



Cambridge South East Transport Phase 2

CSET EIA Consultation Summary

May 2021

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

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1 Executive Summary

1.1.1 Cambridge South East Transport (CSET) Phase 2 proposes a new public transport route between Cambridge Biomedical Campus and a new Travel Hub site near the A11. A consultation on the scheme's Environmental Impact Assessment (EIA) was conducted by Greater Cambridge Partnership (GCP) between Monday 19 October and Monday 14 December 2020.

1.1.2 The key findings of the EIA consultation survey were:

- The highest proportion of respondents (33.6%) strongly opposed the proposed route realignment between Babraham and Sawston. 11.8% strongly supported and 15.5% supported the proposed realignment.
- Approximately 30% of respondents provided comments on the interchange between Cambridge South Station, guided busway and Francis Crick Avenue. Most of the comments provided focused on the topics identified below:
 - Improvements to existing cycle infrastructure;
 - Opportunities for landscaping or tree planting;
 - Pedestrian, cycle and vehicular access to Cambridge South Station;
 - Width of the active travel path, public transport corridor and northbound and southbound traffic lane;
 - Tie-in to the existing guided busway; and
 - Pedestrian and cycle priority at minor junctions and introduction of diagonal crossing.
- The highest proportion of respondents (38.2%) expressed a preference for planting a mix of trees and hedges along Francis Crick Avenue.
- 54.3% of respondents agreed with the proposed segregation of the cycling/pedestrian path along the western side of Francis Crick Avenue compared with 4.9% of respondents that opposed the proposal.
- The highest proportion of respondents (26.0%) stated they access Nine Wells local nature reserve via the DNA path coming from Great Shelford.
- If only one route was in place to enter Nine Wells local nature reserve, the highest proportion of respondents (39.8%) would like to retain access via the track alongside Hobson's Conduit.
- A majority of respondents (59.5%) stated they cycle along the DNA path when using it.
- The highest proportion of respondents answered 'No opinion' (36.5%) or supported (29.9%) the landscaping proposals in the Nine Wells area.
- A majority of respondents (60.9%) indicated they would like woodland planting between stops and residential properties.
- The highest proportion of respondents (40.1%) preferred grass and scattered trees alongside the River Granta.
- The highest proportion of respondents (42.4%) stated they would like picnic areas provided along the route for users of the active travel path near the River Granta crossing.
- The highest proportion of respondents (33.6%) preferred the active travel path to continue alongside the public transport route instead of joining the existing path along Sawston Road.
- The highest proportion of respondents (37.2%) strongly supported tree avenues along the route.

- Respondents were asked to indicate their support for each active travel path proposal from the Travel Hub to Granta Park and to Babraham Research Campus:
 - The highest proportion of respondents answered either ‘No opinion’ (28.6%) or strongly supported (27.6%) an active travel route between the Travel Hub and Granta Park (Active Travel Route A).
 - The highest proportion of respondents answered either ‘No opinion’ (26.3%) or strongly supported (23.4%) an active travel route along the existing footpath from the Travel Hub to the High Street with a diversion to avoid a farmyard (Active Travel Route B).
 - The highest proportion of respondents answered either ‘No opinion’ (29.0%) or strongly opposed (20.4%) an active travel route from the Travel Hub along the active travel path to the High Street and along the High Street to Babraham Research Campus (Active Travel Route C).
 - The highest proportion of respondents answered either ‘No opinion’ (31.6%) or strongly supported (20.1%) an active travel route from the Travel Hub alongside the A1307 to Babraham Research Campus (Active Travel Route D).

1.1.3 GCP’s Executive Board will review the findings of the EIA consultation which will inform the Board’s decision on whether to progress the scheme.

1.1.4 If GCP’s Executive Board approves the scheme following review, it will be finalised by the project team prior to the submission of a Transport and Works Act Order (TWAO) application for the scheme to the Secretary of State for Transport. The Secretary of State is responsible for making the final decision on whether to make or reject the TWAO.

