7%) 2 )	3 (2.7%)	112
Stakeholder	5 (45.5%) )	2 (18.2%)	3 (27.3%) )	0 (0%)	1 (9.1%)	11

Question 5: Responses broken down by respondent profile

	Very important	Quite important	Neutral	Not very important	Not at all important	Total
Total	556 (59.4%)	192 (20.5%)	94 (10%)	59 (6.3%)	35 (3.7%)	936
Interest in project:						
Resident in Cambridge	85 (63%)	25 (18.5%)	11 (8.1%)	8 (5.9%)	6 (4.4%)	135
Resident in South Cambridgeshire	454 (60.5%)	148 (19.7%)	75 (10%)	44 (5.9%)	29 (3.9%)	750
Resident elsewhere	13 (39.4%)	11 (33.3%)	6 (18.2%)	2 (6.1%)	1 (3%)	33
Local business owner/employer	27 (65.9%)	7 (17.1%)	2 (4.9%)	1 (2.4%)	4 (9.8%)	41
Regularly travel in the A428/A1303 area	406 (60.9%)	138 (20.7%)	58 (8.7%)	41 (6.1%)	24 (3.6%)	667
Occasionally travel in the A428/A1303 area	54 (51.4%)	22 (21%)	17 (16.2%)	7 (6.7%)	5 (4.8%)	105
Other	6 (66.7%)	2 (22.2%)	1 (11.1%)	0 (0%)	0 (0%)	9
Usual mode of travel on the A428/A1303:						
Car Driver	459 (58.9%)	165 (21.2%)	78 (10%)	45 (5.8%)	32 (4.1%)	779
Car passenger	105 (60.3%)	34 (19.5%)	22 (12.6%)	8 (4.6%)	5 (2.9%)	174
Van or lorry driver	4 (33.3%)	5 (41.7%)	1 (8.3%)	1 (8.3%)	1 (8.3%)	12
Powered two-wheeler	19 (61.3%)	6 (19.4%)	3 (9.7%)	2 (6.5%)	1 (3.2%)	31
Bus	143 (59.3%)	52 (21.6%)	25 (10.4%)	18 (7.5%)	3 (1.2%)	241
Cycle	165 (77.8%)	24 (11.3%)	11 (5.2%)	7 (3.3%)	5 (2.4%)	212
On foot	43 (67.2%)	9 (14.1%)	5 (7.8%)	4 (6.3%)	3 (4.7%)	64

Not applicable	20 (74.1%)	4 (14.8%)	2 (7.4%)	0 (0%)	1 (3.7%)	27
Destination if regularly travelling on the A428/A1303:						
Cambourne	220 (57.9%)	85 (22.4%)	38 (10%)	22 (5.8%)	15 (3.9%)	380
Cambridge Business/Science Parks	65 (57.5%)	22 (19.5%)	10 (8.8%)	8 (7.1%)	8 (7.1%)	113
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	103 (58.5%)	33 (18.8%)	18 (10.2%)	14 (8%)	8 (4.5%)	176
Cambridge city centre	334 (60.8%)	115 (20.9%)	48 (8.7%)	33 (6%)	19 (3.5%)	549
North West Cambridge site	41 (56.2%)	20 (27.4%)	5 (6.8%)	5 (6.8%)	2 (2.7%)	73
St Neots	128 (61.8%)	42 (20.3%)	15 (7.2%)	12 (5.8%)	10 (4.8%)	207
West Cambridge site	82 (63.6%)	24 (18.6%)	12 (9.3%)	9 (7%)	2 (1.6%)	129
Other	69 (50.7%)	37 (27.2%)	19 (14%)	8 (5.9%)	3 (2.2%)	136
I don't use these roads	5 (55.6%)	2 (22.2%)	2 (22.2%)	0 (0%)	0 (0%)	9
Age range:						
Under 15	1 (20%)	1 (20%)	1 (20%)	2 (40%)	0 (0%)	5
15-24	15 (50%)	5 (16.7%)	5 (16.7%)	2 (6.7%)	3 (10%)	30
25-34	65 (60.7%)	25 (23.4%)	11 (10.3%)	3 (2.8%)	3 (2.8%)	107
35-44	116 (67.1%)	34 (19.7%)	10 (5.8%)	9 (5.2%)	4 (2.3%)	173
45-54	129 (63.5%)	34 (16.7%)	22 (10.8%)	12 (5.9%)	6 (3%)	203
55-64	95 (61.3%)	30 (19.4%)	14 (9%)	9 (5.8%)	7 (4.5%)	155
65-74	80 (50.6%)	32 (20.3%)	24 (15.2%)	13 (8.2%)	9 (5.7%)	158
75 and above	31 (44.9%)	22 (31.9%)	6 (8.7%)	8 (11.6%)	2 (2.9%)	69
Prefer not to say	11 (52.4%)	8 (38.1%)	0 (0%)	1 (4.8%)	1 (4.8%)	21
Employment status:						
In education	16 (40%)	12 (30%)	6 (15%)	5 (12.5%)	1 (2.5%)	40
Employed	342 (64.5%)	93 (17.5%)	53 (10%)	23 (4.3%)	19 (3.6%)	530

Self-employed	54 (65.9%)	17 (20.7%)	3 (3.7%)	6 (7.3%)	2 (2.4%)	82
A home-based worker	22 (75.9%)	2 (6.9%)	3 (10.3%)	2 (6.9%)	0 (0%)	29
A stay at home parent, carer or similar	10 (76.9%)	0 (0%)	2 (15.4%)	1 (7.7%)	0 (0%)	13
Retired	110 (48.2%)	61 (26.8%)	27 (11.8%)	20 (8.8%)	10 (4.4%)	228
Prefer not to say	14 (53.8%)	6 (23.1%)	1 (3.8%)	1 (3.8%)	4 (15.4%)	26
Other	8 (66.7%)	2 (16.7%)	0 (0%)	1 (8.3%)	1 (8.3%)	12

Disability	23 (48.9%)	7 (14.9%)	9 (19.1%)	4 (8.5%)	4 (8.5%)	47
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Location:

Cambourne	151 (65.4%)	44 (19%)	21 (9.1%)	10 (4.3%)	5 (2.2%)	231
Hardwick	62 (60.2%)	20 (19.4%)	10 (9.7%)	10 (9.7%)	1 (1%)	103

Cambourne and further West	187 (64.9%)	56 (19.4%)	24 (8.3%)	14 (4.9%)	7 (2.4%)	288
Coton to Caldecote	164 (57.5%)	60 (21.1%)	30 (10.5%)	24 (8.4%)	7 (2.5%)	285

Route preference:

Option 1: Off-road	309 (69.3%)	84 (18.8%)	26 (5.8%)	16 (3.6%)	11 (2.5%)	446
Option 2: On-road with junction improvements	91 (51.1%)	47 (26.4%)	22 (12.4%)	9 (5.1%)	9 (5.1%)	178
Option 3: On-road with priority lanes	110 (57.9%)	41 (21.6%)	18 (9.5%)	16 (8.4%)	5 (2.6%)	190
None of the options	21 (26.3%)	14 (17.5%)	21 (26.3%)	16 (20%)	8 (10%)	80
Don't know	22 (59.5%)	4 (10.8%)	7 (18.9%)	2 (5.4%)	2 (5.4%)	37

Park & Ride site preference

Scotland Farm	347 (59.7%)	121 (20.8%)	63 (10.8%)	32 (5.5%)	18 (3.1%)	581
Waterworks	98 (62%)	37 (23.4%)	9 (5.7%)	10 (6.3%)	4 (2.5%)	158
Neither site	29 (40.3%)	13 (18.1%)	9 (12.5%)	12 (16.7%)	9 (12.5%)	72
No preference	72 (64.3%)	21 (18.8%)	11 (9.8%)	4 (3.6%)	4 (3.6%)	112

			(%)			
Stakeholder	5 (55.6%)	3 (33.3%)	0 (0%)	1 (11.1%)	0 (0%)	9

Question 6: Responses broken down by respondent profile

	Option A - Scotland Farm	Option B - Waterworks	Neither site	No preference	Total
Total	585 (62.8%)	159 (17.1%)	75 (8.1%)	112 (12%)	931
Interest in project:					
Resident in Cambridge	78 (59.5%)	21 (16%)	11 (8.4%)	21 (16%)	131
Resident in South Cambridgeshire	484 (64.5%)	128 (17.1%)	58 (7.7%)	80 (10.7%)	750
Resident elsewhere	13 (41.9%)	13 (41.9%)	1 (3.2%)	4 (12.9%)	31
Local business owner/employer	23 (54.8%)	4 (9.5%)	9 (21.4%)	6 (14.3%)	42
Regularly travel in the A428/A1303 area	424 (63.7%)	118 (17.7%)	53 (8%)	71 (10.7%)	666
Occasionally travel in the A428/A1303 area	67 (66.3%)	12 (11.9%)	8 (7.9%)	14 (13.9%)	101
Other	5 (62.5%)	1 (12.5%)	1 (12.5%)	1 (12.5%)	8
Usual mode of travel on the A428/A1303:					
Car Driver	499 (64.3%)	136 (17.5%)	61 (7.9%)	80 (10.3%)	776
Car passenger	115 (65.7%)	24 (13.7%)	15 (8.6%)	21 (12%)	175
Van or lorry driver	6 (50%)	3 (25%)	2 (16.7%)	1 (8.3%)	12
Powered two-wheeler	21 (65.6%)	4 (12.5%)	5 (15.6%)	2 (6.3%)	32
Bus	139 (57.7%)	44 (18.3%)	18 (7.5%)	40 (16.6%)	241
Cycle	126 (59.4%)	37 (17.5%)	21 (9.9%)	28 (13.2%)	212
On foot	40 (62.5%)	10 (15.6%)	8 (12.5%)	6 (9.4%)	64
Not applicable	16 (61.5%)	4 (15.4%)	0 (0%)	6 (23.1%)	26
Destination if regularly travelling on the A428/A1303:					
Cambourne	236 (62.1%)	62 (16.3%)	35 (9.2%)	47 (12.4%)	380
Cambridge Business/Science Parks	77 (68.8%)	14 (12.5%)	8 (7.1%)	13 (11.6%)	112
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	105 (59.3%)	39 (22%)	18 (10.2%)	15 (8.5%)	177
Cambridge city centre	349 (63.9%)	92 (16.8%)	39 (7.1%)	66 (12.1%)	546
North West Cambridge site	42 (59.2%)	12 (16.9%)	9 (12.7%)	8 (11.3%)	71
St Neots	132 (63.8%)	31 (15%)	19 (9.2%)	25 (12.1%)	207
West Cambridge site	75 (56.8%)	35 (26.5%)	10 (7.6%)	12 (9.1%)	132

Other	80 (58.8%)	23 (16.9%)	19 (14%)	14 (10.3%)	136
I don't use these roads	3 (33.3%)	3 (33.3%)	0 (0%)	3 (33.3%)	9
Age range:					
Under 15	3 (60%)	0 (0%)	1 (20%)	1 (20%)	5
15-24	24 (80%)	4 (13.3%)	0 (0%)	2 (6.7%)	30
25-34	60 (56.6%)	24 (22.6%)	6 (5.7%)	16 (15.1%)	106
35-44	108 (62.1%)	35 (20.1%)	6 (3.4%)	25 (14.4%)	174
45-54	131 (64.2%)	32 (15.7%)	20 (9.8%)	21 (10.3%)	204
55-64	92 (60.5%)	25 (16.4%)	15 (9.9%)	20 (13.2%)	152
65-74	100 (64.1%)	26 (16.7%)	17 (10.9%)	13 (8.3%)	156
75 and above	44 (64.7%)	7 (10.3%)	6 (8.8%)	11 (16.2%)	68
Prefer not to say	14 (66.7%)	5 (23.8%)	1 (4.8%)	1 (4.8%)	21
Employment status:					
In education	24 (61.5%)	6 (15.4%)	3 (7.7%)	6 (15.4%)	39
Employed	327 (62%)	101 (19.2%)	31 (5.9%)	68 (12.9%)	527
Self-employed	49 (59%)	15 (18.1%)	9 (10.8%)	10 (12%)	83
A home-based worker	15 (50%)	6 (20%)	5 (16.7%)	4 (13.3%)	30
A stay at home parent, carer or similar	8 (61.5%)	3 (23.1%)	1 (7.7%)	1 (7.7%)	13
Retired	149 (66.2%)	33 (14.7%)	21 (9.3%)	22 (9.8%)	225
Prefer not to say	15 (55.6%)	2 (7.4%)	4 (14.8%)	6 (22.2%)	27
Other	5 (41.7%)	3 (25%)	3 (25%)	1 (8.3%)	12
Disability	30 (65.2%)	8 (17.4%)	4 (8.7%)	4 (8.7%)	46
Location:					
Cambourne	141 (61.6%)	42 (18.3%)	10 (4.4%)	36 (15.7%)	229
Hardwick	68 (65.4%)	15 (14.4%)	12 (11.5%)	9 (8.7%)	104
Cambourne and further West	175 (61.2%)	52 (18.2%)	14 (4.9%)	45 (15.7%)	286
Coton to Caldecote	198 (69.5%)	42 (14.7%)	25 (8.8%)	20 (7%)	285
Route preference:					
Option 1: Off-road	287 (64.5%)	88 (19.8%)	10 (2.2%)	60 (13.5%)	445
Option 2: On-road with	113 (63.5%)	35 (19.7%)	14 (7.9%)	16 (9%)	178

junction improvements					
Option 3: On-road with priority lanes	134 (70.9%)	25 (13.2%)	9 (4.8%)	21 (11.1%)	189
None of the options	34 (42.5%)	5 (6.3%)	38 (47.5%)	3 (3.8%)	80
Don't know	14 (40%)	5 (14.3%)	4 (11.4%)	12 (34.3%)	35
Stakeholder	7 (58.3%)	1 (8.3%)	1 (8.3%)	3 (25%)	12



Greater Cambridge Partnership

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# **CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT**

Appendix K – EIA Consultation  
Brochure (2022)



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**Cambourne**



**Cambridge**

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# **Cambourne to Cambridge**



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**Better Public Transport and  
Active Travel Project**

**Environmental Impact Assessment:  
Public Consultation**



The Cambourne to Cambridge (C2C) project is a new public transport route from the Greater Cambridge Partnership (GCP), proposed to link Cambourne to Cambridge via the new Bourn Airfield development, a new Travel Hub at Scotland Farm, Hardwick and West Cambridge campus. We're seeking views on how we can best manage and mitigate impacts of the scheme on the landscape and environment.

Please review the emerging design and response to environmental impacts and share your feedback through **Section 4** Have Your Say: Public Consultation Questionnaire.

**Consultation closes at midday on Monday 11 July 2022.**





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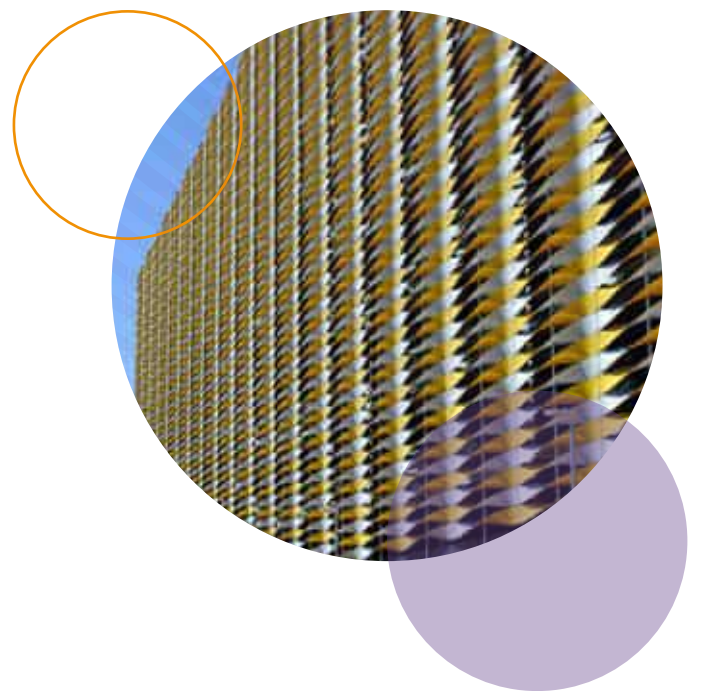
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# Section 1

**About the  
Cambourne  
to Cambridge  
project**



# About the Cambourne to Cambridge (C2C) project

The Cambourne to Cambridge Better Public Transport and Active Travel (C2C) project is one of four corridor schemes, promoted by the Greater Cambridge Partnership (GCP), which, together with measures to free up the congested city centre and a network of cycling and walking Greenways, along with other infrastructure improvements, aim to create more sustainable, accessible and reliable ways to travel into and around Cambridge.



## Proposed route



The route would for much of the way be a single carriageway road with no access for private cars. Traffic signals would ensure safety at junctions with roads. At some locations the scheme will run on existing road, where public transport priority can be assured.

An emergency access and maintenance track would run alongside the route, which would also provide an active travel path for pedestrians, cyclists and horse riders. The active travel path would connect with new and existing routes, such as the planned Comberton Greenway, to complement the growing rural walking and cycling network. To find out more about Greenways go to <https://www.greatercambridge.org.uk/greenways>

Following three public consultations and extensive technical work to determine a preferred C2C public transport route, (all of which can be viewed online at the C2C web pages) the GCP Executive Board agreed in July 2021 to continue to the next stage of scheme development – to undertake an Environmental Impact Assessment (EIA).

We are now seeking your views on how we can best manage and mitigate impacts on the landscape and environment. Please review the emerging design and indicative response to potential environmental impacts, presented in section 3 Design and Environmental Elements, and share your feedback through the Have Your Say: Public Consultation Questionnaire.

## Connecting communities

Local Plans propose significant new housing to the west of the city by 2031, with thousands of new homes in and around the Cambourne to Cambridge area. A new public transport link running regular, reliable services will give growing communities access to jobs, services and other opportunities.

## Cleaner, greener transport

An increasingly congested network, dominated by private cars, contributes to harmful emission locally, and the climate crisis at large. With thousands of new homes being built and planned for the area, Greater Cambridge needs reliable and sustainable travel options. The C2C scheme is part of the GCP's sustainable transport programme, investing City Deal funding in a modern and reliable transport network for a cleaner, greener future.

## Tackling congestion

Parts of the road network between Cambourne and Cambridge, in particular the A1303/Madingley Road, suffer congestion at peak times. Traffic monitoring shows that while the COVID-19 pandemic has influenced travel patterns, traffic and congestion is returning to pre-pandemic levels, and planned development to the west of Cambridge will only exacerbate this in coming years. The C2C route offers a public transport alternative for those travelling to and from the city centre and surrounding major employment sites, reducing dependence on cars by encouraging public transport use and so reducing congestion.

## Biodiversity net gain

There is a commitment to deliver a minimum of 10% biodiversity net gain for the scheme overall, with the goal of achieving 20%.

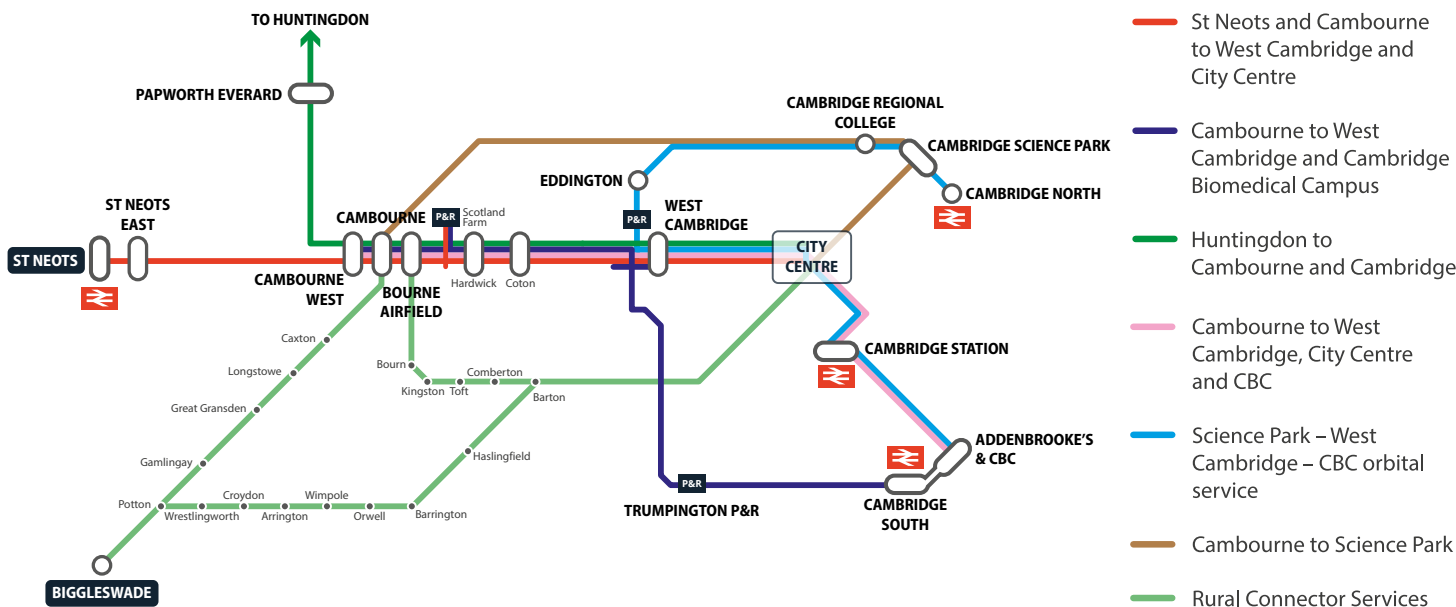
## Future bus network

The new route would offer more reliable journey times, travelling on a largely dedicated route to avoid delays. C2C bus services will be confirmed as the scheme develops following further work with bus operators. However, an initial proposal for a new bus network proposes up to eight buses per hour each way, with direct express services to key employment centres:

- Cambourne to Cambridge city centre at 10-minute interval service (six buses per hour).
- Cambourne to Cambridge Biomedical Campus at 30-minute interval service (two buses per hour).

GCP's corridor schemes form part of the wider proposed Future Bus Network which envisages a bus every 10 minutes between 5am and midnight.

### Future bus network



## Integration with other infrastructure schemes



Plans for the C2C scheme aim to tackle congestion problems and meet the needs of growing communities to the west of Cambridge, as identified in the adopted South Cambridgeshire Local Plan 2018.