1.1.5 Alongside the EIA consultation, a consultation to consider the scheme’s Environmental Scoping Report was also conducted by the Secretary of State for the Department of Transport following a request submitted by GCP on 15 October 2020. This ran separately to the EIA consultation and will provide evidence as part of the Environmental Statement (ES) to fulfil statutory TWAO requirements ahead of the proposed submission of the scheme.

1.1.6 This report documents the results of the 2020 EIA Consultation on the CSET scheme’s EIA to inform the Greater Cambridge Partnership’s (GCP) Executive Board.

2 Introduction

2.1 Overview

2.1.1 GCP conducted the consultation between Monday 19 October and Monday 14 December 2020.

2.1.2 Following previous consultation, GCP's Executive Board identified the Brown route (the route) as the preferred option for the scheme. This route was the most supported option and was assessed as meeting the scheme's objectives most suitably.

2.1.3 GCP's Executive Board will consider whether to approve or reject the route based on a number of findings, including the consultation results, as part of its review of the scheme.

2.1.4 A detailed overview of all route options consulted on throughout the scheme's evolution is outlined in Section 18 of the [Outline Business Case \(OBC\) Strategic Case](#).

2.1.5 The consultation presented environmental analysis of the route to provide further information for statutory consultees, non-statutory consultees and local residents before the plans are finalised and submitted.

2.1.6 The EIA consultation will feed into an Environmental Statement, which will be submitted as part of the full TWAO application to evidence the EIA findings.

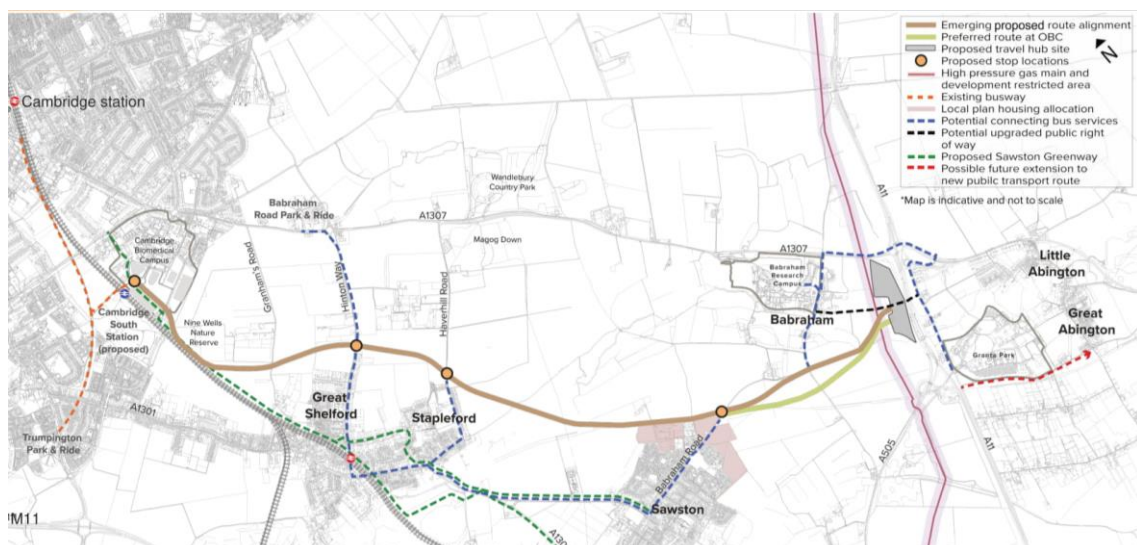
2.1.7 As part of the consultation an emerging proposed route option was presented in addition to the preferred option approved by the GCP board, these were:

- An emerging route alignment to the south of Babraham to reduce the impact on farm operations and the impact on landscape character in the area.
- The preferred route at Outline Business Case (OBC).

The two options had very similar scores when assessed against the scheme objectives, so the consultation responses were key in deciding which was taken forward in the design and the EIA process.

2.1.8 Map 2.1 shows the route options that were presented in the consultation.

Map 2.1: Route options presented in the consultation



2.2 Environmental Scoping Report Consultation

- 2.2.1 An Environmental Scoping Report was prepared on 13 October 2020 in support of the request made under rule 8(1) of the Application Rules requesting the Secretary of State for the Department for Transport to issue a scoping decision as to the information to be provided in the ES for the CSET Scheme. The ES Report identified key environmental information for the scheme that will be considered and reported in the ES.
- 2.2.2 On 27 November 2020, the Secretary of State for the Department for Transport issued a letter to GCP outlining the requirements for the ES, following a separate consultation with Natural England, the Environment Agency, Historic England, Cambridgeshire County Council, Greater Cambridge Shared Planning (GCSP), Network Rail and Highways England.

3 EIA Consultation 2020

3.1.1 GCP undertook a public consultation regarding the Environmental Impact Assessment for the Cambridge South East Transport (CSET) Phase 2 scheme between Monday 19 October until Monday 14 December 2020.

3.1.2 The consultation's purpose was to:

- Present information on the current proposed scheme design
- Highlight scheme refinements and explain why the changes were made
- Identify potential environmental impacts
- Detail proposed mitigation measures of adverse impacts
- Provide an opportunity for all consultees to give their views on the proposals.

3.1.3 Due to the Covid-19 pandemic social distancing restrictions, the consultation was hosted online via a virtual exhibition. [The consultation followed the UK Government guidelines for pre-planning application consultations during Covid-19 social distancing restrictions.](#)

3.1.4 The following consultation programme was undertaken:

- Press releases and media coverage
- Paid-for media adverts
- Consultation flyer (distributed to 19,000 local addresses)
- Virtual exhibition
- Online survey
- Website
- Social media promotion including Facebook, Twitter and LinkedIn
- Online webinars

3.2 Publicity

3.2.1 The consultation was publicised through paid-for advertisements that were placed in:

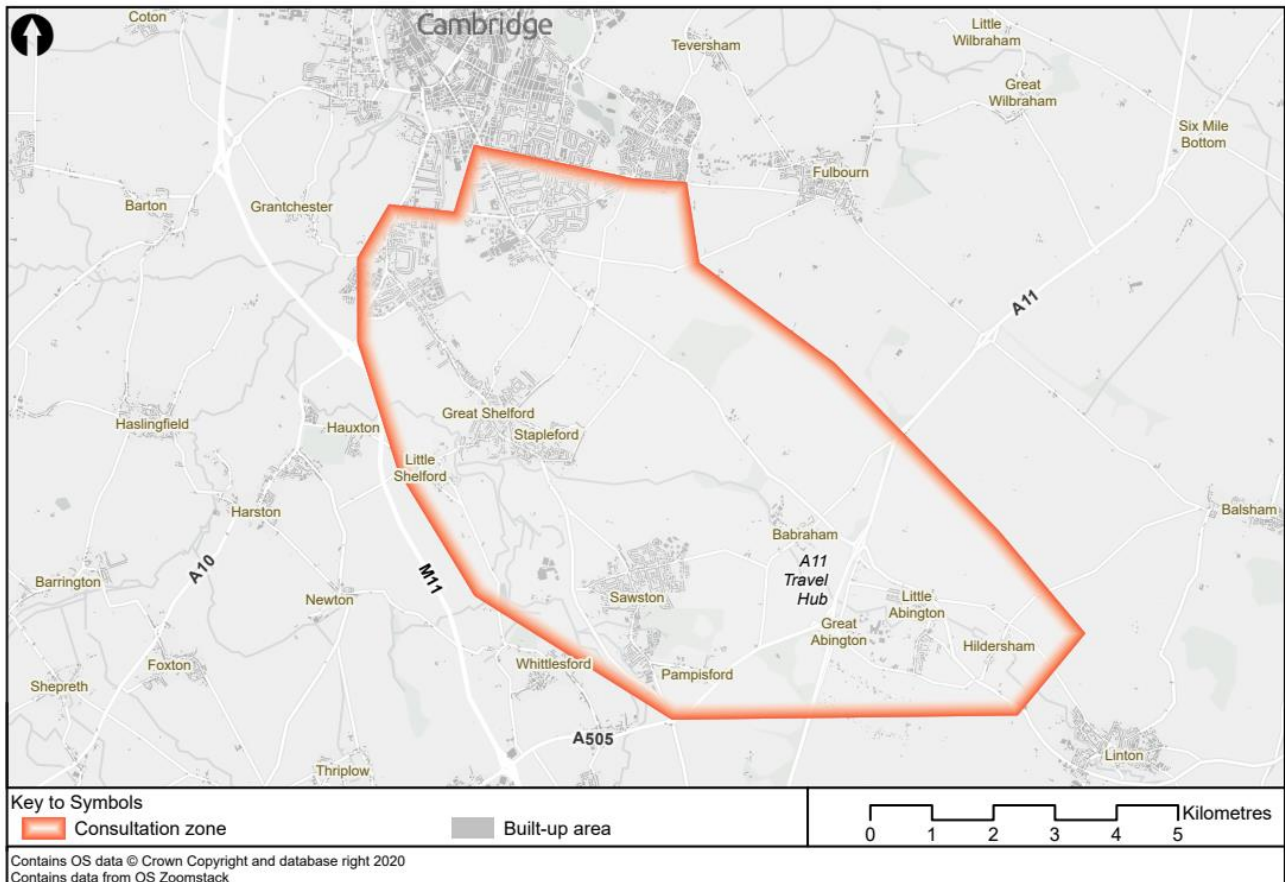
- Cambridge Independent
- Cambridge News
- A bus stop at Cambridge Railway Station
- Babraham Road Park & Ride bus stop
- On Park & Ride buses