Integration with other transport projects serving wider communities and with broader objectives, like East West Rail, has always been integral to planning. Should East West Rail be confirmed as a funded project, East West Rail's Cambourne station location will influence design of the route to include and connect with an additional C2C travel hub, to serve 'last mile' journeys for rail users. See the Cambourne information in section 3 for more.

GCP's Making Connections scheme is working to introduce measures to free up congested city centre roads and allow better public transport provision and flow through the city. Read more about the Making Connections proposals online at <https://www.greatercambridge.org.uk/making-connections-2021>

We also continue to work closely with the Mayor and the Cambridgeshire and Peterborough Combined Authority to reflect plans to improve public transport across the region.

The C2C route connects with the planned Comberton Greenway and, along with improved cycling provision being planned for Madingley Road, complements a growing rural walking and cycling network. Find out more online at <https://www.greatercambridge.org.uk/transport/transport-projects/madingley-road>

## Find out more about C2C



Information relating to the scheme is regularly published on the project webpages at <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge>

Find ways to reach us by email, phone and social media at <https://www.greatercambridge.org.uk/contact-us>

GCP runs many community events to share updates and gather views, particularly during consultations. GCP Joint Assembly and Executive Board meetings are also open to the public and for public questions. Find out about consultations and other events on the online Events Calendar at <https://www.greatercambridge.org.uk/events>





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# Section 2

**About this  
consultation:  
Environmental  
Impact Assessment**



# About this consultation: Environmental Impact Assessment

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An Environmental Impact Assessment (EIA) is required as part of a scheme planning process where significant effects are likely. Key information emerging from the EIA will be set out in the Environmental Statement - part of a portfolio of evidence to be submitted to the Department for Transport (DfT) in the application to build the scheme - the Transport and Works Act Order (TWAO) application. EIA findings will be used to inform the design of the scheme, and the decision as to whether the scheme should be built.

The EIA looks in more detail at the scheme's effects on the environment and local communities, considering ways to limit impacts, both temporarily during construction and in the long term. It includes information from a host of separate assessments looking at, for example, ecology, landscape, noise, cultural heritage, land and air quality. The EIA relies

## Public consultation to inform the EIA

Public consultation on the preferred route and its potential environmental impact is essential to inform the EIA. Public consultations allow local people and organisations, as well as statutory bodies, to share their views about the scheme, as well as identifying issues and opportunities which are, wherever possible, fed into plans for the scheme.

There has already been extensive consultation throughout the development of the scheme, leading to changes to the design which are noted in Section 3 Design and Environmental Elements.

We are now seeking your views on more detailed scheme proposals and possible impacts, as well as the ways we propose to manage and mitigate those impacts.

Details of environmental impacts, both positive and negative, can be found in the 'Design and Environmental Elements', **section 3** of this consultation. Please review and share your feedback through **section 4**, the Have Your Say: Public Consultation Questionnaire.

Consultation closes at midday on **Monday 11 July 2022**.

on information from consultations, surveys and models, and feedback from stakeholders, including residents and landowners, as well as organisations, such as Natural England and the Environment Agency. Incorporation of measures to mitigate adverse effects, particularly those considered significant, is an important part of the process. These include measures for landscaping and replanting; protection of wildlife, along with measures to enhance biodiversity; and prevention of pollution.

The overall approach to the environmental assessment has now been agreed with the DfT and key environmental regulators, who have provided us with an EIA scoping opinion. We have undertaken various ecological and landscape surveys already, and other environmental studies are planned over coming months.

## Next steps

Results of the consultation will be presented to the GCP Joint Assembly and GCP Executive Board later this year and will be published online at [www.greatercambridge.org.uk/cambourne-to-cambridge](http://www.greatercambridge.org.uk/cambourne-to-cambridge) along with other documentation and consultation reports.

Should the Executive Board approve the scheme to be taken forward to the next step, an Environmental Statement would form part of the submission of a Transport and Works Act Order application to the Department for Transport, expected in late 2022.

If planning is approved, construction is planned to start in 2024, with the scheme expected to open in 2026.



# Have your say



## Ways to respond:



You can view information, complete the survey and download consultation information online at: [www.greatercambridge.org.uk/c2c-eia](http://www.greatercambridge.org.uk/c2c-eia)



Call us on:  
**01223 699906**



Email your response to:  
[consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)



Post your feedback to:  
**PO Box 1493  
Mandela House  
4 Regent Street  
Cambridge  
CB1 0YR**

To request a printed copy, a print copy in large print, Braille, in another language or on audio tape, please call **01223 699906**.

## Consultation events & webinars

Come along to one of our drop-in events or join a webinar, to hear/view more on the proposals and have your questions answered by a member of the project team.

### Webinars



**Thursday  
26 May,  
5.30pm**

Registration is required to access webinars and would be appreciated for drop-in events, to help with planning.



**Monday  
20 June,  
6.30pm**

Find registration details at [www.greatercambridge.org.uk/c2c-eia](http://www.greatercambridge.org.uk/c2c-eia)

After registering, you will receive a confirmation email with information about joining webinars.

### Drop-in events



**Tuesday  
14 June,  
5 - 8pm**

Main Hall, Cambourne Village College, Sheepfold Lane, CB23 6FR

Find registration details at [www.greatercambridge.org.uk/c2c-eia](http://www.greatercambridge.org.uk/c2c-eia)



**Thursday  
30 June,  
4 - 7.30pm**

Diamond Room, Selwyn College, Grange Road, CB3 9DQ

Find registration details at [www.greatercambridge.org.uk/c2c-eia](http://www.greatercambridge.org.uk/c2c-eia)

Registration at the drop-in sessions is not required but would help with event planning.

If you have any issues accessing any of these events, please get in touch via **01223 699906**.



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# Section 3

**Design and  
environmental  
elements**



This section provides general information for the scheme, including operating standards, considering carbon footprint, biodiversity commitment, land and property, the active travel path, bus stops, travel hub and construction.

Emerging designs and environmental issues are presented across eight area sections:

**Section A - Cambourne**

**Section B - Bourn Airfield**

**Section C - Childerley Gate**

**Section D - Scotland Farm - Travel Hub**

**Section E - Hardwick**

**Section F - North of Coton**

**Section G - M11 and West Cambridge site**

**Section H - West Cambridge to Grange Road**

**Proposed route – area sections**



Design drawings are included to show each section of the route, as well as more detailed layout drawings for some elements, such as proposed bus stops. Potential opportunities for measures such as landscaping and replanting, and efforts to retain, replace and create habitats, are shown and summarised, subject to assessment and landowner agreement. Where illustrated, the location and extent of landscaping is indicative only and may change.

We welcome feedback through **section 4 - Have Your Say: Public Consultation Questionnaire**.



# General information for full scheme

The preferred route links Cambourne to Cambridge via the new Bourn Airfield development, Scotland Farm Travel Hub, Hardwick and the West Cambridge campus.

This is broadly the same as the preferred route approved by the GCP's Executive Board on 1 July 2021, with three main differences:

- The proposal to run buses on an existing section of St Neots Road in Hardwick, between Cambridge Road and Long Road. This on-road section would only be possible if a bus gate were to be installed west of Long Road. See Hardwick section.
- Realignment around the Waterworks site between Hardwick and Coton to reduce impacts on trees and habitats. See Hardwick section.
- Realignments north of Coton following feedback to reconcile a number of recommendations. See North of Coton section.

The proposed scheme runs on existing roads in the centre of Cambourne. Should East West Rail be confirmed as a funded project, once there is certainty about the location and timing of a Cambourne railway station, as part of the proposed rail connection between Oxford and Cambridge, plans will be updated to provide a travel hub and link to rail services.

## Operating standards: limiting air and noise pollution

GCP's public transport routes are intended to be served by modern, electric public transport vehicles to limit air pollution and noise. The plan is to run fully electric vehicles from opening. As a minimum, vehicles would achieve the current Euro VI (compliant with Low Emission Zone standards) until fully electric stock is available.

Providing modern and reliable public transport and active travel routes as alternatives to car usage will help encourage and enable people to use more sustainable modes for regular journeys - decreasing congestion and pollution.

## Considering carbon footprint

Limiting the impact of the scheme's carbon footprint is a priority. Greenhouse gas emissions - and the changes to the climate that result from them - affect the global environment, rather than specific areas, and are therefore assessed over the whole route. This includes both 'embodied' carbon emissions that result from the production and transport of the materials used to build the scheme, and operational carbon. Operational carbon includes both additions from busway traffic, and reductions from car journeys, through users transferring to more carbon-efficient bus or active travel journeys.

We will assess the overall net carbon impact of the scheme as well as exploring ways of limiting embodied carbon through the type and quantity of construction materials.

## Biodiversity commitment

There is a commitment to deliver a minimum of 10% biodiversity net gain for the scheme overall, with the goal of achieving 20%. The route alignment has been adjusted to protect trees and other vegetation and habitats wherever possible. We will be preparing a full ecological baseline using the current government methodology for biodiversity accounting, to determine the basis from which net gain will be measured. See sections by area for more detail.

Beyond biodiversity, the scheme can contribute to the Natural Capital (elements of the natural environment that provide benefits to people) across a wide range of spatial, environmental and social values, in accordance with the Government Green Book. The scheme will be designed against these values, such as aesthetic values, recreation or flood regulation.

## Land and property

We are in ongoing discussion with those landowners directly affected by the scheme about how the plans would impact them. We are seeking to reduce wherever possible the impacts on their land and activities.

The preferred route alignment has been selected to meet a range of different criteria, including avoiding buildings and minimising land take, without compromising scheme objectives. We have taken account of land ownership and access and will continue to develop landscape proposals to help integrate the scheme with existing landscape vegetation. The scheme boundary will need to be sufficiently large to provide the land needed for these landscape proposals. At this stage, the proposals represent potential maximum land take for the scheme and our thoughts on where planting and biodiversity enhancements could take place. This is subject to change as the final extents of land required will primarily be dependent on the design, and the level of mitigation needed, but also influenced by the outcome of discussions with affected parties and feedback from this consultation process.

The 11.6km long route crosses land held by multiple landowners. The Scotland Farm Travel Hub will occupy about 13.4ha (including land for landscaping). The amount of land required for bus stops along the route will vary depending on the facilities needed, space available, and landscaping provided at each stop.

In some places, the scheme may result in areas that are considered no longer viable as agricultural land being planted to create new habitats.

The route crosses several roads and paths, along with permissive and public rights of way.

### Public rights of way

- Footpath from Coton to Madingley
- Bridleway east of M11
- Footpath from West Cambridge to Coton

### Road crossings

- Broadway (west of Bourn Airfield)
- St Neots Road (there will be three junctions along the proposed route)
- Long Road (east of Hardwick)
- Cambridge Road (north of Coton)
- M11 (via a bridge)

None of these will be permanently closed or significantly diverted, although there will be a need for some temporary closures during construction. Once complete, traffic lights will be installed to control traffic where the scheme crosses roads.



## Better walking, cycling and horse riding: active travel path

An active travel path, offering cycling and walking connectivity, as well as opportunities for horse riding, will run alongside the length of the route – separated by a verge where space allows. The provision of further active travel routes in the area, such as the Comberton Greenway or the Madingley Road foot and cycleway improvements, will play a vital role in connecting communities to the west of Cambridge and help the sustainable growth of the West Cambridge site.

The Madingley Road cycling and walking route will be a minimum of 3m wide with an all-weather surface. It will not segregate cyclists from pedestrians except where the demand is high in and around the West Cambridge campus.

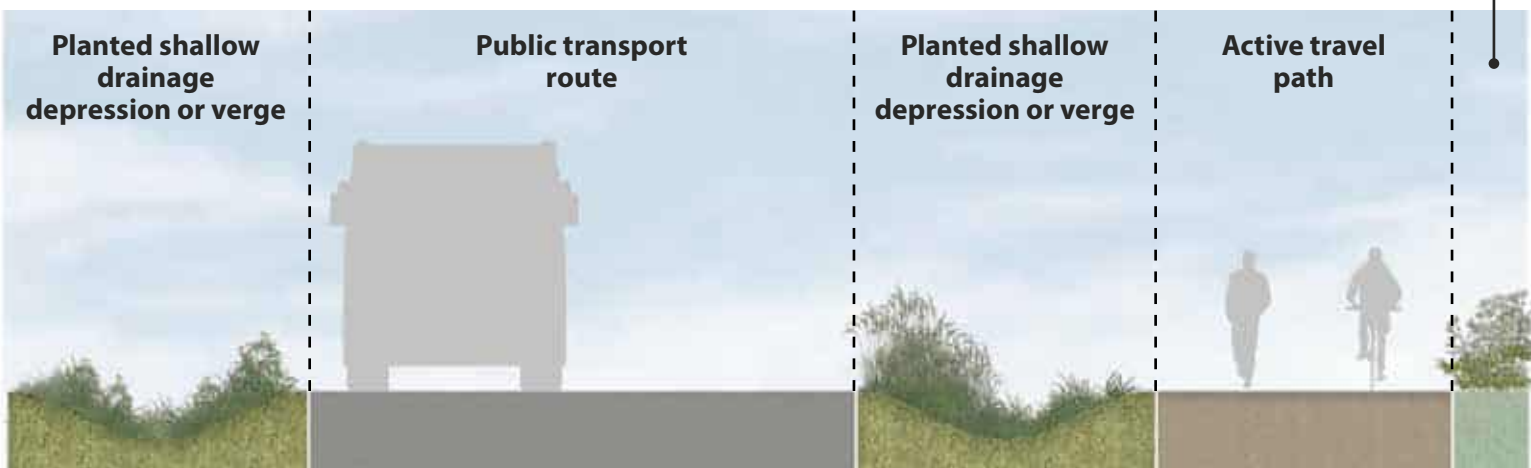
Road crossings and bus stop areas will be lit to ensure the safety of all users.

Reflective or solar stud lights will be used to provide guidance at night. The active travel path won't be fenced off from adjoining land unless there are specific local requirements.

### Cycling, walking and riding routes



### Typical cross section



## Bus stops

We propose to provide stops along the route in Cambourne, Bourn Airfield (two stops), Scotland Farm Travel Hub, Hardwick (St Neots Road), Coton and West Cambridge Travel Hub. The exact stop locations continue to be discussed as part of the developing plans. See Design and Environmental Elements by Area for more on specific route sections.

In addition, a further travel hub may be provided at a future Cambourne railway station.

### Potential bus stop locations



Bus stop designs need to consider available space and environmental sensitivity, and we will work with local communities to refine plans. The typical layout of a stop would include shelter, seating and real-time passenger information. Where space permits, 'hub' stops may also include drop-off facilities, Blue Badge holder parking bays and cycle parking and cycle lockers.

Where appropriate, each stop will have planting, designed to screen the stop from nearby residential properties, and to reduce the overall impact on the landscape character of the local area. Hedgerows or tree belts will be planted in some areas where denser screening is needed.

Stops also provide an opportunity for people to join or leave the active travel path running alongside the public transport route.

## Scotland Farm Travel Hub

The Scotland Farm site was chosen as the preferred location for a travel hub because of ease of access from the A428, its low environmental sensitivity, and the need to avoid protected trees and other habitat on the Waterworks site, which was the best performing alternative. These factors were

also reflected in strong public opposition to the alternative Waterworks location. Other locations had been previously considered but rejected for a variety of reasons, such as operational challenges and environmental impacts.

### Illustrative view of Scotland Farm Travel Hub



### Access to the travel hub

- As the site is located close to the Scotland Road A428 roundabouts, access for cars from the west via the A428 is straightforward and easy to signpost.
- Access for buses will also be provided from the A428 roundabouts.
- As well as walking and cycling facilities along the scheme, a new active travel path to Dry Drayton is proposed, and access to the 'Blue Bridge' offering an alternative link to Hardwick via the existing footpath.

### Facilities at the travel hub

- 2000 car parking spaces, with 5% for disabled parking and potential provision of electric charging points.
- 300 cycle parking spaces, including a range of cycle storage options with secure cycle boxes and space for oversized cycles.
- Cycle parking facilities protected by CCTV and located close to high footfall areas to reduce risks of bicycle theft. Lockers will be available for long-term storage.
- A small building providing shelter and seating, passenger information and toilet facilities.
- Space allocated to enable future eMobility provision.
- The site will be designed to minimise embodied carbon and operational carbon consumption.
- Solar panels on the travel hub building and elsewhere where practical.



## Environmental design

Landscaping of the travel hub will be important given the generally rural Green Belt location. We will seek to integrate the travel hub within the surrounding landscape, enhancing the site within its setting through planting and habitat creation, and ensuring any drainage infrastructure is both ecologically beneficial and embedded within the overall design. We will ensure risks to the nearby watercourse are minimised and use sustainable drainage techniques. Opportunities for using photovoltaic equipment to power facilities at the travel hub, including electric car charge points, will be maximised.

## Construction

We understand that people want to know the likely impact of scheme construction on their daily lives.

Construction will be undertaken in line with the Considerate Constructors Scheme Code of Practice - [www.ccscheme.org.uk](http://www.ccscheme.org.uk) - which sets out five core principles to deliver excellence, by:

- keeping work sites well managed and looking professional,
- respecting local communities and those affected by the work,
- protecting the environment,
- making sure everyone is safe and,
- respecting their own work forces.

## Indicative construction compounds



If consent for the proposed scheme is granted by the Secretary of State, then construction of the main works would be expected to begin in 2024.

## Lighting

All parking areas, access roads and user facilities will be lit with suitable LED lighting columns designed to ensure public safety whilst minimising impacts on wildlife and the night sky generally.

## Community impacts

We are working with the Dry Drayton community to understand, manage and mitigate impacts of the setting and construction of the travel hub. For more detail on noise and lighting, traffic management, walking and cycling access and drainage measures for the Dry Drayton community, see Scotland Road - Travel Hub Area section.

A construction management plan will be drawn up, together with a construction phase plan, detailing how the works will be undertaken. This will include an outline of standard hours of operation and measures put in place to protect the environment and minimise disruption to nearby residents during construction. The plan will be provided as a key element of the Environmental Statement supporting our Transport and Works Act Order application.

All temporary construction compounds will be inside the scheme boundary.

It is likely the main construction compound will be in the location of the proposed Scotland Farm Travel Hub. There will be a number of secondary construction compounds as well as smaller compounds providing welfare facilities for workers and storage for equipment.



**GREATER  
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PARTNERSHIP**

# Section 3

**Design and  
environmental  
elements:  
information by area**



# Section A: Cambourne










Buses will travel through Cambourne on existing roads from a central Cambourne stop. From Sterling Way, the route follows a new bus-only link to Broadway, which is being provided as part of the Cambourne West development. In the future, should East West Rail be confirmed as a funded project, the location for a station at Cambourne would influence an additional direct link to a travel hub at the station.

## Proposed Cambourne alignment



### KEY

The proposals presented are indicative only and are subject to change.

-  Proposed new route
-  Proposed active travel path
-  Proposed bus stop location
-  Future development site
-  Route integrated with the existing or emerging public realm
-  Indicative extents of new native woodland planting
-  Stretches of hedgerows and tree planting aimed at creating strategic screening or helping the scheme fit into the landscape
-  Planted drainage ponds. Opportunities to include limited permanently wet areas for wildlife
-  Area where wayfinding features, lighting, seating points and cycle parking may be proposed

# Environmental issues and proposed mitigations

The route alignment through Cambourne is confined to existing roads, so the addition of buses will have very little cumulative effect on residents. The route leaving Cambourne passes along what is currently a cycleway. There is room to introduce the busway, but this will affect the route's current use by pedestrians and cyclists.

Due to roads being close to properties, we could expect some minor visual and noise impacts from passing buses. Access control, likely to be Automated Number Plate Recognition (ANPR), on the bus-only link to Broadway will be needed to prevent access by unauthorised vehicles.

Short-lived and minor impacts from disturbance during construction would also be expected. There will be some disruption in central Cambourne for a short period whilst the new central stop is built.

We will use best practice techniques to ensure disturbance is minimised, but occasional occurrences of construction noise are likely, as well as interference with the movement of traffic and pedestrians.

Whilst visual impacts of the new stop will be minor, there may be opportunities for landscape and public realm interventions, such as tree planting or seating. In addition, 'wayfinding' signing would be enhanced where the active travel path meets the existing network.

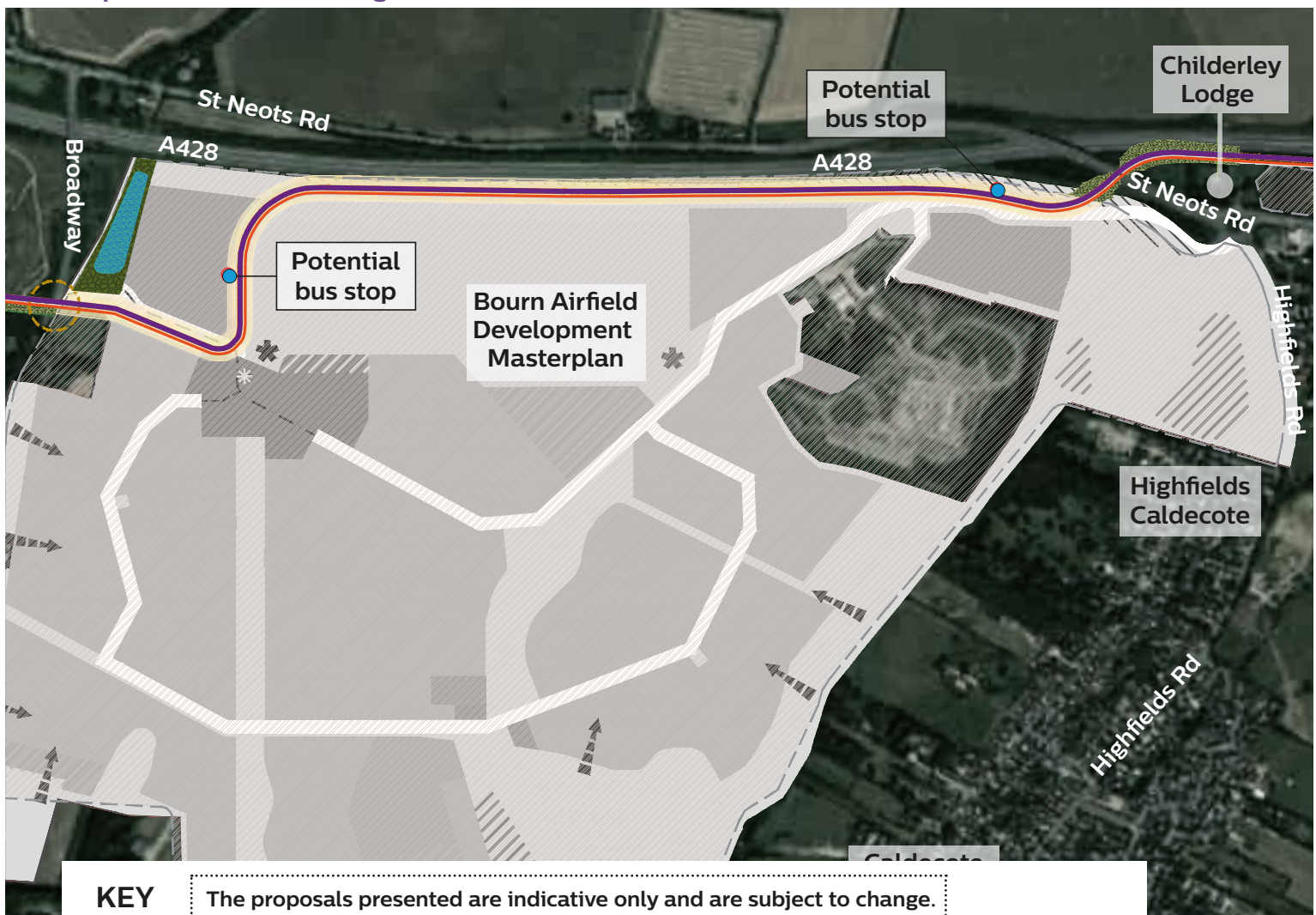


# Section B: Bourn Airfield

After crossing the Broadway, the route passes through the new Bourn Airfield development, south of the A428. This section of the scheme is an integral part of Countryside's Bourn Airfield development. Find out more at [www.bournairfield.co.uk](http://www.bournairfield.co.uk)

Bus stops are envisaged towards either end of the section to provide access to the new development.

## Proposed Bourn Airfield alignment



# Environmental issues and proposed mitigations

Leaving Broadway, the route passes the currently open setting of Bourn Airfield. The route will run through the development site and potentially pass by newly developed houses and a generally increasingly urban environment. There may be minor impacts during construction, depending on the progress of the developer's plans at that point, but at present the site is undeveloped. Any landscaping will be incorporated into, and delivered as part of, the wider Bourn Airfield development. Similarly, the design of bus stops will be determined by the developer.

Residents of Bourn have concerns about potential rat-running through the village, and the design of junctions on the Broadway will need to minimise such risk.

As the site is currently scheduled for redevelopment, it is expected that a construction compound will be sited here. Construction traffic would need to access the site from the A428 West to avoid impact on residential areas.

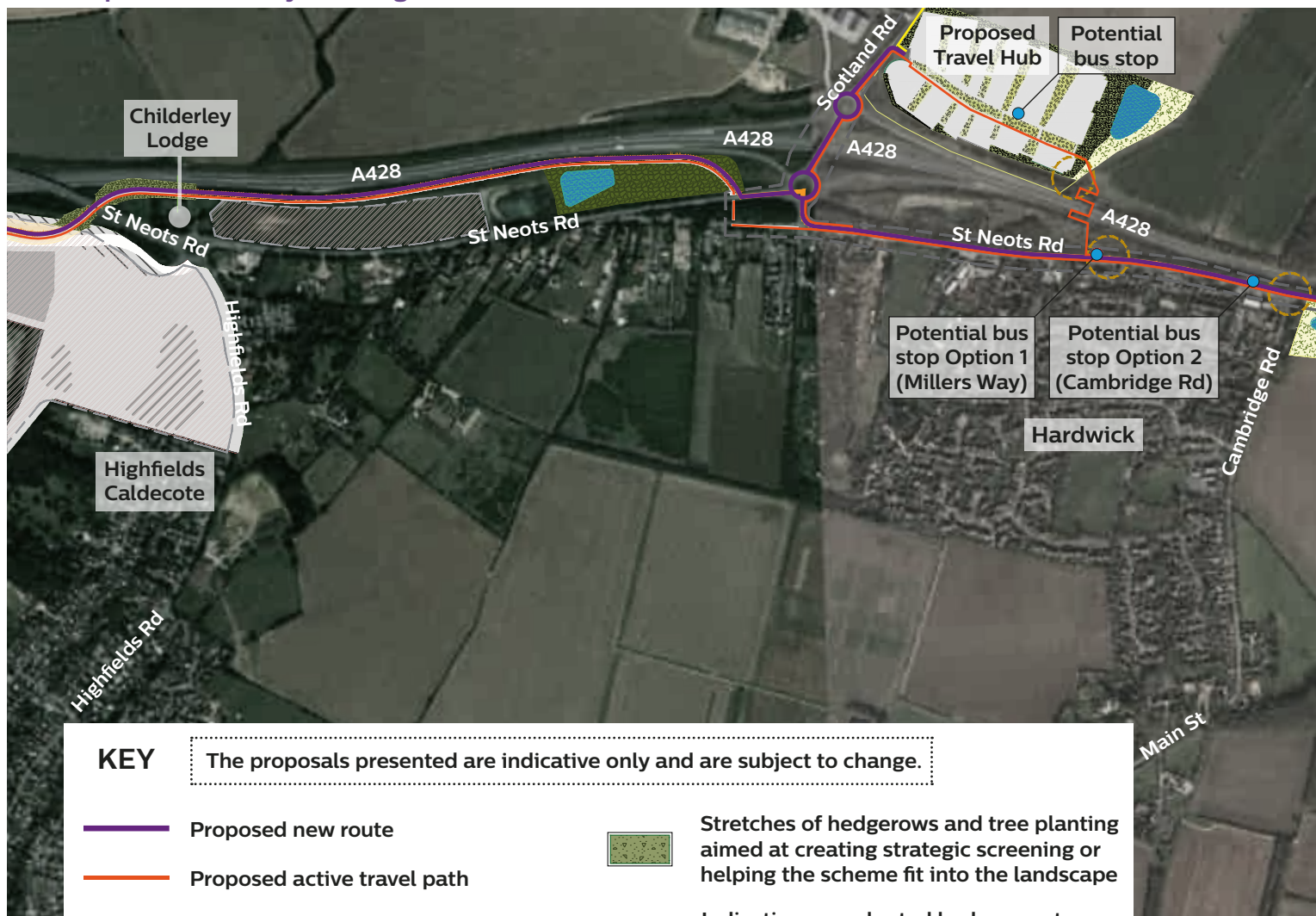
One of the possible alignments for East West Rail would cross the north-east of the Airfield site. This has not been reflected in the current drawings as the site Masterplan would need to be revisited if such a route were to be approved.



# Section C: Childerley Gate

Leaving the Bourn Airfield development, the route crosses St Neots Road and continues southwards of the A428 to the north side of Childerley Lodge, re-joining St Neots Road to the west of the Scotland Road junction.

## Proposed Childerley Gate alignment





### KEY

The proposals presented are indicative only and are subject to change.


 Proposed new route


 Proposed active travel path


 Proposed links to Dry Drayton subject to agreement with landowners

 Proposed bus stop location

 Future development site


 Indicative extents of new rich grassland planting

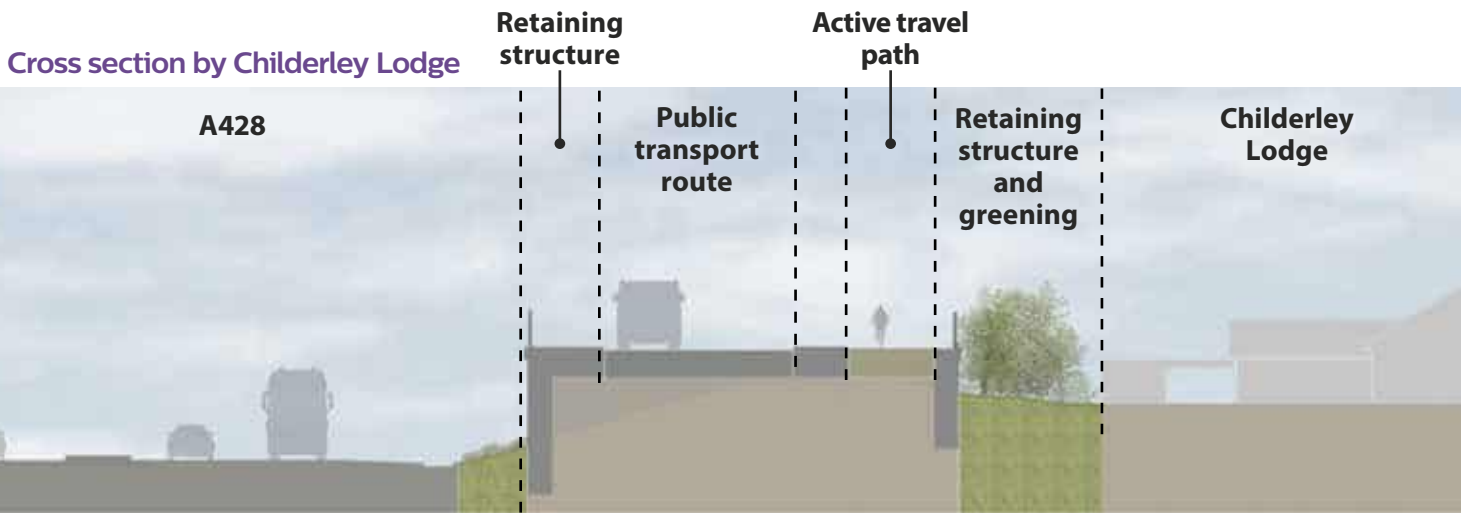
 Indicative extents of new native woodland planting

 Stretches of hedgerows and tree planting aimed at creating strategic screening or helping the scheme fit into the landscape

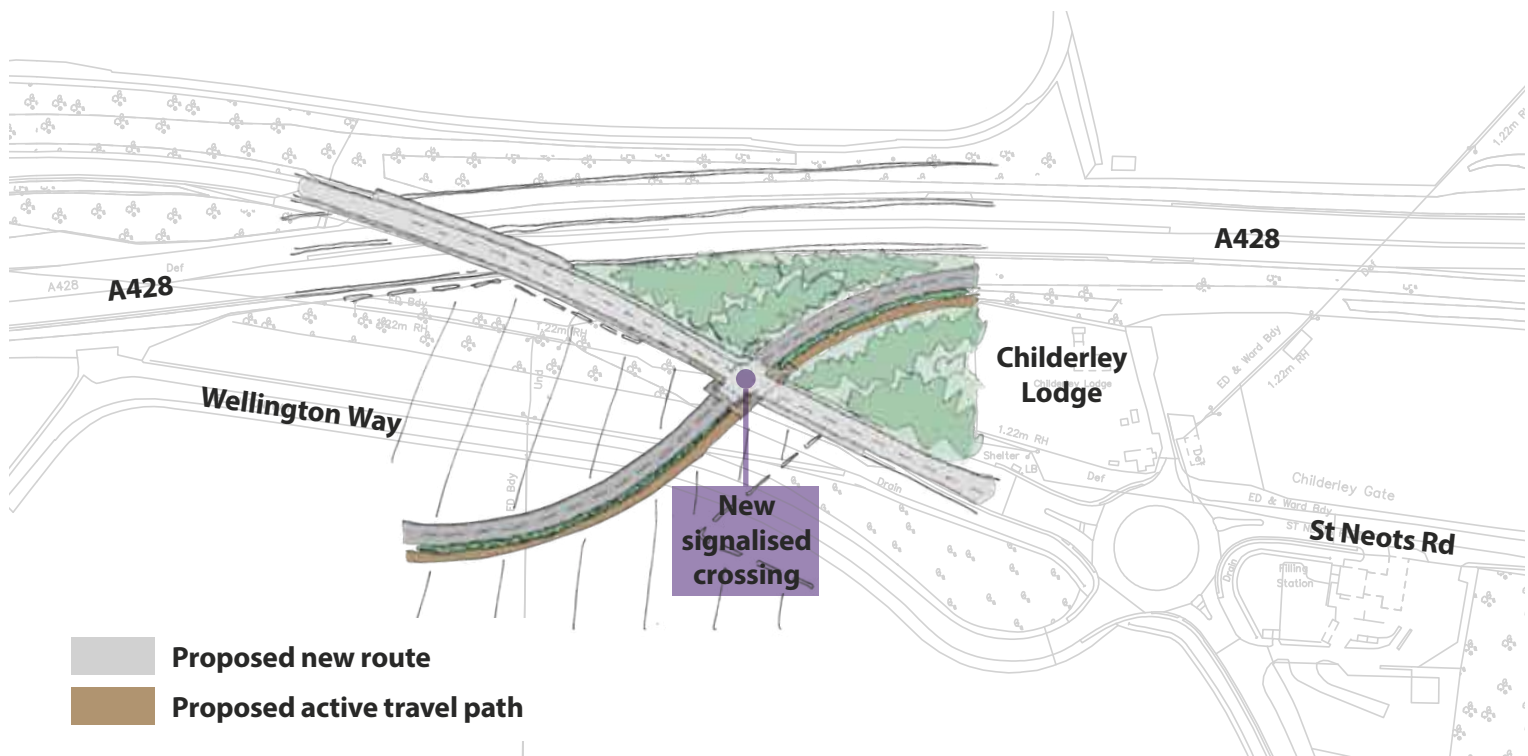
 Indicative new planted hedgerows to provide wildlife corridors between existing habitats

 Planted drainage ponds. Opportunities to include limited permanently wet areas for wildlife

 Area where wayfinding features, lighting, seating points and cycle parking may be proposed



**Proposed St Neots Road crossing and Childerley Gate alignment**



## Environmental issues and proposed mitigations

Leaving the Bourn Airfield site, the route follows a confined alignment between the houses at Childerley Gate and the A428. Residents at these properties would be affected by views of the busway.

Existing noise levels are high here due to road traffic. Initial work shows that it is expected that the scheme will need to include noise mitigation measures at this point, reducing noise levels overall. It is also expected that there will be modest private land-take in this area.

The route through this section follows land that would have been disturbed during construction of the A428 and which has now been replanted as part of the associated landscaping. Buried archaeology is considered unlikely to be present and habitats are not expected to be sensitive. We will assess both issues in

more detail, including potential impacts on bats which may use the spaces to feed and navigate across.

The western half of the land between St Neots Road and the route has been scheduled for employment in the draft Greater Cambridge Local Plan. The active travel route will add amenity to the site and the case for a bus stop will be assessed if the site is eventually consented for development. A bus stop at that location might also add amenity for Highfields Caldecote residents, although there will be a stop at the east of Bourn Airfield. We will work with the third-party developer to agree any landscaping required to screen the scheme.

East of the land scheduled for development, and a National Highways drainage pond, we propose to create an additional pond for surface run-off and complementary landscaping.



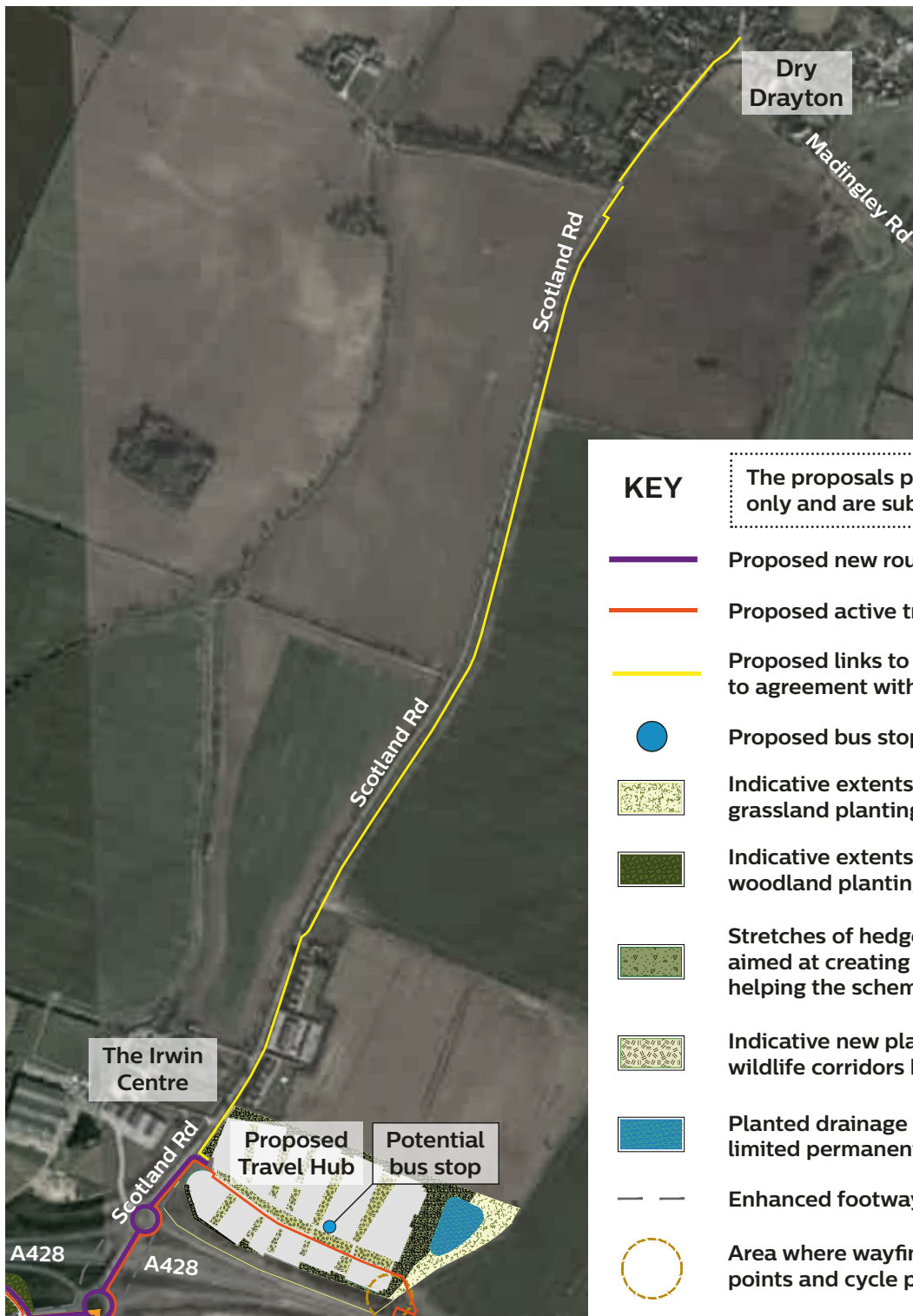
# Section D: Scotland Road – Travel Hub

From St Neots Road, the route passes on-road through the St Neots Road roundabout to access the Scotland Farm Travel Hub, north of the A428 between Hardwick and Dry Drayton. On leaving the travel hub, the route

returns through the roundabout again to continue south of the A428 through Hardwick.

An additional section of active travel path is proposed to connect the travel hub to Dry Drayton.

## Proposed active travel path between Dry Drayton and the proposed travel hub



### KEY

The proposals presented are indicative only and are subject to change.

-  Proposed new route
-  Proposed active travel path
-  Proposed links to Dry Drayton subject to agreement with landowners
-  Proposed bus stop location
-  Indicative extents of new rich grassland planting
-  Indicative extents of new native woodland planting
-  Stretches of hedgerows and tree planting aimed at creating strategic screening or helping the scheme fit into the landscape
-  Indicative new planted hedgerows to provide wildlife corridors between existing habitats
-  Planted drainage ponds. Opportunities to include limited permanently wet areas for wildlife
-  Enhanced footways or a new public right of way
-  Area where wayfinding features, lighting, seating points and cycle parking may be proposed

## Typical cross section of new Dry Drayton active travel path



## Environmental issues and proposed mitigations

The travel hub will occupy an area of currently intensively farmed land. Located alongside the A428, at the west of the Cambridge Green Belt, it is not considered to be environmentally sensitive, and the ecological value of arable land lost will be offset by greater biodiversity of landscape measures. However, we are aware of the need to design the site carefully to ensure that its impact on the landscape, and particularly on views from nearby properties, is mitigated by new landscaping.

Initial works show that the impact of noise associated with travel hub users and of lighting is a potential impact on residents to the north of the site and mitigation will be part of design, through measures such as planted screens and potentially fencing.

We will develop the site with landscaping as a key consideration, using planting to soften the edges and screen views. There may be potential for habitat creation at the site, and we are aware of Callow Brook located to the east where the land falls slightly.

Drainage from the travel hub will be an important consideration, including prevention of pollution. We will look to use sustainable techniques for discharging clean water, with protection of the brook a priority. We propose a drainage pond at the east of the site where run-off can be filtered and stored before release.

We are proposing a new active travel path from the hub to Dry Drayton. This will be parallel to the existing road and could impact on the verge and hedgerow. We will therefore look at opportunities to align it behind the hedge for most of its length along the field edge to protect these features and establish a more pleasant environment for users.

The travel hub site is likely to be the principal works compound. All construction traffic access will be via the A428 and not allowed via Dry Drayton. The Transport Assessment will consider whether any additional traffic management is needed to address concerns raised by Dry Drayton residents and to prevent construction and operational access to the travel hub via Dry Drayton.

## Section E: Hardwick

From the A428 junction to Cambridge Road, Hardwick, the current preferred route is proposed to run off-road through a green corridor separating St Neots Road from the A428. At Hardwick, to the east of Cambridge Road, it was proposed to run on a dedicated route along a green corridor separating St Neots Road from the A428. This would then cut south across the end of Long Road to run around the Waterworks site on a dedicated bus lane.

There has been considerable concern in the in the St Neots Road area or on St Neots Road and local community about the loss of trees between the A428 and St Neots Road, which at the narrowest point would mean the loss of all existing screening, albeit that some lower planting would be provided.

In 2021, Cambridgeshire County Council consulted on active travel proposals to close St Neots Road to the west of Long Road to through traffic. This proposal, along with local community feedback, has influenced the development of, and this consultation on, a potential update to the preferred route, to run along St Neots Road. This could only be achieved through use of a bus gate to the east of Cambridge Road, which would restrict access to only buses and specific permitted vehicles (i.e. emergency services). St Neots Road residents and employees/customers/visitors to the St Neots Road businesses to the west of the bus gate would access to and from St Neots Road via Cambridge Road through Hardwick, or via Scotland Farm roundabout. There would be no access to St Neots Road west of Long Road from the A428/Madingley Mulch Roundabout. Traffic using Long Road could turn right for the Madingley Mulch roundabout but not left onto St Neots Road.