3.2.2 Press releases were issued on Monday 19 October and Friday 4 December to local media outlets.

3.2.3 A consultation flyer was distributed to approximately 19,000 addresses along or near to the proposed route for the scheme. The flyer was also distributed to landowners directly impacted along the proposed route and made available on GCP's website.

3.2.4 Map 3.1 displays the distribution area for the flyer mailshot.

Map 3.1: EIA consultation flyer mailshot area



3.3 Virtual Exhibition

3.3.1 The public and all other stakeholders (consultees) could submit feedback during the 'live' period of the virtual exhibition from Monday 19 October until Monday 14 December 2020 at cset.consultationonline.co.uk

3.3.2 The virtual exhibition contained exhibition boards with the following information provided:

- Welcome to the CSET EIA Consultation video
- Scheme 'fly-over' video
- Interactive map
- Exhibition Board 1: 'Welcome'
- Exhibition Board 2: 'What is the CSET Phase 2 Scheme?'
- Exhibition Board 3: 'About this consultation'
- Exhibition Board 4: 'Individual Scheme Elements'
- Exhibition Board 5: 'Environmental Information by area'
- Exhibition Board 6: 'Find out more'
- Feedback options and online survey
- Contact information.

3.3.3 During the consultation period, between Monday 19 October and Monday 14 December 2020, 1,412 unique users visited the virtual exhibition site.

3.4 Online webinars

3.4.1 Two online webinars were advertised publicly and held via Zoom so the project team could present the scheme's proposals to consultees that signed up to attend. Following the presentations, the project team were available for questions to be asked.

3.4.2 Across both webinars, questions raised by attendees covered the following themes:

- Public transport vehicle capacity and service frequency
- Environmental Impact Assessment and consultation process
- Route alignment options
- Location of stops along the route
- Ecological impacts and biodiversity net gain
- Scheme cost and funding
- The role of CCC and GCP in the scheme
- Safety of crossings along the route for cyclists, pedestrians and horse-riders
- Active travel path options
- Noise impact
- Transport Assessment
- Stakeholder engagement and working groups.

4 Feedback Overview and Survey Demographics

- 4.1.1 During the consultation, 399 formal responses were received. This included 304 survey responses with 299 online respondents and five postal surveys.
- 4.1.2 94 email responses and one letter were also received and considered by the project team.
- 4.1.3 Throughout the consultation period, 39 comments regarding the scheme on social media were documented by the project team.
- 4.1.4 The survey representations came from 290 residents, 10 groups/organisations and four elected officials.