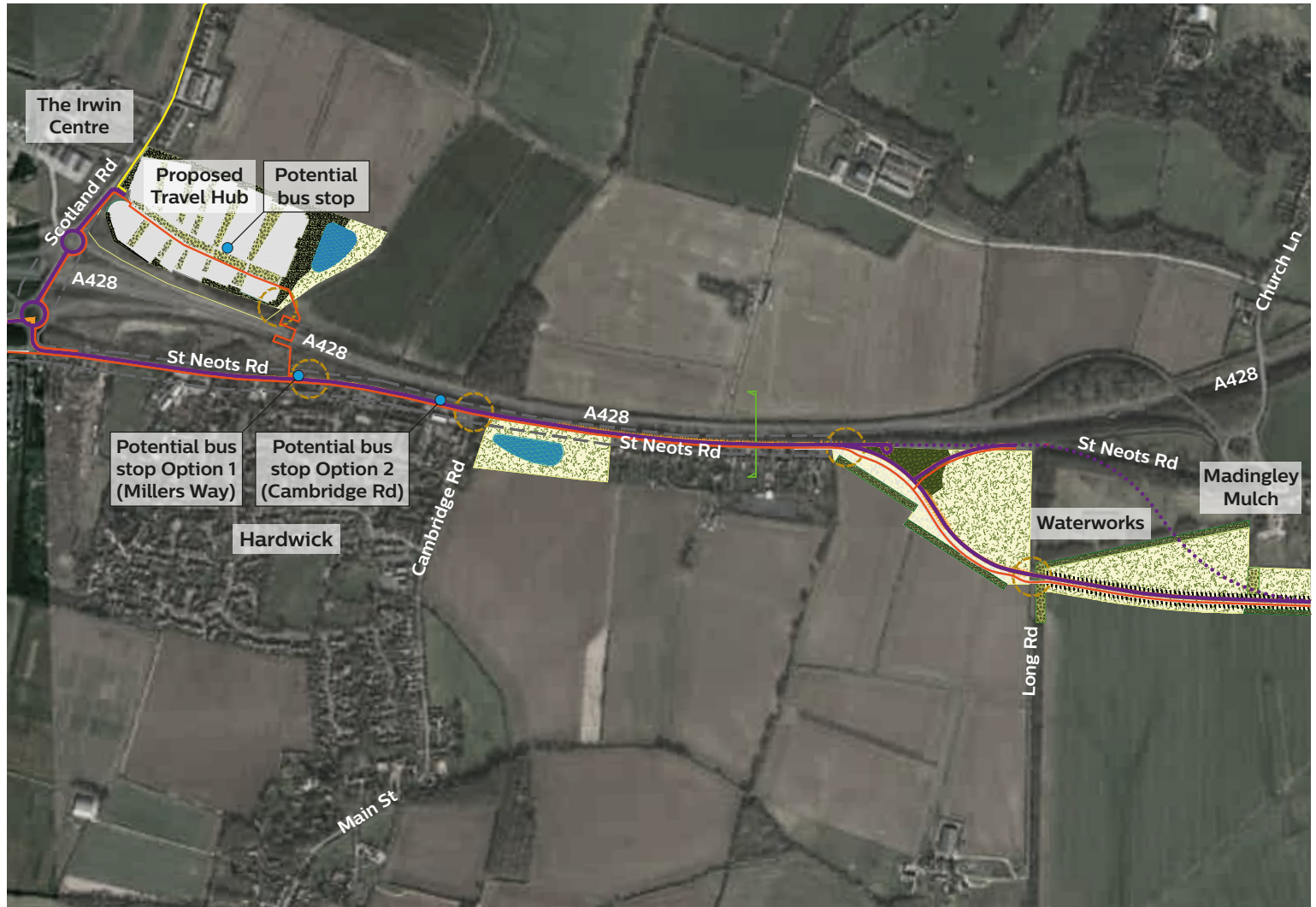
The bus gate proposal would significantly mitigate the loss of trees on St Neots Road. Consultation results and assessment of other factors will influence a decision on whether to proceed with an on-road with bus gate proposal, or the preferred route which would ensure that services are segregated from the through traffic but would require tree loss. Both approaches are illustrated.

A new bus stop will be provided on St Neots Road, either by Millers Way or west of Cambridge Road, to provide high frequency C2C services, but existing stops will be kept along St Neots Road for legacy local services.

On-street parking along St Neots Road through Hardwick will be removed to accommodate the new active travel path.












The route would then cut south across a new junction at the end of Long Road to run around the Waterworks site towards Coton. This alignment has also been amended at the recommendation of stakeholders to mitigate the ecological impact of the preferred route on protected trees and wildlife habitats on the Waterworks site. The previous route through the Waterworks is shown as a dashed line for reference.

## Proposed Hardwick alignment

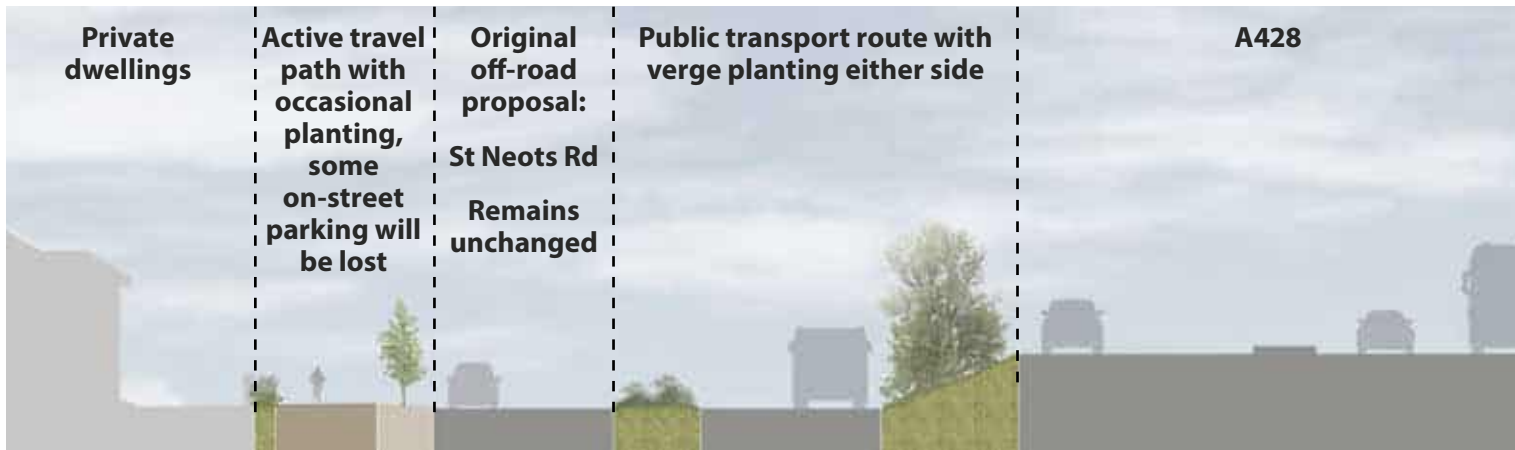


### KEY

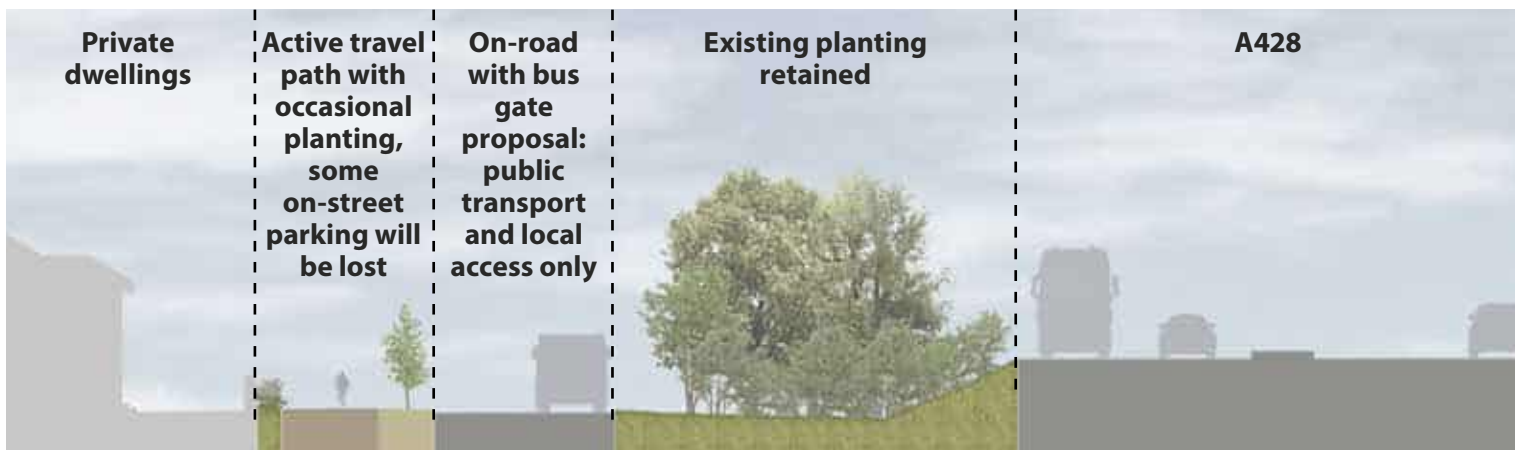
The proposals presented are indicative only and are subject to change.

- |   |  |   |   |
|---|--|---|---|
|   | Proposed new route   |  | Stretches of hedgerows and tree planting aimed at creating strategic screening or helping the scheme fit into the landscape |
|   | Previous route alignment   |  | Indicative new planted hedgerows to provide wildlife corridors between existing habitats                                    |
|   | Proposed active travel path  |  | Planted drainage ponds. Opportunities to include limited permanently wet areas for wildlife                                 |
|   | Proposed links to Dry Drayton subject to agreement with landowners |  | Area where wayfinding features, lighting, seating points and cycle parking may be proposed                                  |
|  | Proposed bus stop location   |   | Indicative extents of new native woodland planting  |
|   | Indicative extents of new rich grassland planting                  |  | Low earth mounds helping the scheme fit into the landscape  |

### Hardwick cross section 1 – default off-road proposal



### Hardwick Cross section 2 – on-road with bus gate proposal



## Environmental issues and proposed mitigations

We propose landscaped drainage ponds at several locations along the route; each would be in a landscaped area. Further planting would be provided to reinforce the existing trees around the Waterworks and to provide screening for properties to the north. Sections of north-south tree line would help to reinforce existing hedge-lines and to stitch together existing habitat corridors. There would be opportunities for further planting along the path to the travel hub via the Blue Bridge.

East of Cambridge Road we are now proposing to take the route along St Neots Road. The reduction in through traffic would yield road safety, noise and air quality benefits for residents, at the cost of a loss of car access to the east. Maintaining access for residents and others in Hardwick will be important and will be discussed in detail.

The proposed change in the route will not affect the noise levels currently experienced from the A428. In response to local concerns regarding existing noise levels, we have committed to work with National Highways to ensure improvement to the A428 noise barriers that will result in overall noise reductions.

We believe this changed alignment offers clear environmental advantages. It protects the tree belt alongside the A428 and the views of residents. By restricting the way that traffic uses the route (including as a rat run by many) we would expect an overall quieter, cleaner and safer environment.

There will be temporary and occasional disturbance from construction activities in Hardwick, including some construction traffic. The details will be developed so that necessary mitigation measures can be defined and stipulated within construction plans and contracts.

# Section F: North of Coton

Travelling south from the Waterworks after crossing Long Road, the route continues further south of the A1303 on a dedicated route through agricultural land. To the north of Coton, the route crosses Cambridge Road, running no closer than 40m from the nearest home and through the Coton Orchard and Rectory Farm to a new crossing over the M11.













The alignment north of Coton has been refined in response to feedback to maintain distance from properties, reduce the visual impact of the scheme, and to maintain viability of land parcels which the route crosses.

## Proposed alignment north of Coton



### KEY

The proposals presented are indicative only and are subject to change.

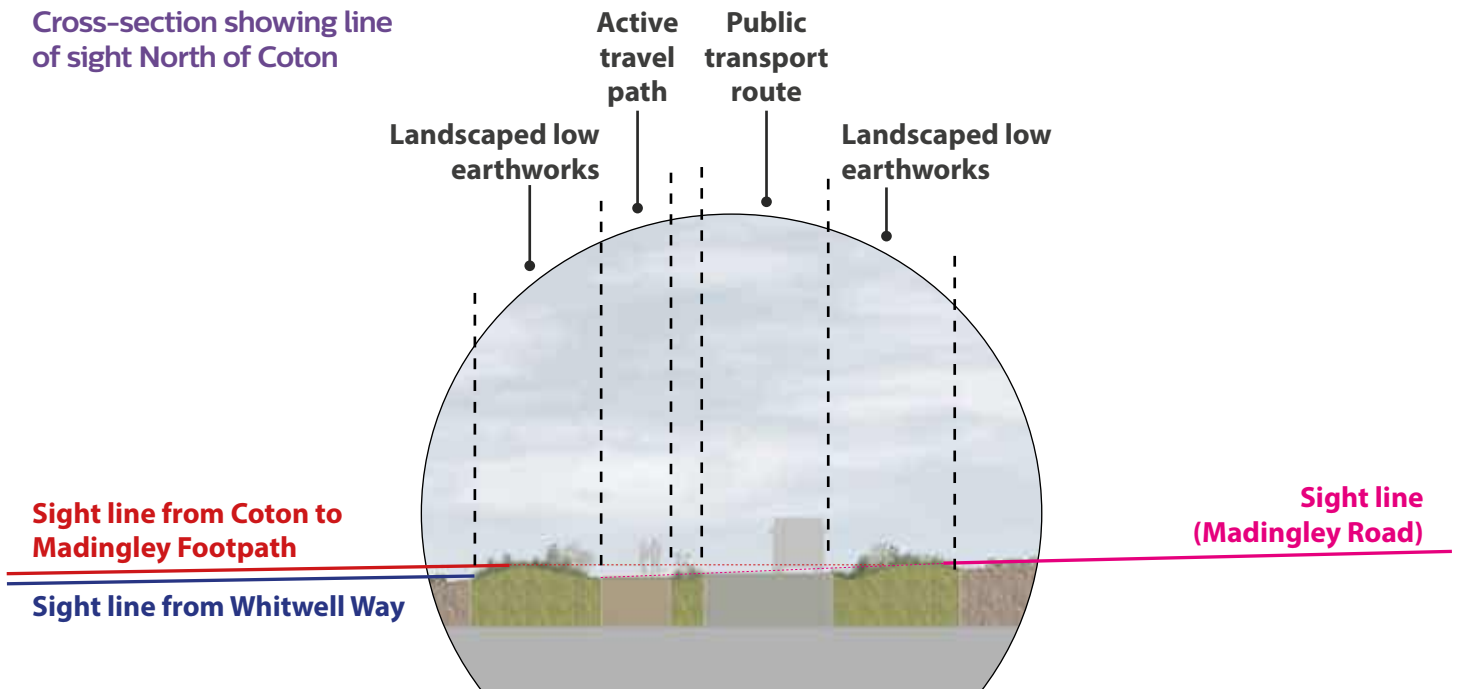
-  Proposed new route
-  Previous route alignment
-  Proposed active travel path
-  Proposed bus stop location
-  Indicative extents of new rich grassland planting
-  Indicative extents of new native woodland planting
-  Stretches of hedgerows and tree planting aimed at creating strategic screening or helping the scheme fit into the landscape
-  Indicative new planted hedgerows to provide wildlife corridors between existing habitats
-  Planted drainage ponds. Opportunities to include limited permanently wet areas for wildlife
-  Potential area for enhanced orchard planting
-  Area where wayfinding features, lighting, seating points and cycle parking may be proposed
-  Low earth mounds helping the scheme fit into the landscape

## Illustrative view of the new infrastructure route as seen from Red Meadow Hill



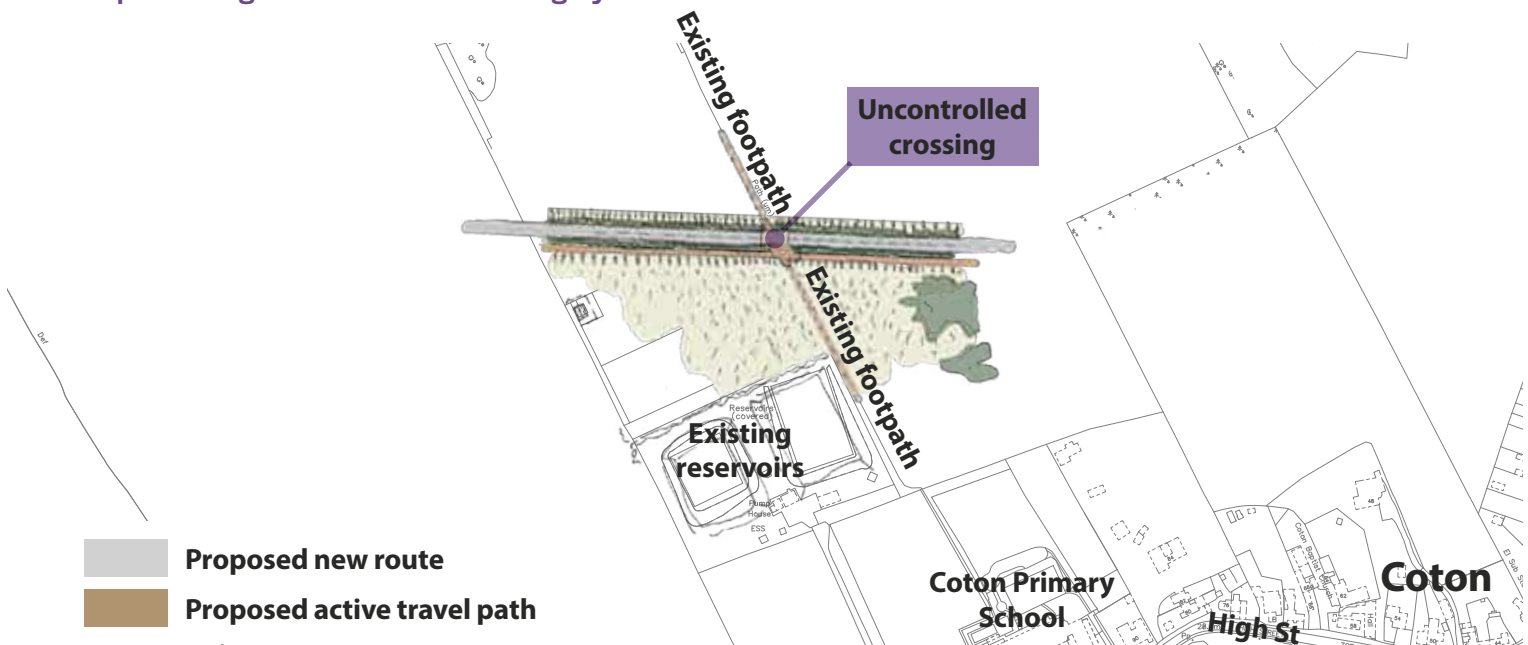
Along this section, the design aims to fit the scheme into the surrounding landscape. This means that from Red Meadow Hill the route infrastructure would not be visible.

### Cross-section showing line of sight North of Coton

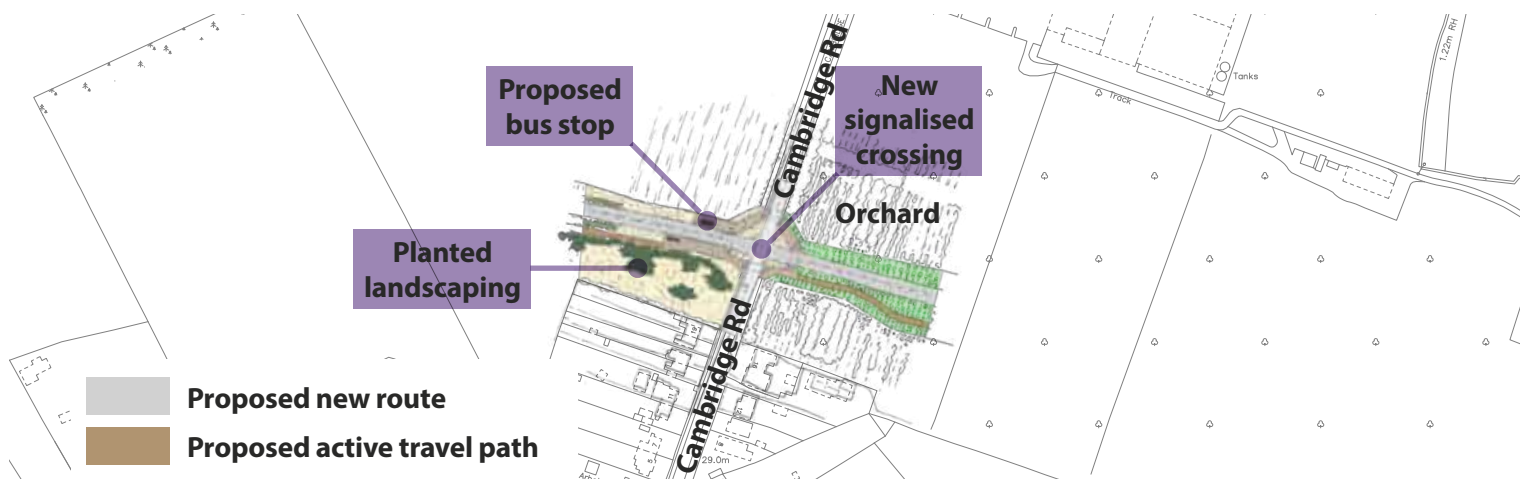


Low earth mounds are proposed along this section of the route to help obscure the scheme and fit it into the surrounding landscape. For example, someone standing on Madingley Road or Whitwell Way would not be able to see the road surface of the route but only see the buses drive by.

### Proposed alignment south of Madingley Road



Drawing illustrating the proposed alignment near the junction with Cambridge Road



## Environmental issues and proposed mitigations

The route bears south from St Neots Road and passes through open countryside to the north of Coton. A change to the preferred route alignment takes it south-west of the former Waterworks, thereby avoiding the protected tree belts and habitat of this area that would have been lost by the earlier alignment.

The way that we integrate the route along this section will be key. The land is open, and we will look to develop a strategy that makes land modelling fundamental to the way we screen views from the north.

The new draft Greater Cambridge Local Plan notes new proposed sites for development and sites approved for development in the adopted 2018 Local Plan, such as Bourn Airfield, which would be served by the scheme. The draft Plan also refers to a Coton Corridor as proposed part of a Green Infrastructure network <https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0> This policy, which is currently not adopted, would look to promote a number of objectives including matters such as enhancing access and connectivity, and providing environmental enhancement. Care will be needed to ensure that C2C complements the policy.

Planting and landscaping will be key to making the scheme fit into the existing landscape. Trees or hedgerows will provide screening, or low earth mounds in areas such as the Coton allotments and Coton village. This will reinforce existing wildlife corridors and not break up existing views down from Madingley Hill.

Drainage will also be an important consideration, and we will use sustainable techniques where these can be effective. A drainage pond is proposed to the north of Coton: as well as forming a part of the drainage strategy for the scheme, this should help to provide a natural barrier between the scheme and the village.

We are undertaking a series of environmental surveys to better understand the risks of passing through this area. These include a host of ecological surveys across multiple sites, including for bats; and in the Coton Orchard, where there will be some loss of trees. With the commitment to providing at least 10%, and a target 20%, overall gain in biodiversity, we will need to develop ideas and identify locations where habitat improvements will be possible. We will progress proposals through discussions with landowners. Some additional woodland planting between the scheme and the village is also proposed. We will also be undertaking archaeological surveys through the area past Coton.

It is proposed that a bus stop will be provided to the west of Cambridge Road. Although traffic nuisance will be limited due to use of quiet and clean vehicles, screening of passenger noise and lighting will be provided. Traffic signals will be needed at the Cambridge Road junction and will also help pedestrians cross to the bus stop.

We will keep agricultural access to both north-south and east-west.

The footpath from the school in Coton to Madingley Road crosses the scheme and will be kept, with the active travel path providing additional connectivity.

We will need compounds each side of the M11 to support construction of the bridge crossing. Construction traffic will not be allowed through Coton village. See map of proposed construction compounds Design and Environmental Elements - General Information: Construction on page 15.

Any sections of the orchard affected during construction would be reinstated to minimise overall loss. To the west of Cambridge Road, south of the scheme, new planting would help to screen the scheme from adjacent properties.

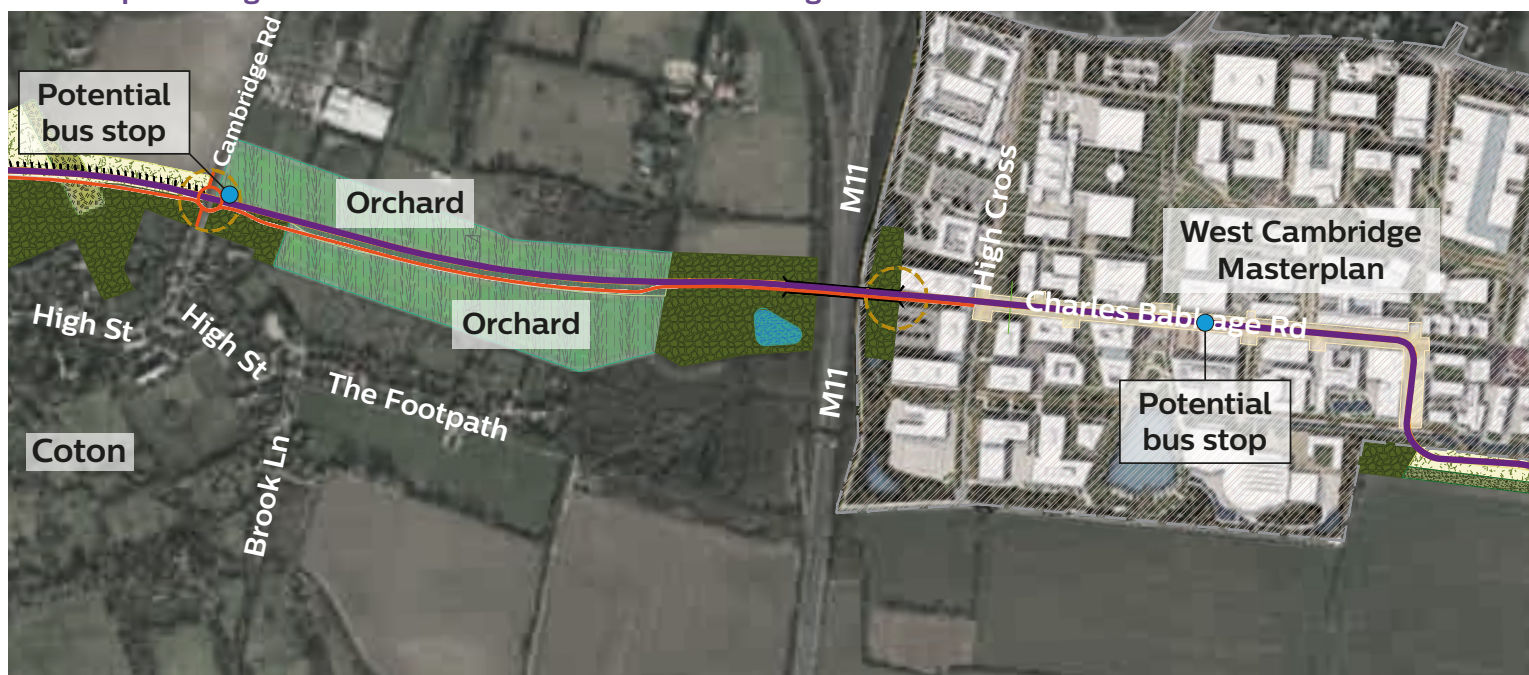


# Section G: M11 Bridge and West Cambridge site

From the M11, the route passes through a narrow belt of trees into and through the West Cambridge campus. The route then follows Charles Babbage Road through the campus with traffic signal control to ensure public transport priority.



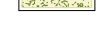






Active travel facilities and a travel hub will be developed as a part of the wider development of West Cambridge. Find out more online: <https://www.westcambridge.co.uk/>

## Proposed alignment over the M11 and west of Cambridge

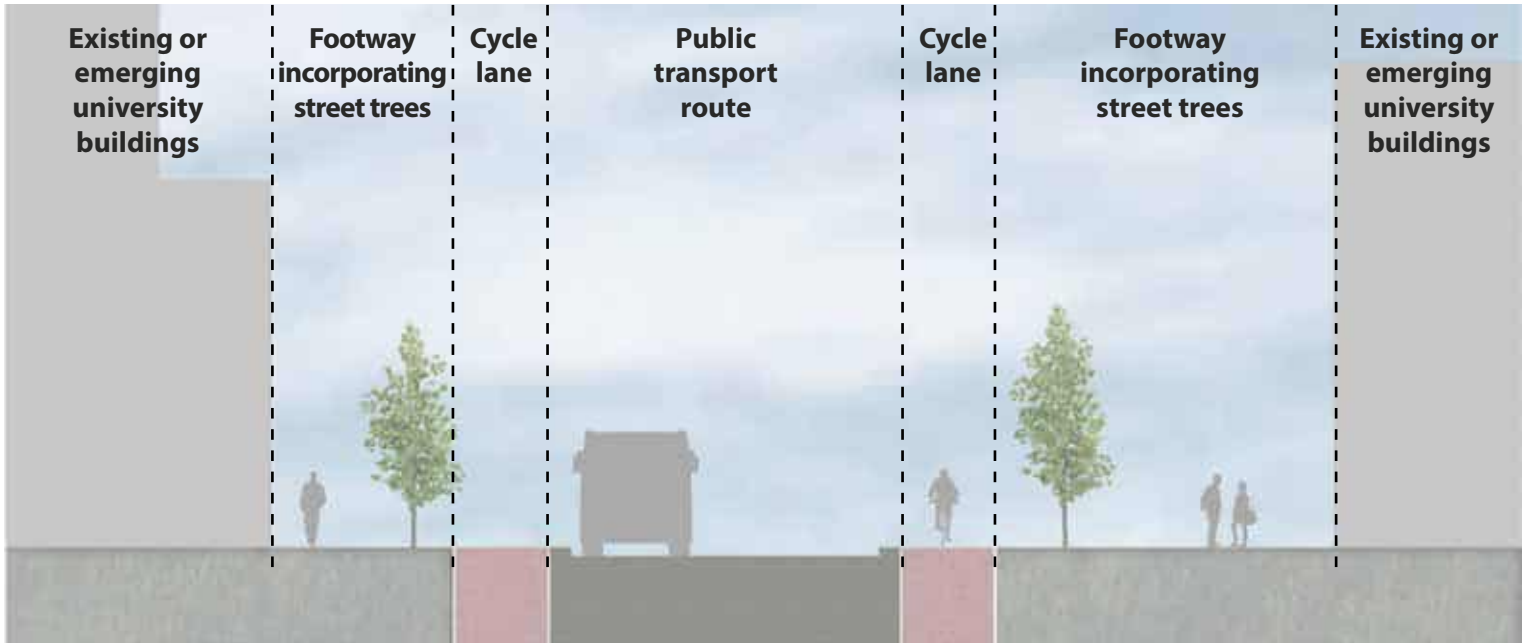


### KEY

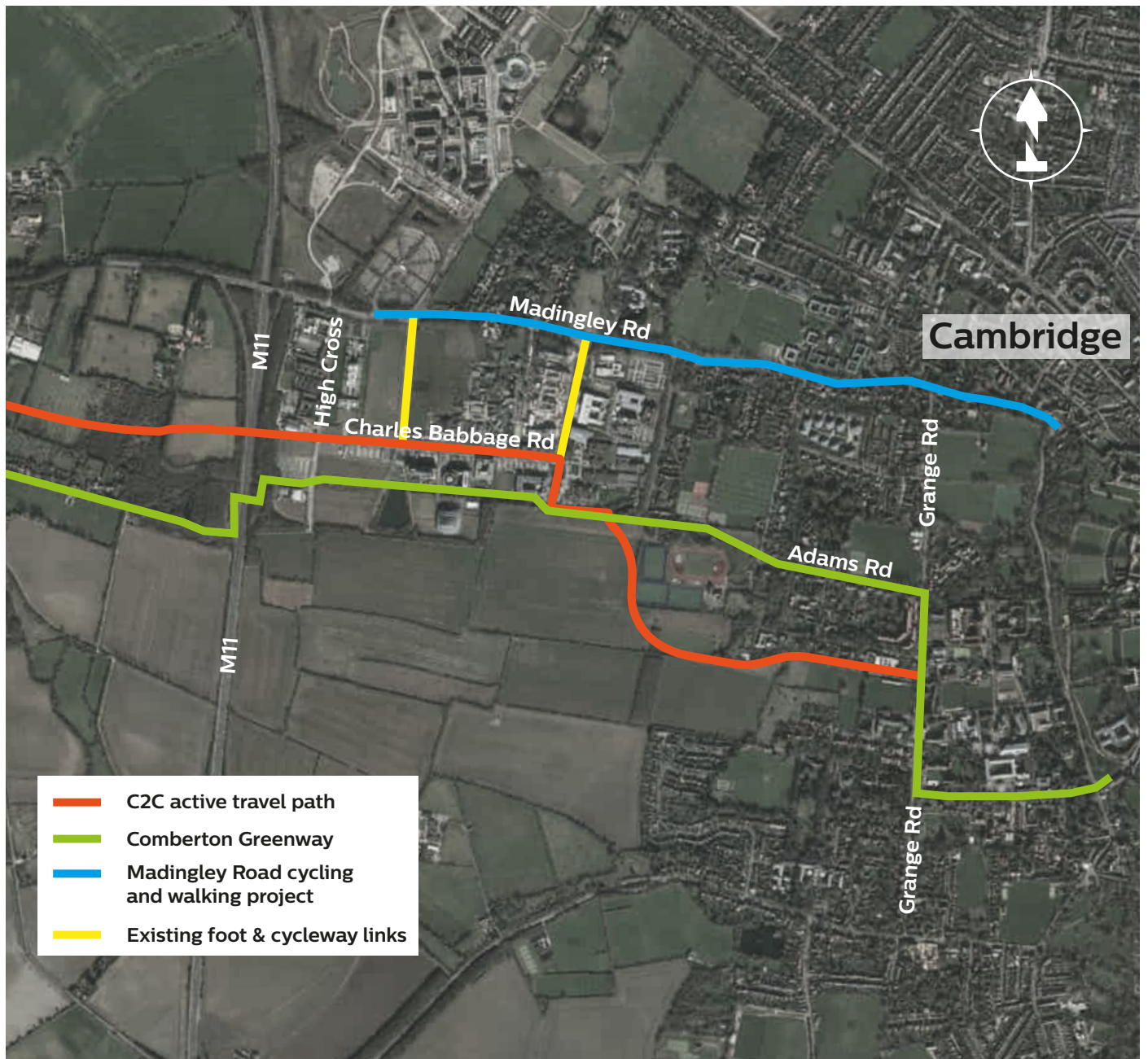
The proposals presented are indicative only and are subject to change.

-  Proposed new route
-  Proposed active travel path
-  Proposed bus stop location
-  Proposed bridge structure
-  Future development site
-  Route integrated with the existing or emerging public realm
-  Indicative extents of new rich grassland planting
-  Indicative extents of new native woodland planting
-  Stretches of hedgerows and tree planting aimed at creating strategic screening or helping the scheme fit into the landscape
-  Indicative new planted hedgerows to provide wildlife corridors between existing habitats
-  Planted drainage ponds. Opportunities to include limited permanently wet areas for wildlife
-  Potential area for enhanced orchard planting
-  New planted landscape scattered with fruit trees in an aim to encourage informal fruit picking
-  Area where wayfinding features, lighting, seating points and cycle parking may be proposed
-  Low earth mounds helping the scheme fit into the landscape

### Charles Babbage cross-section



### Active travel routes to the west of Cambridge



## Environmental issues and proposed mitigations

The M11 overbridge is the main structure on the route. A significant structure will be needed along with earthworks, but where possible, off-site construction will minimise on-site and adjacent disruption.

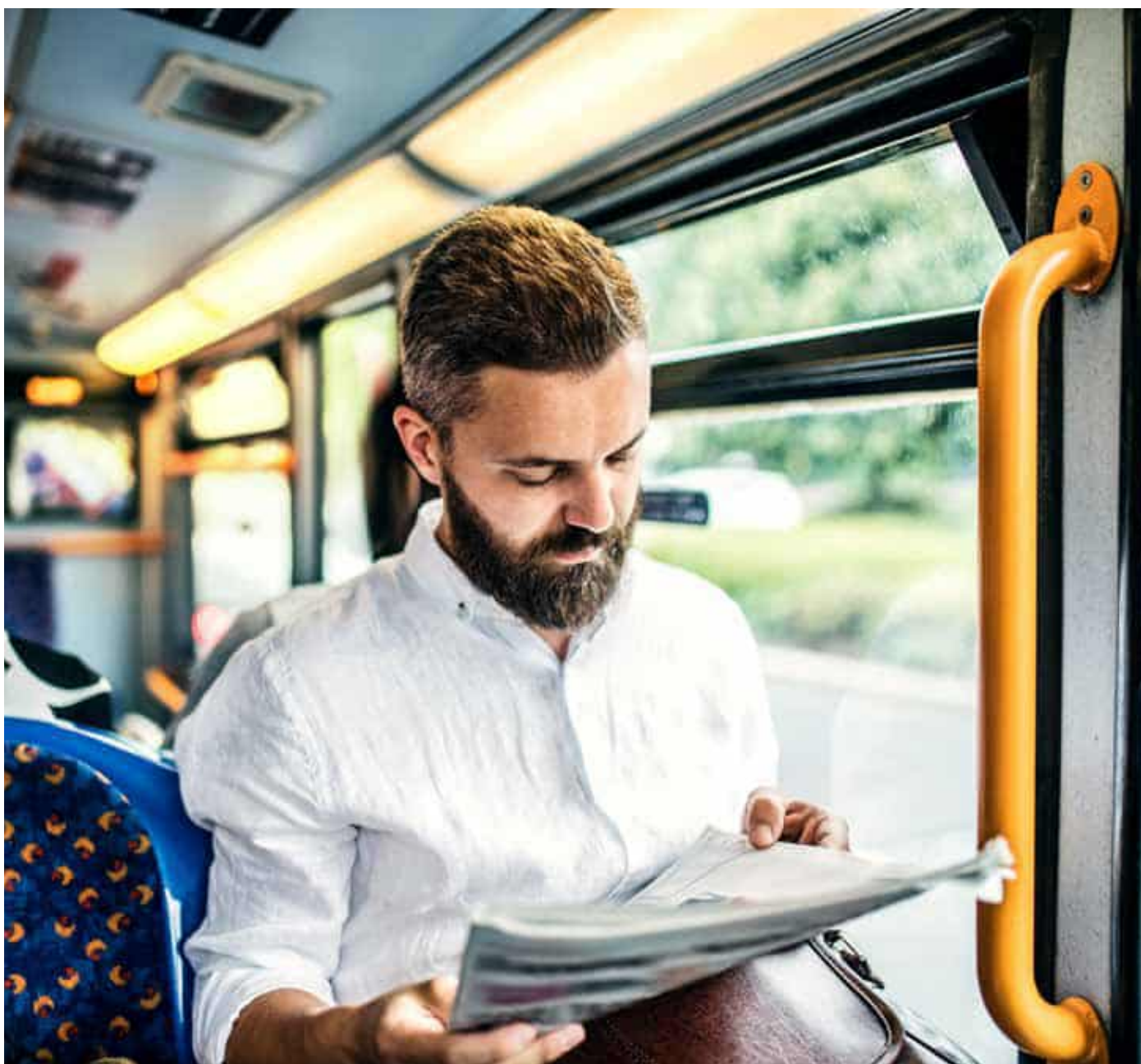
East of the M11, the route enters the West Cambridge site, which presents few environmental sensitivities. The one exception is a section of woodland which is designated as a Local Nature Reserve. We will seek to limit the impact and restore and extend planting alongside the motorway.

We will need temporary construction compounds on each side of the M11 to support construction of the bridge crossing. As the West Cambridge campus is undergoing significant development,

with some plots unused, we may seek to place a secondary construction compound on the site. See map of proposed construction compounds Design and Environmental Elements - General Information: Construction.

The route will follow Charles Babbage Road through the campus, with likely provision of segregated cycle and pedestrian paths to both sides, landscaping and a travel hub in the centre of the campus. Details of the facilities will form part of the site masterplan.

Construction traffic and impact is of marginal concern in this area, which is subject to extensive construction related to the site masterplan.



# Section H: West Cambridge to Grange Road

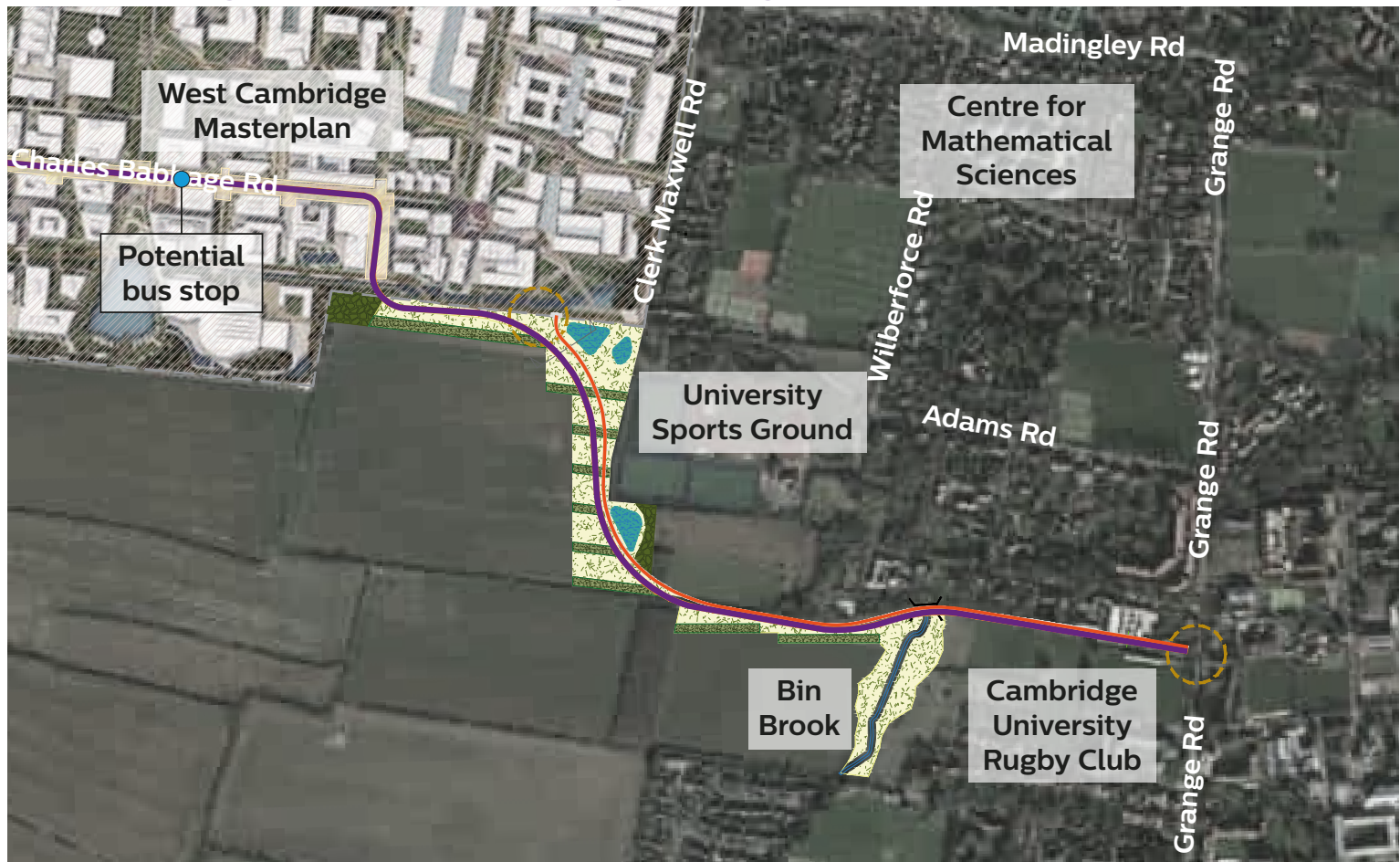
From the West Cambridge site, the route proceeds across the West Fields around the University Athletics Ground and along the Rifle Range track between Clare Hall College and the Cambridge University Rugby Union Football Club, to access Grange Road. A previously proposed alignment using Adams Road was discounted in response to feedback. Bus services continue on from Grange Road, using the existing road network through the city to major destinations

including the city centre and Biomedical Campus.