4.2 Respondent location

- 4.2.1 248 respondents entered recognisable postcodes, while 56 (18.4%) did not. Based on the postcode data provided most respondents resided in Cambridge (17.8%), Stapleford (16.8%) and Great Shelford (15.5%).
- 4.2.2 These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories, where significant:

'Near to Travel Hub' (covering 14.5% of respondents). This category covered:

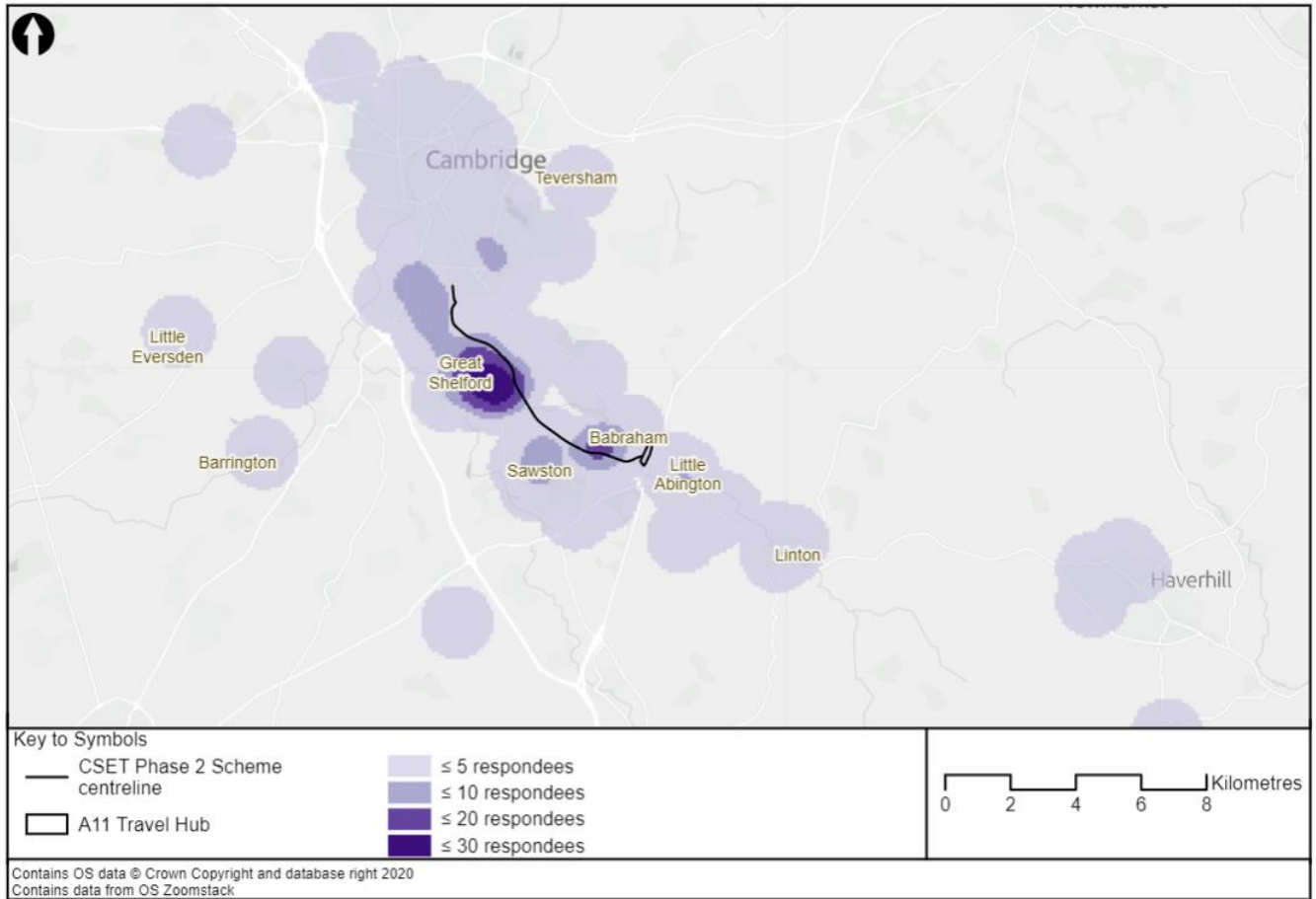
- Babraham
- Great Abington
- Hildersham
- Linton
- Little Abington
- Pampisford