GCP's Making Connections project is introducing measures to free up space in the congested city centre for public transport, cycling and walking, and this will help the onward journey. Find more on the Making Connections proposals here












<https://www.greatercambridge.org.uk/makingconnections-2021>

## Proposed alignment between West Cambridge and Grange Road



### KEY

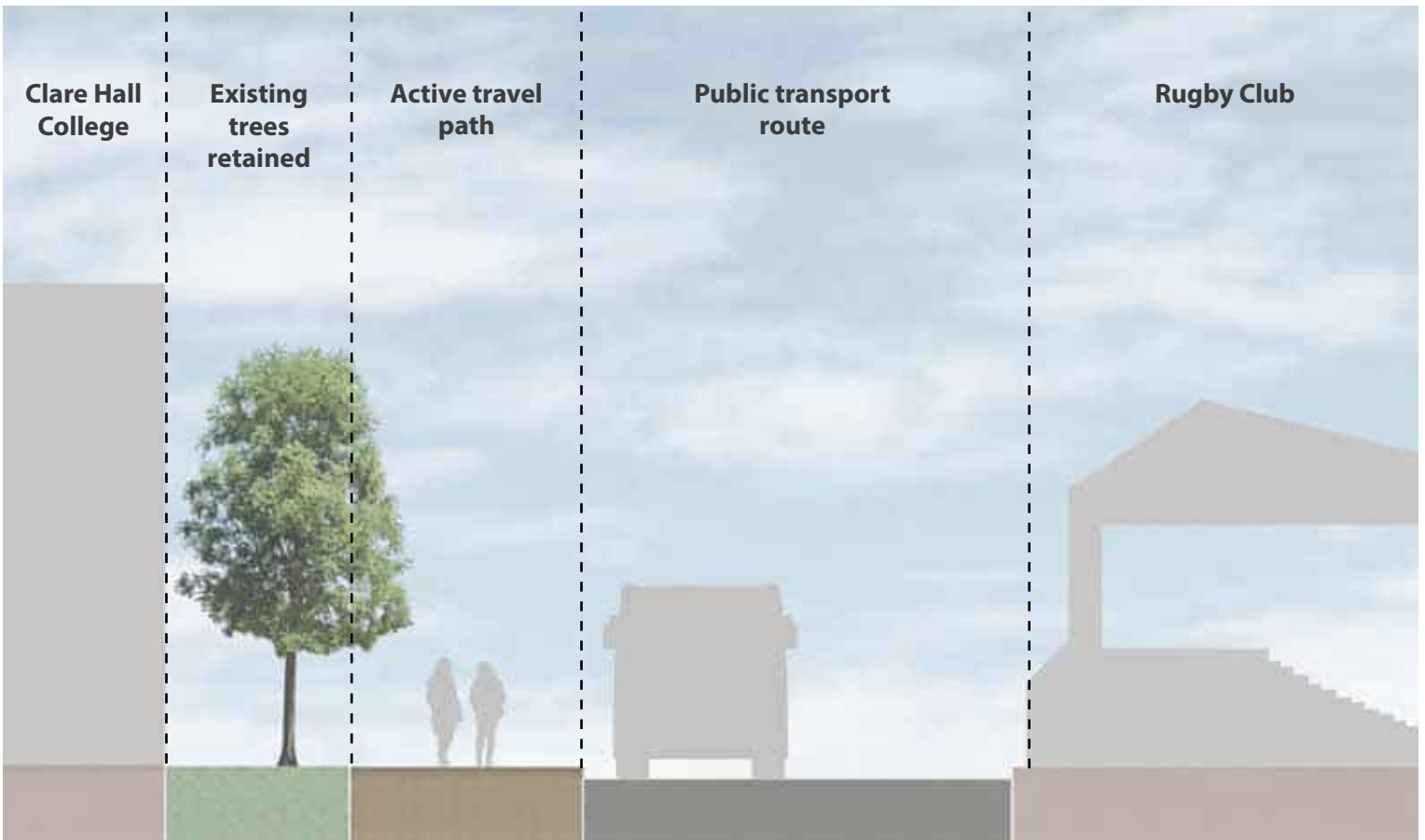
The proposals presented are indicative only and are subject to change.

-  Proposed new route
-  Proposed active travel path
-  Proposed bus stop location
-  Proposed bridge structure
-  Future development site
-  Route integrated with the existing or emerging public realm
-  Indicative extents of new rich grassland planting
-  Indicative extents of new native woodland planting
-  Stretches of hedgerows and tree planting aimed at creating strategic screening or helping the scheme fit into the landscape
-  Planted drainage ponds. Opportunities to include limited permanently wet areas for wildlife
-  Area where wayfinding features, lighting, seating points and cycle parking may be proposed

**Illustrative view of Bin Brook crossing**



**Rifle Range cross-section**



## Proposed alignment at the junction with Grange Road



## Environmental issues and proposed mitigations

Heading east from the West Cambridge campus, the route passes through an open setting of fields (the West Fields) and alongside sport facilities on the fringe of Cambridge. The route has previously been refined in response to feedback, to minimise the loss of agricultural land.

We expect that some visual impacts will occur here for overlooking properties nearby and if that is the case, well designed screening will be part of the scheme. Additional drainage ponds and some planting will be provided in residual plots of land east of, and severed by, the scheme. East of the Bin Brook, planting is limited to essential screening to avoid land-take from the Rugby Club training ground.

There will be some hedgerow loss where the route crosses between fields. We will protect the mature and impressive trees, some protected by Tree Preservation Orders, at the end of properties along the Rifle Range Road.

The crossing of the Bin Brook will implement best practice techniques to ensure that the quality of this protected habitat is not impacted during construction. The structure used to bridge the brook will also be designed to ensure the protection of this feature. It will need to be elevated over the current level to ensure that it does not increase flood risk and to allow for the impacts of climate change in the future, but

as the existing bridge is well below the prevailing ground level, the visual impact can be reduced with careful planting. We may need to create small areas of additional flood storage should the crossing structure impinge existing flood capacity. A flood risk assessment will determine the extent of, and possible locations for, this. There is also scope for enhancement on the flood plain area along the Bin Brook, with additional planting to the west.

There are existing permissive and other uses of the Rifle Range track, and arrangements will be put in place to maintain access where it exists and mitigate disruption.

A new traffic signal-controlled junction will be needed at the junction with Grange Road, and this may result in some loss of land and trees. Care will be taken to minimise the impact on the West Cambridge Conservation Area and adjacent listed buildings, such as Clare Hall College. From Grange Road, buses follow existing roads into Cambridge and further construction is not envisaged.

Grange Road is not ideal for construction traffic, and so where possible the scheme will use a construction compound on West Cambridge and provide its own haul road. Care will be taken to avoid disruption, notably to Clare Hall College.



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# Section 4

**Have Your Say:  
Public  
Consultation  
Questionnaire**



# Greater Cambridge Partnership – Cambourne to Cambridge Better Public Transport and Active Travel Project

Please view the consultation information at: [www.greatercambridge.org.uk/c2c-eia](http://www.greatercambridge.org.uk/c2c-eia)

Please respond before midday on **Monday 11 July 2022** when the consultation closes.

## General Question

**Q1.** Please select one of the following statements:

I am responding as an individual

I am responding on behalf of a group or business, or as an elected representative

If you are responding on behalf of a group or business, please state its name. If you are responding as an elected representative, please state your position and area represented. We will publish the names of businesses, groups and representatives alongside their response in our public reports.

## Design and environmental elements: general

### Active travel

**Q2.** Do you have any comments on the proposed Active Travel route for cyclists, pedestrians and equestrians?

### Bus stops

**Q3.** Do you have any comments on the proposed facilities of the bus stops along the route?

**Q4.** Do you have any comments on proposed bus stop locations?



## Scotland Farm Travel Hub

**Q5.** What facilities are needed at the Travel Hub? (tick all that apply)

<input type="checkbox"/> Toilets	<input type="checkbox"/> Cycle racks	<input type="checkbox"/> Other
<input type="checkbox"/> Shelter	<input type="checkbox"/> Cycle lockers	<input type="text"/>
<input type="checkbox"/> Seating	<input type="checkbox"/> Taxi drop-off	

**Q6.** Do you have any further comments on the Travel Hub?

## Construction

**Q7.** Do you have any comments on the construction approach including proposed locations for construction compounds?

## Design and environment elements by area

### A) Cambourne

**Q8.** Do you have any comments and suggestions about the proposals for the route from Broadway to Sterling Way?

### B) Bourn Airfield

This section of the route is being planned and delivered by Countryside. Find out more here <http://www.bournairfield.co.uk/>

**Q9.** Do you have any comments and suggestions about the proposals for the route through Bourn Airfield?

## C) Childerley Gate

**Q10.** Do you have any comments and suggestions about the proposals for the route through the Childerley Lodge area?

**Q11.** Should we provide an additional bus stop to serve Highfields Caldecote?

Yes

Maybe

No

No opinion

## D) Scotland Road – Travel Hub

**Q12.** Now the A14 works are substantially complete, are there any specific problems relating to through traffic from the A14 in Dry Drayton?

**Q13.** How far do you support/oppose proposals for an active travel path between the Travel Hub and Dry Drayton?

Strongly support

No opinion

Strongly oppose

Support

Oppose

**Q14.** Do you have any comments and suggestions about the proposals for an active travel path between the Travel Hub and Dry Drayton?

**Q15.** Do you have any comments on the Scotland Road proposals?

## E) Hardwick

**Q16.** Where should we site the bus stop?

By the Cambridge Road junction with pedestrian crossing

Opposite Miller's Way

Elsewhere (please specify)

**Q17.** How far do you support or oppose the modification to an on-road route via St Neots Road? (An on-road route would minimise loss of trees and require removal of existing laybys.)

Strongly support

Oppose

Support

Strongly oppose

No opinion

**Q18.** How far do you support or oppose the modification to the route, running south of the Waterworks site?

Strongly support

Oppose

Support

Strongly oppose

No opinion

**Q19.** Do you have any comments and suggestions about the proposals for the route through Hardwick?

## F) North of Coton

**Q20.** How far do you support or oppose the refinement to the C2C route alignment north of Coton?

Strongly support

Oppose

Support

Strongly oppose

No opinion

**Q21.** We would like to carry out proposed landscaping and biodiversity measures north of Coton. Do you have comments on this?

**Q22.** Would you like to see a bus stop where the route crosses Cambridge Road in Coton?

Yes

Maybe

No

No opinion

**Q23.** Do you have any comments on North of Coton proposals?

## **G) M11 Bridge and West Cambridge site**

**Q24.** Do you have any comments and suggestions about the route over the M11 and through West Cambridge?

## **H) West Cambridge to Grange Road**

**Q25.** Do you have any comments and suggestions about the proposals for the route from West Cambridge to Grange Road?

**Q26.** Do you have any comments about the junction with Grange Road?

## Your Thoughts

**Q27.** Under the Equality Act 2010 we will be looking at the proposed scheme to ensure that it does not impact adversely on people or groups with protected characteristics. These are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. We have a duty to ensure that our work promotes equality and does not discriminate.

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.

**Q28.** We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion in the design, please add them in the space below.

## About you

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

**Q29.** Please indicate your interest in the project (tick all that apply).

- |   |   |
|---|---|
| <input type="checkbox"/> Resident in Newnham              | <input type="checkbox"/> Resident of Cambourne                      |
| <input type="checkbox"/> Resident of Coton                | <input type="checkbox"/> Resident elsewhere in South Cambridgeshire |
| <input type="checkbox"/> Resident of Madingley            | <input type="checkbox"/> Resident elsewhere in Cambridge            |
| <input type="checkbox"/> Resident of Comberton            | <input type="checkbox"/> Resident elsewhere                         |
| <input type="checkbox"/> Resident of Hardwick             | <input type="checkbox"/> Local business owner/employer              |
| <input type="checkbox"/> Resident of Dry Drayton          | <input type="checkbox"/> I regularly travel in the area             |
| <input type="checkbox"/> Resident of Highfields/Caldecote | <input type="checkbox"/> I occasionally travel in the area          |
| <input type="checkbox"/> Resident of Bourn                | <input type="checkbox"/> Other                                      |

**Q30.** Please indicate your age range.

- |                                   |  |
|-----------------------------------|--|
| <input type="checkbox"/> Under 15 | <input type="checkbox"/> 55 – 64           |
| <input type="checkbox"/> 15 – 24  | <input type="checkbox"/> 65 – 74           |
| <input type="checkbox"/> 25 – 34  | <input type="checkbox"/> 75 and above      |
| <input type="checkbox"/> 35 – 44  | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> 45 – 54  |  |

**Q31.** Are you

- |  |  |
|--|--|
| <input type="checkbox"/> In education  | <input type="checkbox"/> A stay-at-home parent, carer or similar |
| <input type="checkbox"/> Employed      | <input type="checkbox"/> Retired                                 |
| <input type="checkbox"/> Self-employed | <input type="checkbox"/> Prefer not to say                       |
| <input type="checkbox"/> Unemployed    | <input type="checkbox"/> Other                                   |

**Q32.** Would you plan to use the scheme for:

- |   |  |
|---|--|
| <input type="checkbox"/> Travel to/from work                      | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Travel to/from university/college/school | <input type="checkbox"/> Other             |
| <input type="checkbox"/> Recreation                               |  |

**Q33.** Do you have a disability that affects the way you travel?

- |                              |  |
|------------------------------|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> No  |  |

**Q34.** How did you hear about this consultation? (tick all that apply).

- |  |   |
|--|---|
| <input type="checkbox"/> Flyer             | <input type="checkbox"/> Local community news |
| <input type="checkbox"/> At Park & Ride    | <input type="checkbox"/> Email                |
| <input type="checkbox"/> Newspaper advert  | <input type="checkbox"/> Social media         |
| <input type="checkbox"/> Newspaper article | <input type="checkbox"/> Word of mouth        |
| <input type="checkbox"/> Website           | <input type="checkbox"/> Other                |

## Contact Details

The information you provide will be used to help the decision-making in this scheme and wider active travel schemes. We may share your information with our consultants and with the County Council's Business Intelligence Service. We will not publish your personal details but may publish your response with personal details removed. If you have consented to be added to our consultation mailing list, we may send you details of the consultation results and information about other consultations. You retain the right to opt out of the mailing list at all times. We will not sell your personal details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses.

You can find further details of our privacy policy at:

[www.greatercambridge.org.uk/privacy](http://www.greatercambridge.org.uk/privacy)

You can find further details about our use of mailing lists at:

[www.greatercambridge.org.uk/maillinglists](http://www.greatercambridge.org.uk/maillinglists)

Name:

Email address:

Postcode: (to identify concerns by location):

Would you like to be added to our mailing list?

Yes

No

Are you happy for the Greater Cambridge Partnership to contact you via email to find out more about your views?

Yes

No

Please return paper copies of the questionnaire to:

**PO Box 1493  
Mandela House  
4 Regent Street  
Cambridge  
CB1 0YR**



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Greater Cambridge Partnership

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# **CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT**

Appendix L – Individual Consultation  
Report – EIA Consultation (2022)





Greater Cambridge Partnership

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

Report of Consultation Findings





Greater Cambridge Partnership

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

Report of Consultation Findings

TYPE OF DOCUMENT (VERSION) **PUBLIC**

PROJECT NO. **70086660**

DATE: **AUGUST 2022**

**WSP**

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**100 Wharfside Street**

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**WSP.com**

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## ***APPENDICES***

Link to Appendices [here](#)



# EXECUTIVE SUMMARY

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

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

Feedback from the consultation identified that respondents:

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

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

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

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

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

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



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

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

# 1 INTRODUCTION

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## 1.1 ABOUT THIS DOCUMENT

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

## 1.2 CONTEXT

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

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

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

## 1.3 ABOUT THE PROPOSALS

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



**Figure 1-1 - Overview of the proposed C2C route**

## 2 CONSULTATION

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### 2.1 INTRODUCTION

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

### 2.2 WHO WAS CONSULTED

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

## 2.3 HOW GCP CONSULTED

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

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

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

## 2.4 MATERIALS PRODUCED TO SUPPORT CONSULTATION

### Consultation Brochure

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

2.4.1. The brochure was published on the consultation website.

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

### Online Portal

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

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

### Survey

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

### Leaflet

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

### Alternative formats

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

## 2.5 CONSULTATION ACTIVITIES

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

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

### Emails and letters

- 2.5.1. Emails were sent out to 2933 stakeholders at the start of the consultation period on 16 May 2022 using the GovDelivery channel; a list can be found in Appendix C. Notification of the consultation was also distributed to landowners, local businesses and schools and other key stakeholder groups, via letter, described in Table 2-1. Letters invited key landowners to meetings which took place during the consultation period. Copies of the letters and emails can be found in Appendix B.
- 2.5.2. An email was also sent from Rachel Stopard, Chief Executive of the Greater Cambridge Partnership to key business and political leaders including newly appointed local councillors following local District and City Council elections.

**Table 2-1 – Stakeholder groups**

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



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

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

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

### Social media

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

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

**Press release**

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

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

**Press advertisements**

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

**Table 2-2 – Press advertising**

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

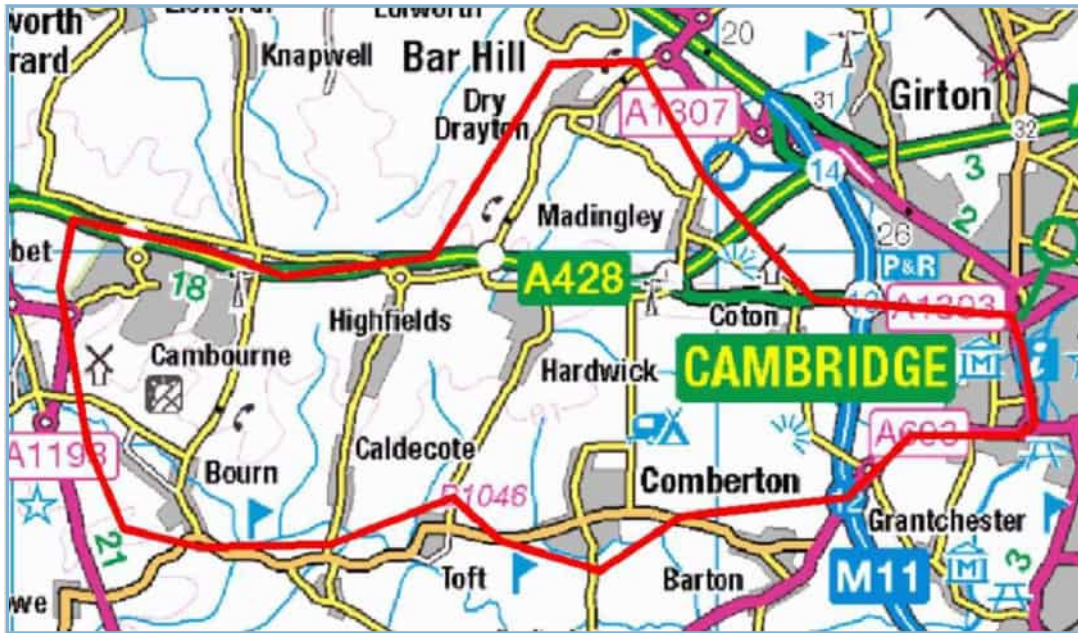
**Bus stop advertising**

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

**Leaflet mailing**

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

Figure 2-1 - Map illustrating the leaflet distribution area



- 2.5.9. The leaflets were circulated to almost 12,000 residential and business addresses
- 2.5.10. Online webinars and in-person events
- 2.5.11. A combination of virtual and face-to-face events were held to give people the opportunity to find out more about the proposals and put questions directly to the project team. In-person events were held in line with public health guidance in place at the time. Wherever possible, the project team attended community forums, council or parish meetings. Project-specific events were also held. A powerpoint presentation was delivered which outlined the current proposals, followed by a question and answer session. The presentation can be found in Appendix A.4.

**Community forum, council or parish meetings**

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

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

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

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

### Project specific events

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

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

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

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

## 2.6 MEDIA COVERAGE

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

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

**Table 2-5 – Press coverage**

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

## 3 RESPONSE ANALYSIS METHODOLOGY

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### Survey

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

### Qualitative Analysis - coding of free text responses

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

### Quantitative Analysis – closed questions

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

### Other written responses

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

### Analysis based on postcode

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

## 4 ABOUT THE RESPONDENTS

### 4.1 RESPONDENT PROFILE

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

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

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

#### Survey respondents' demographic data

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

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

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

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

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

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



Nature of interest	Number of responses
Landowner	1

### Distribution of responses

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



**Figure 4-1 - Responses by postcode area**

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

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

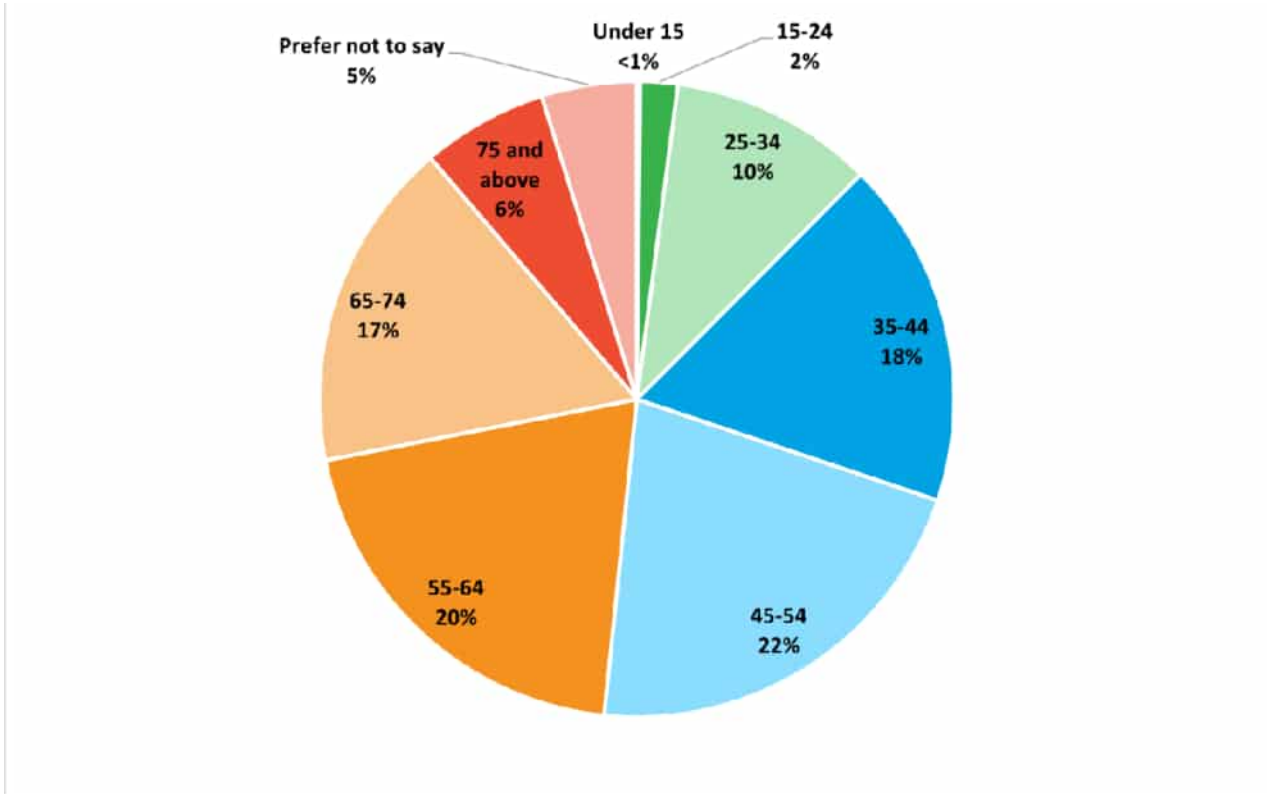
Postcode District	Post town	Coverage	Number of respondents
CB1	Cambridge	Cambridge (Central, South), Teversham (parts of)	6
CB2	Cambridge	Cambridge (West)	4
CB3	Cambridge	Cambridge (North-West), Girton	34
CB4	Cambridge	Cambridge (North)	5
CB5	Cambridge	Cambridge (East)	3
CB6	Ely	Aldreth, Apes Hall, Chettisham,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

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

## Age range

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

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



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

**Table 4-5 – Age of respondents**

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

## Employment status

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

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

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

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

## Using the proposed scheme

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

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

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

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

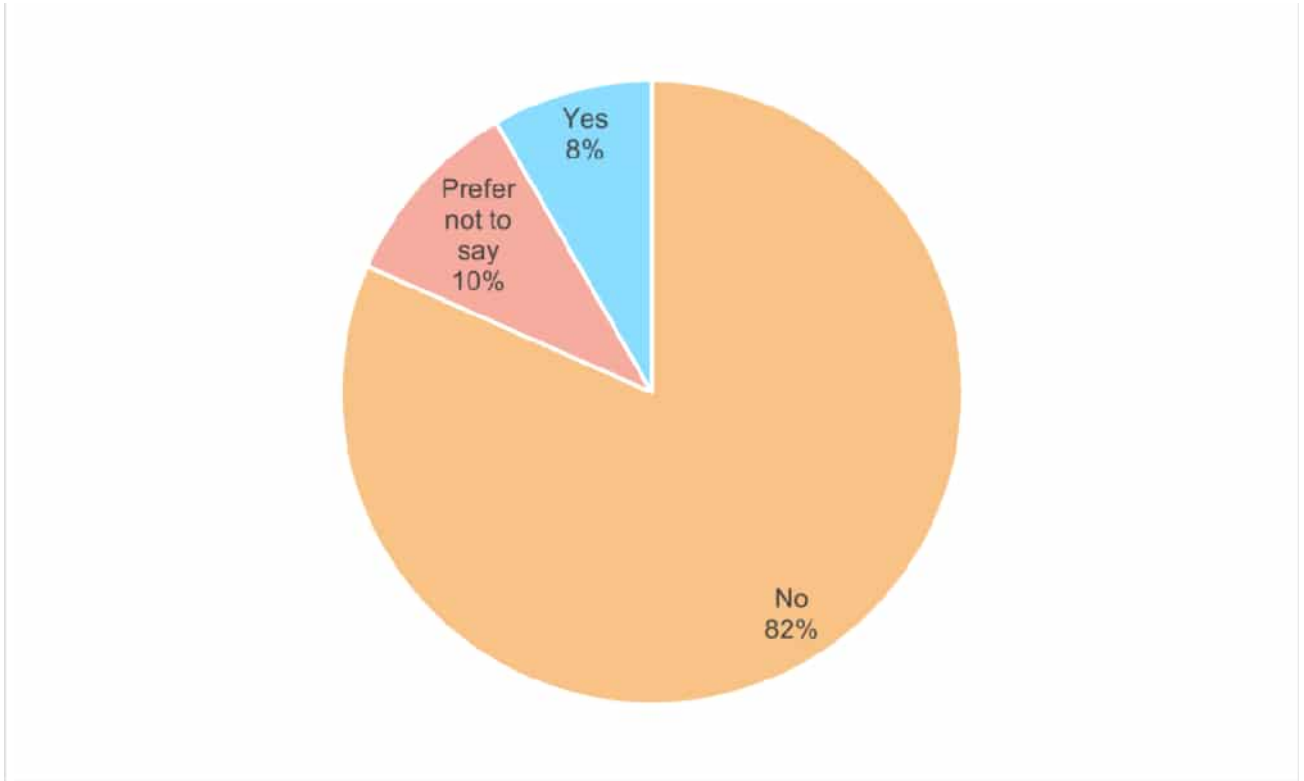
**Table 4-8 – Other suggestions for using proposals**

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

### Long-term physical or mental health

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

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



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

**How respondents heard about the consultation**

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

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

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



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

## 5 VIEWS ON THE PROPOSALS

### 5.1 OVERVIEW

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

## DESIGN AND ENVIRONMENTAL ELEMENTS: GENERAL

### 5.2 QUESTION 2: ACTIVE TRAVEL

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

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

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

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

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

### 5.2.2. Typical comments included

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

## 5.3 QUESTIONS 3-4: BUS STOPS

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

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

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

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

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

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

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

### 5.3.3. Typical comments included

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

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

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

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

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

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

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

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

#### 5.3.7. Typical comments included

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

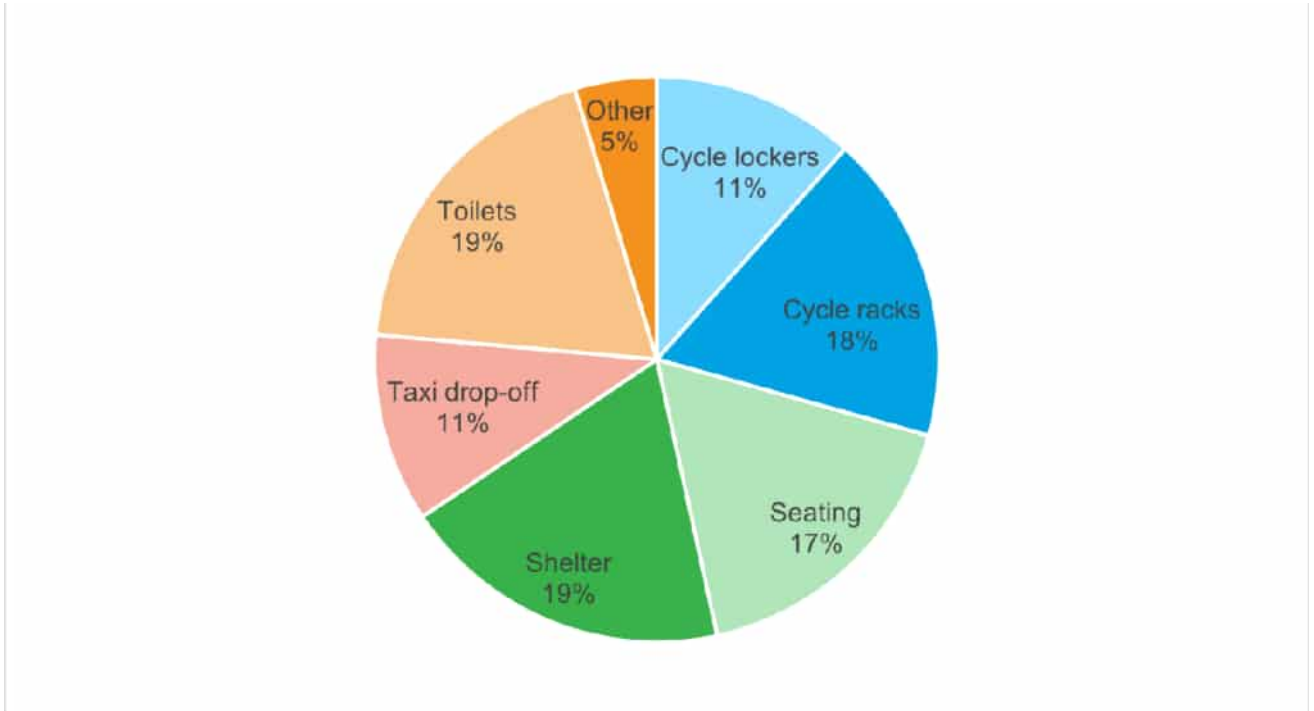
## 5.4 QUESTIONS 5-6: SCOTLAND FARM TRAVEL HUB

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

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

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

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



Base: all responses received (n:2021)

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

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

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

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

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

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

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

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

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

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



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

## 5.5 QUESTION 7: CONSTRUCTION

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

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

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

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

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

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

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

### **5.6 SECTION A – CAMBOURNE**

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

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

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

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

### 5.6.5. Typical comments included

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

## 5.7 SECTION B – BOURN AIRFIELD

5.7.0. Question 9 asked ‘do you have any comments and suggestions about the proposals for the route through Bourn Airfield?’ Respondents were able to provide their answer in a free text box.

5.7.1. Table 5-9 outlines the 10 most frequent themes identified in the 273 coded comments received from 223 respondents. 36% of coded comments were ‘no comment’.

5.7.2. 9% of coded comments suggested that the new development and proximity to houses and users should be considered when deciding the location of new bus stops, while 4% of coded comments made alternative suggestions; a similar percentage of coded comments suggested that a rail alternative would be better. 2% of coded comments suggested that the location is not suitable for those is it suggested to service, and 2% were concerned about future traffic levels and congestion.

5.7.3. Potential future provision by East West Rail (EWR) was also mentioned, with 3% of coded comments mentioning the interaction between EWR and the proposed route, and 3% suggested that a rail alternative would be preferred. Full coding tables can be found in Appendix F.

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

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

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

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

#### 5.7.4. Typical comments included:

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

## 5.8 SECTION C - CHILDERLEY GATE

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

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

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

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

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

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

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

5.8.4. Typical comments included:

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

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

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

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

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

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

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

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

## 5.9 SECTION D - SCOTLAND ROAD - TRAVEL HUB

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

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

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

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

- 5.9.5. Typical comments included:

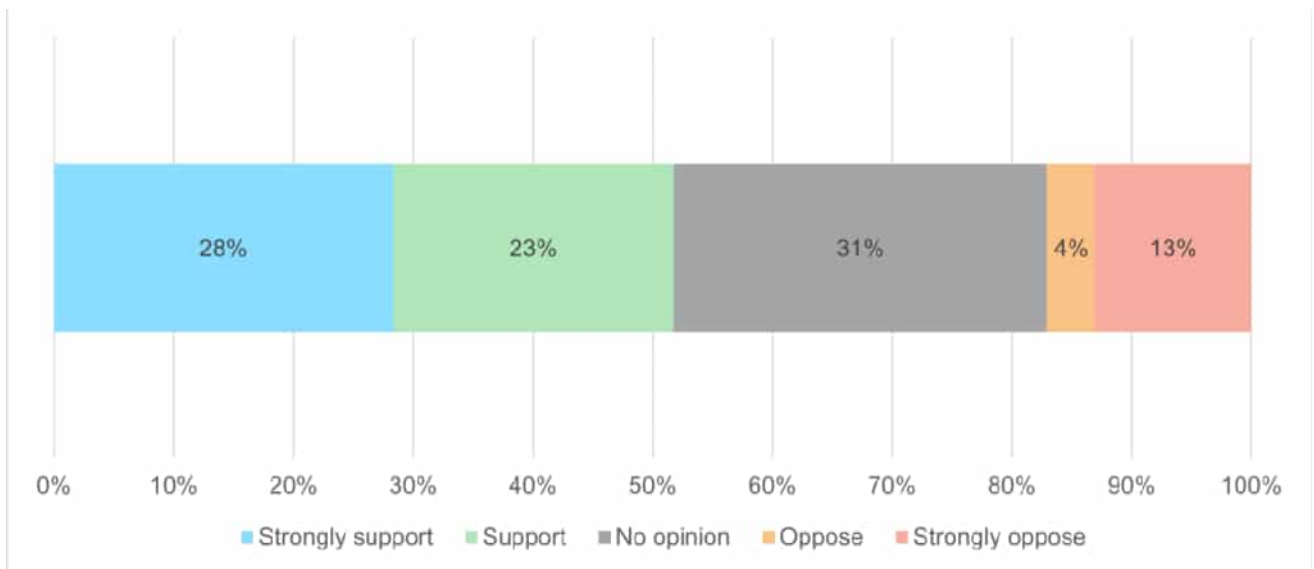


- *I use this road often as I have customers in Elswoth area and also in Hardwick area. There does not seem to be that much traffic on the roads.*
- *Still high numbers of vehicles driving through Dry Drayton at peak hours.*
- *Alternative suggestions included but are not limited to suggestions for better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

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

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

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



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

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

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

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

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

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

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

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

5.9.13. Typical comments included:

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

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

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

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

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

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

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

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

#### 5.9.17. Typical comments included:

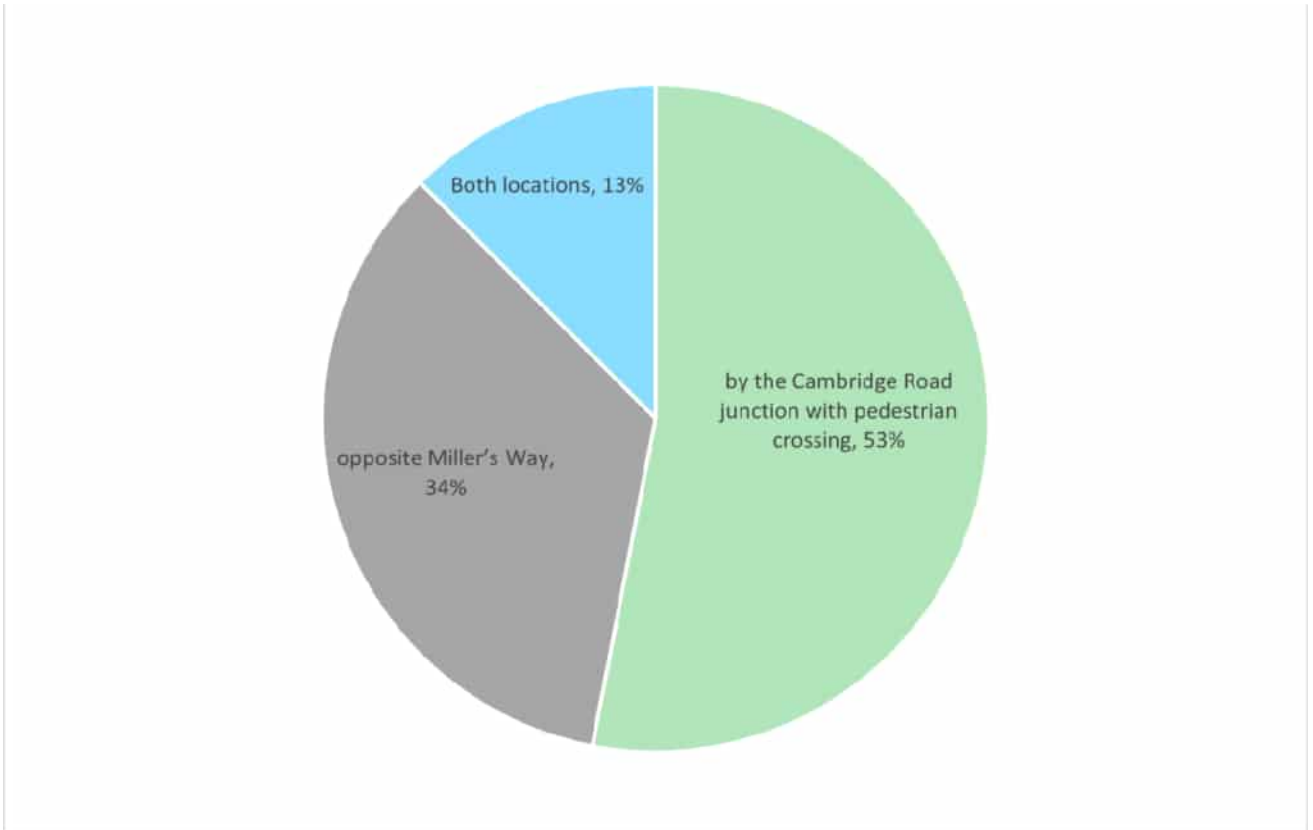
- *Think about where people live and making it as easy as possible to get the bus. Not having to walk a distance i.e. more than 500m or having to drive and change to a bus. Nobody does that.*
- *This adds a delay to bus times. Why is a travel hub required? The busway should be able to transport people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

## 5.10 SECTION E – HARDWICK

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

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

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



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

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

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

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

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

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

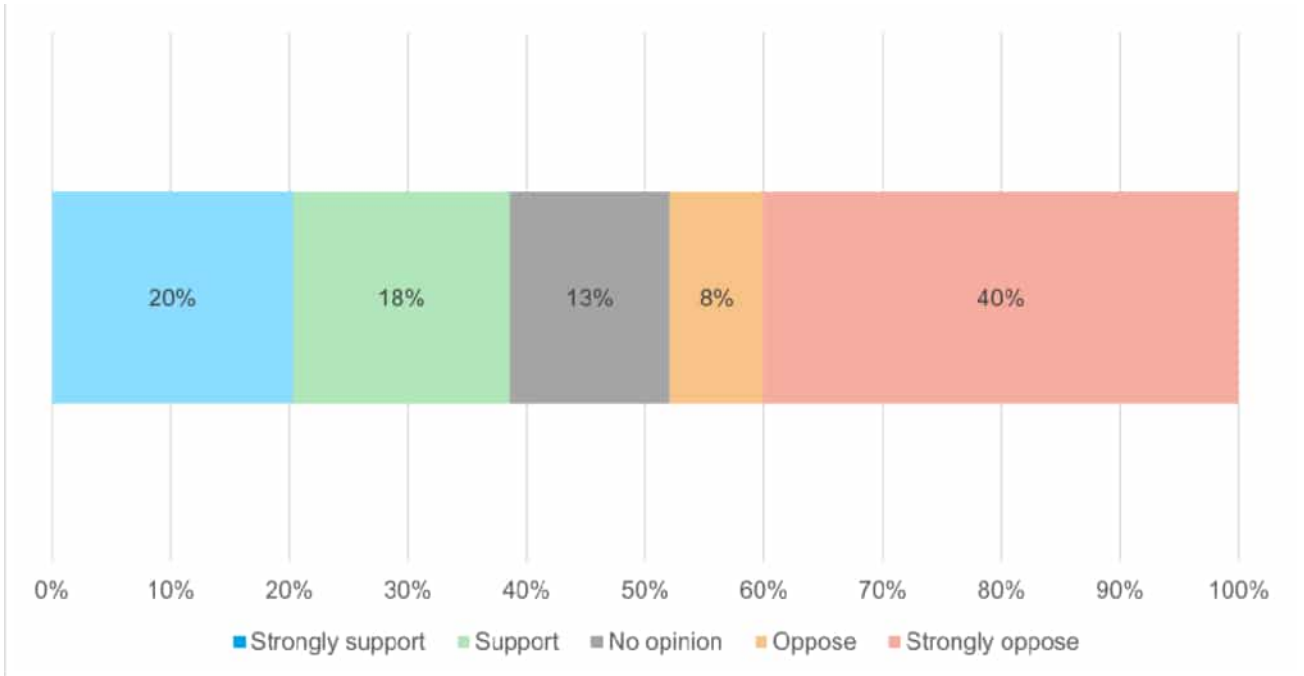
<b>‘Other’</b>	<b>Number of responses from all respondents (n:65)</b>	<b>Percentage of responses from all respondents (n:65)</b>	<b>Number of responses from Hardwick respondents (n:34)</b>	<b>Percentage of responses from Hardwick respondents (n:34)</b>
Additional bus stop (Blue Lion, Long Road, Main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

5.10.4. Question 17 asked respondents ‘*how far do you support or oppose the modification to an on-road route via St Neots Road?*’ As shown in Figure 5-6, a total of 482 respondents chose to answer, with 38% of respondents (186 respondents) supporting the proposals to some extent (20%, 98 respondents strongly supported; 18%, 88 respondents supported). However, 48% of respondents (231 respondents) opposed the proposals to some extent (40%, 193 respondents strongly opposed; 8%, 38 respondents opposed) and 8% of respondents (38 respondents) had no opinion.

5.10.5. Considering the responses from those respondents who gave a Hardwick postcode (n:191), 69% opposed the proposals to some extent (61%, n: 116 strongly opposed; 8%, n:15 opposed) compared with 27% of Hardwick respondents who supported the proposals to some extent (17%

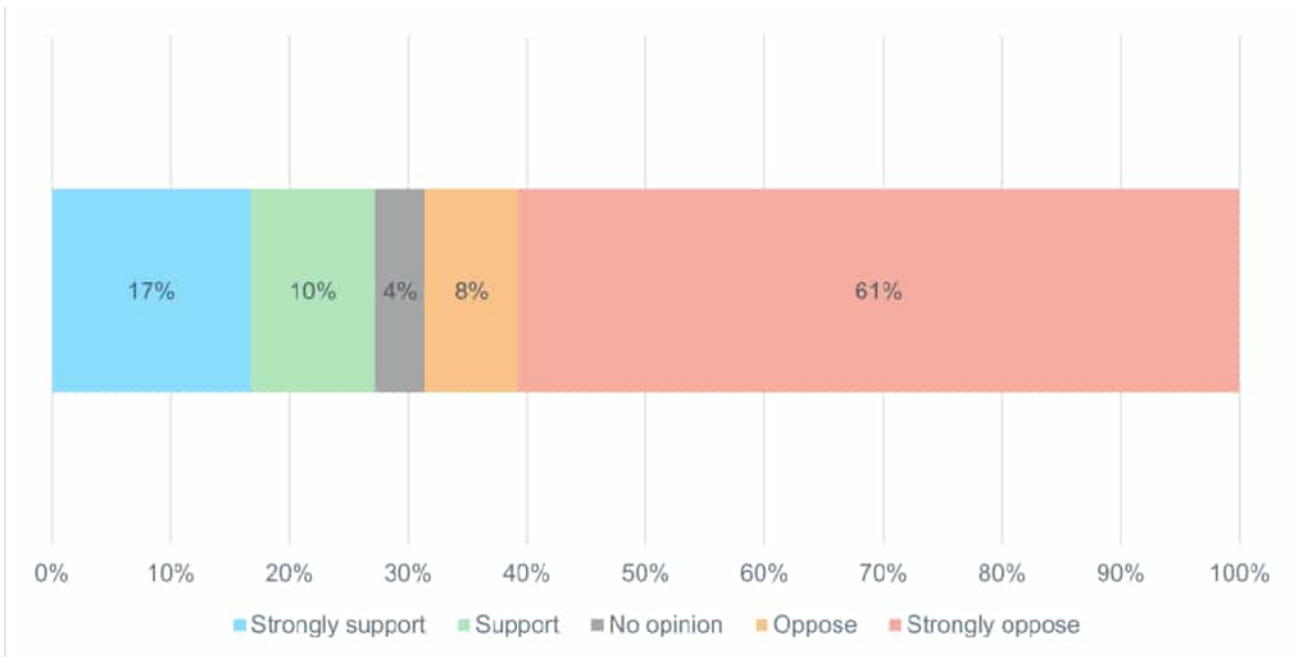
n:32 strongly supported, 10% n:20 supported). 4% of Hardwick respondents (n:8) had no opinion, as shown in Figure 5-7 and Table 5-18.

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



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

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



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

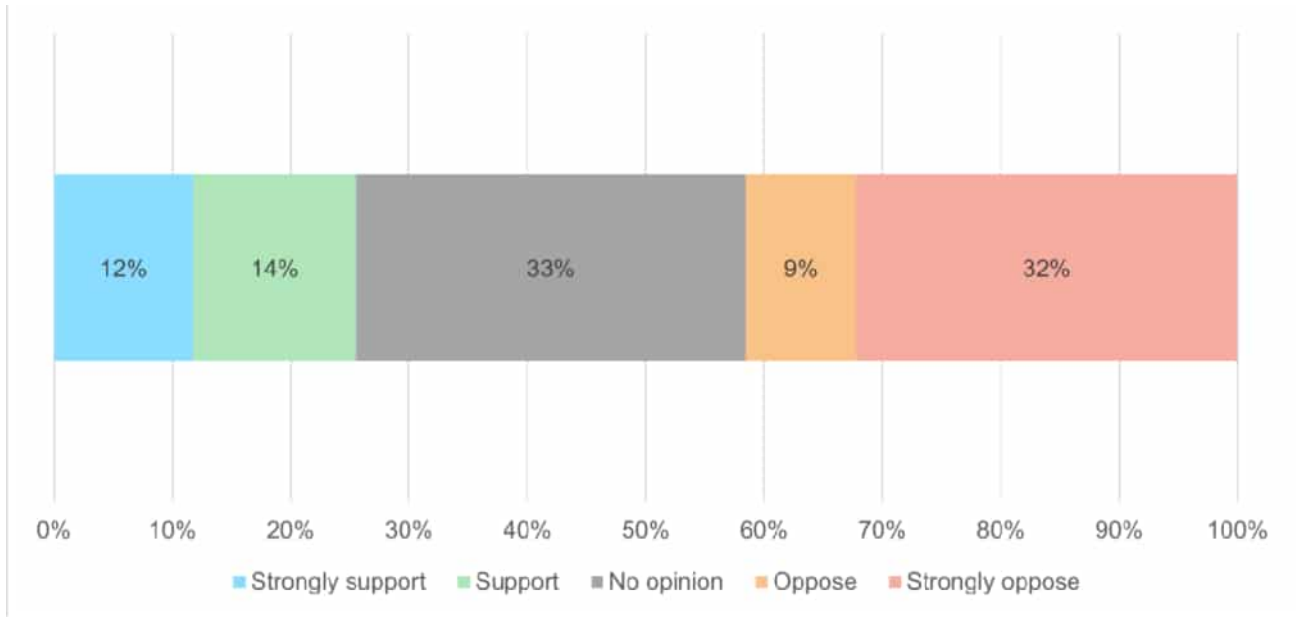


**Table 5-18 - Extent of support for the modification to an on-road route via St Neots Road**

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

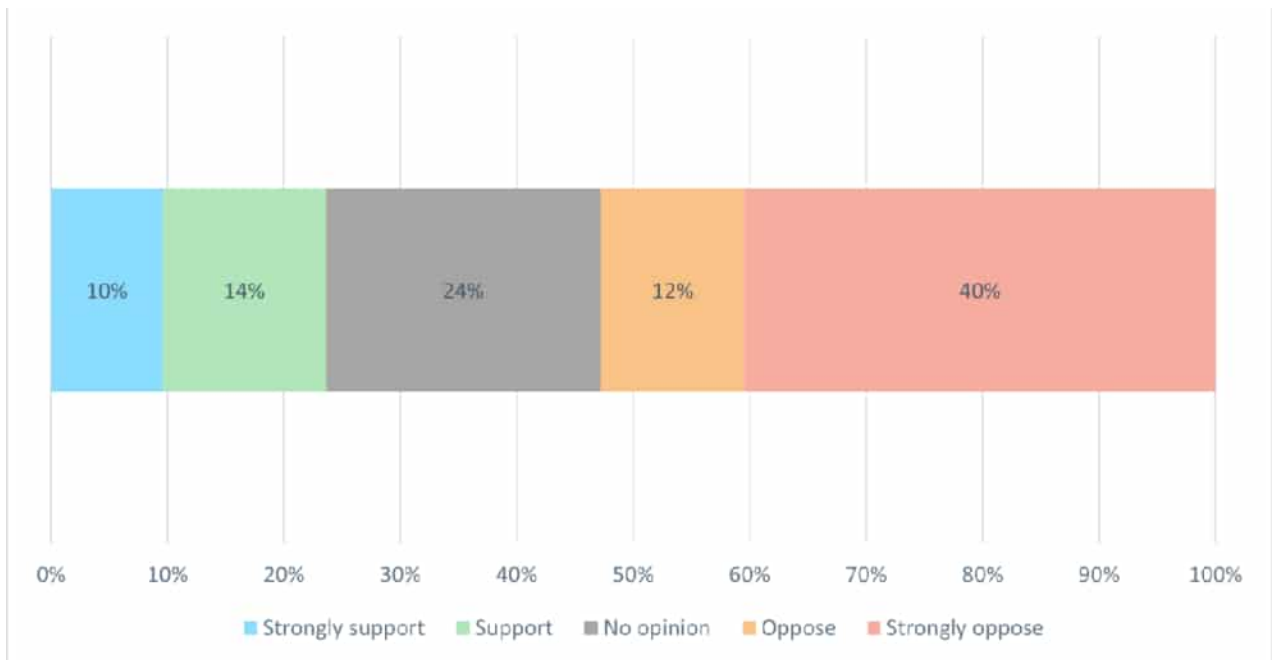
- 5.10.6. Question 18 asked ‘how far do you support or oppose the modification to the route, running south of the Waterworks site?’ As shown in Figure 5-8, 450 respondents chose to answer this question, with a third expressing that they had no opinion. 32% of respondents reported they were strongly opposed,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

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



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

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



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

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

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

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

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

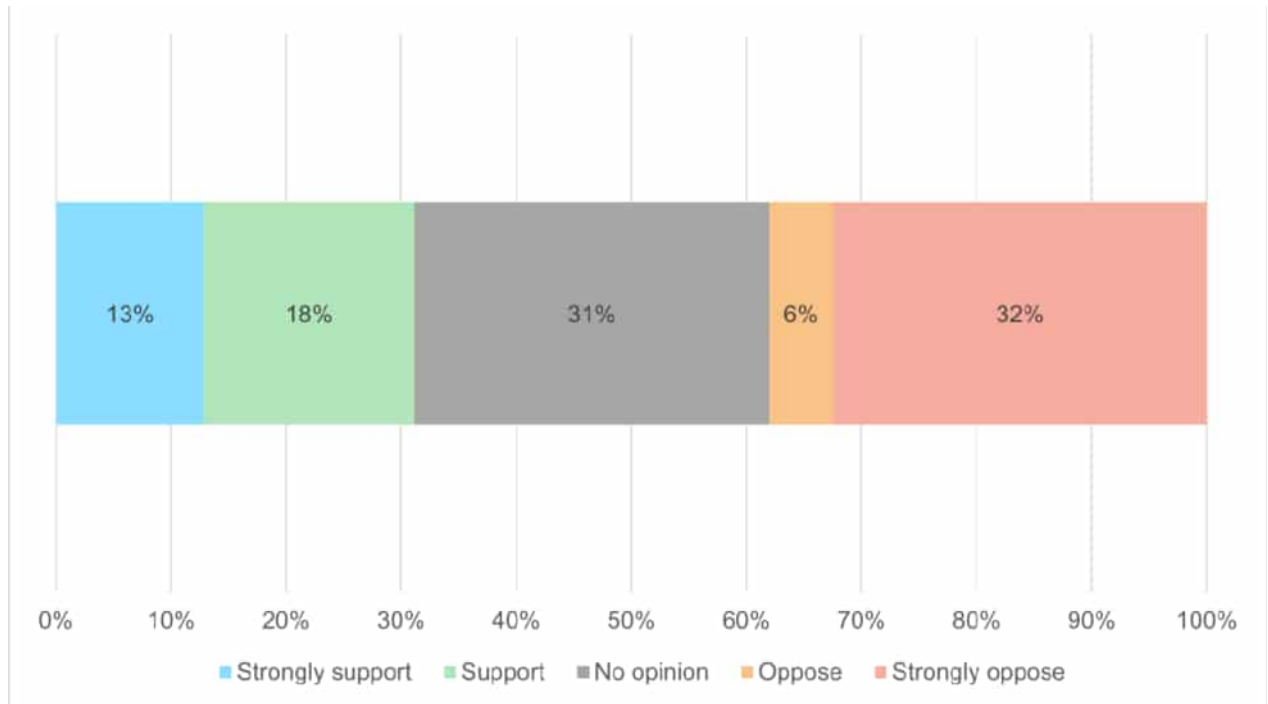
<b>Theme Description</b>	<b>Number of coded comments from all respondents (n:1065)</b>	<b>Percentage of coded comments from all respondents</b>	<b>Number of coded comments from Hardwick respondents (n:602)</b>	<b>Percentage of coded comments from Hardwick respondents</b>
Hardwick - Opposition towards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

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

## 5.11 SECTION F – NORTH OF COTON

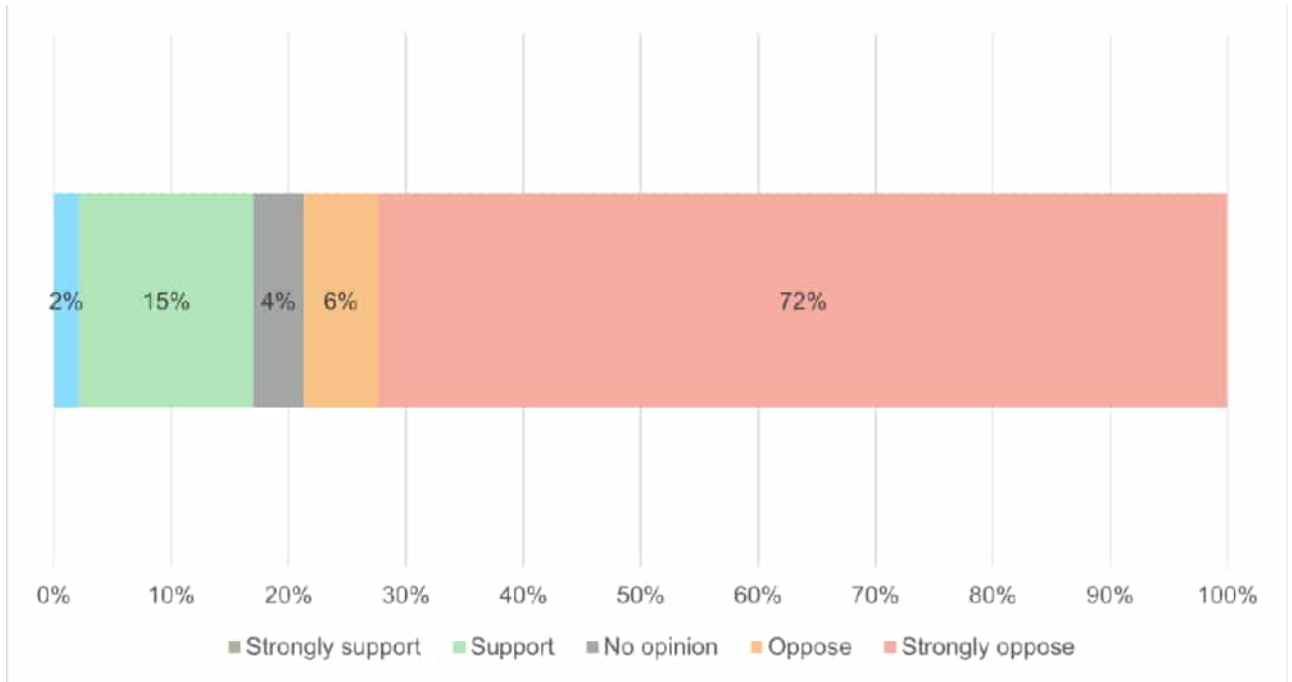
- 5.11.0. Question 20 asked ‘*how far do you support or oppose the refinement to the C2C route alignment north of Coton?*’ 430 responses were received from all postcode areas. Just under a third of responses stated they were strongly opposed to the refinement to the route north of Coton, with 13% being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

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



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

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



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

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

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

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

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

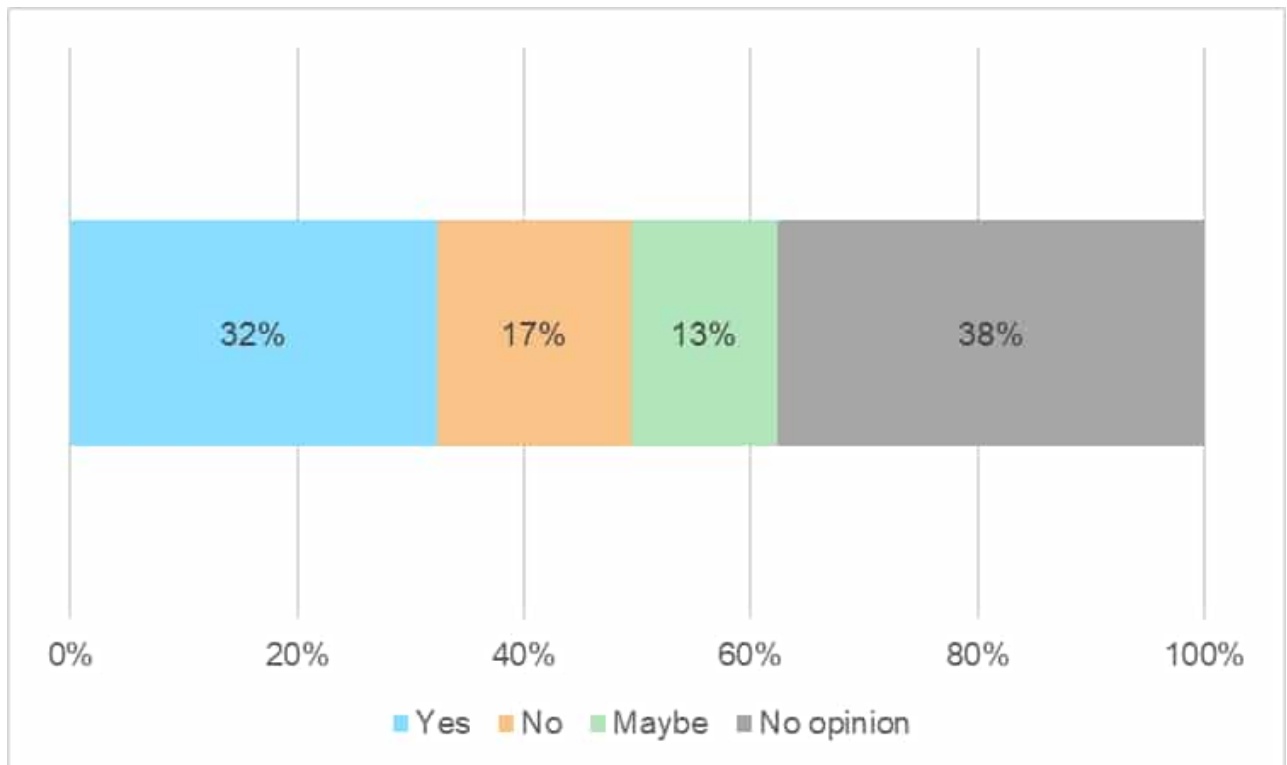
5.11.7. Typical comments included:

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

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

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

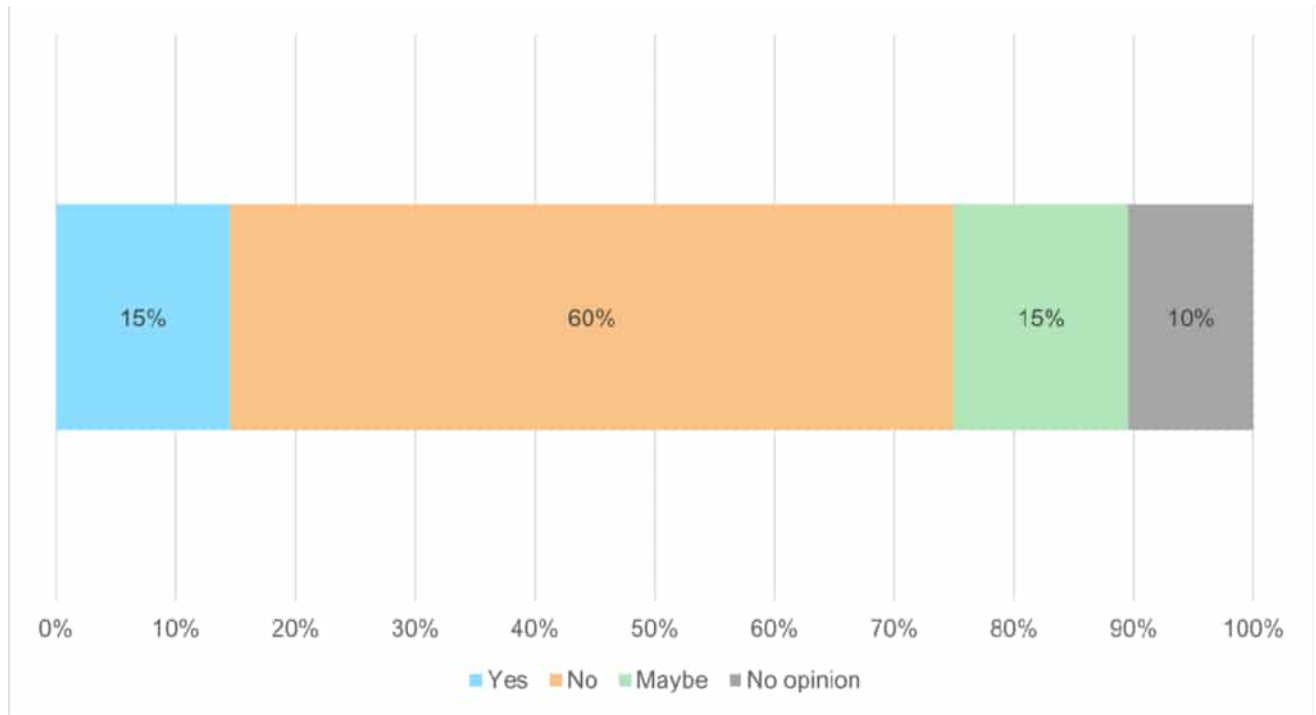
**Figure 5-12 – Extent of support for a bus stop where the route crosses Cambridge Road Coton (all respondents)**





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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.12.3. Typical comments include:

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

## 5.13 SECTION H - WEST CAMBRIDGE TO GRANGE ROAD

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

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

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

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

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

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

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

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



## 5.14 RESPONDENTS' THOUGHTS

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

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

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

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

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

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

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

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

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

5.14.7. Typical comments included

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

## 6 STAKEHOLDER RESPONSES

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### 6.1 FROM GROUPS, ORGANISATIONS AND ELECTED REPRESENTATIVES

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

## 6.2 EMAILS FROM INDIVIDUALS

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

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

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

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

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

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



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

## 6.3 SOCIAL MEDIA

6.3.0. Six comments were received via social media channels:

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

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

## 7 NEXT STEPS

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



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# **CAMBOURNE TO CAMBRIDGE CONSULTATION REPORT**

Appendix M – CBRE Landowner Letter  
(17.10.22)

My ref: Submission of TWAO application  
Your ref:  
Date: 17 October 2022  
Contact: Jo Baker  
Direct dial:  
E Mail: jom.baker@cambridgeshire.gov.uk



Greater Cambridge Partnership  
PO Box 1493  
Mandela House  
4 Regent Street  
Cambridge  
CB1 0YR

Dear XX

### **Cambourne to Cambridge (C2C) - Better Public Transport Project**

I am writing to you today to provide an update on the C2C project.

On September 28<sup>th</sup> the Executive Board of the Greater Cambridge Partnership agreed that GCP should seek County Council approval to submit a Transport and Works Act Order (TWAO) application to the Department for Transport for the Cambourne to Cambridge scheme.

You should have been contacted by our land referencers, WSP, requesting information on the ownership and interests in your property. Please let us know if you have not received anything from WSP. This is required to provide information on land interests to the Secretary of State for Transport and to make sure your interest is properly recorded.

The TWAO application is due to be submitted in early 2023. You will be notified of how to make your views on the scheme known to the Secretary of State. It is likely that a Public Inquiry will be required.

Whilst we intend to seek compulsory powers to acquire your interests in the land required for the scheme, we would like to progress discussions with you for securing your interest in land by agreement. In any event we would like to discuss with you any concerns that you may have regarding the scheme

GCP has appointed CBRE as property advisors to discuss terms for acquisition with affected persons.

CBRE will be pleased to meet with you or your representative to provide you detailed plans of what is proposed and explain the impacts on your property or interest in

land. It is understood in some instances discussions with CBRE have already progressed forward, and therefore please do continue to engage with them. If you wish to speak with CBRE to understand the scheme better or to look to discuss terms for an agreement please contact:

James Franklin, CBRE

Alternatively, if you would prefer to speak with someone from the GCP Project team to discuss any aspect of this letter please contact me

[\(JoM.Baker@cambridgeshire.gov.uk\)](mailto:JoM.Baker@cambridgeshire.gov.uk)

Yours sincerely,

Jo Baker

Project Manager, Greater Cambridge Partnership