'Near to proposed route' (covering 38.2% of respondents). This category covered:

- Stapleford
- Great Shelford
- Sawston

- 4.2.3 Map 4.1 presents a heatmap of survey respondent locations. This demonstrates the frequency with which responses were received from locations along the route.

Map 4.1: Postcode location of survey respondents

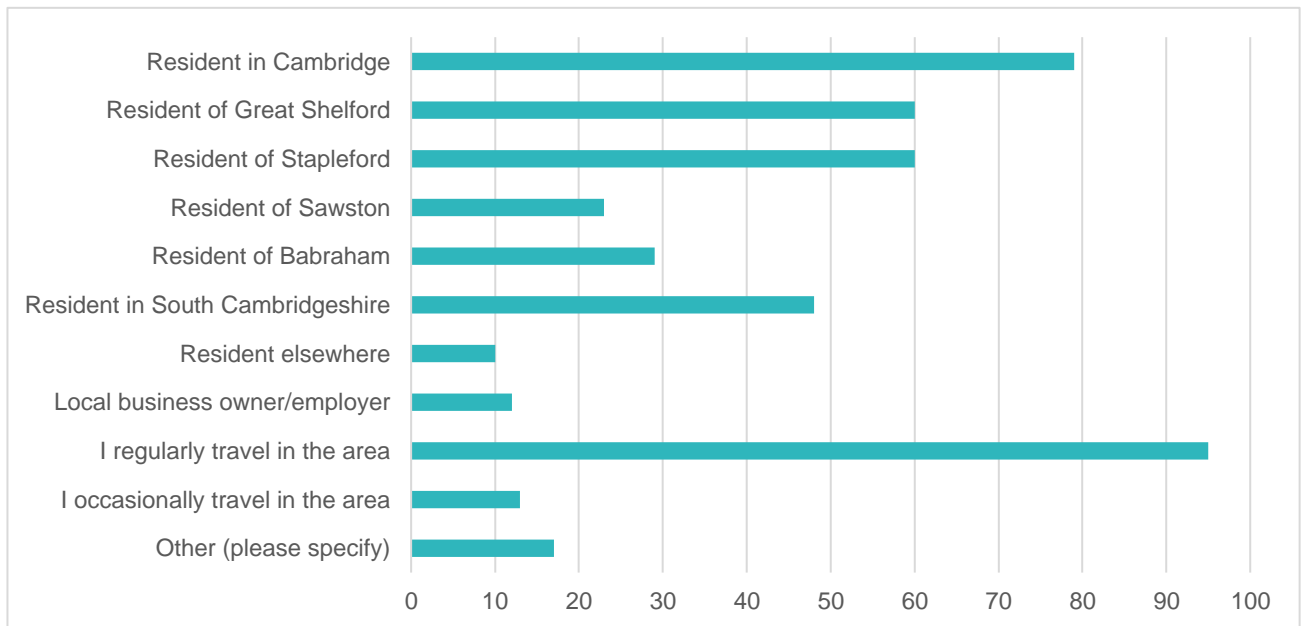


4.3 Respondent interest in the project

4.3.1 302 respondents answered the question on their interest in the project. More than one answer could be given by respondents.

- 79 respondents (26.0%) answered 'Resident in Cambridge'.
- 60 respondents (19.7%) answered 'Resident of Great Shelford'.
- 60 respondents (19.7%) answered 'Resident of Stapleford'.
- 23 respondents (7.6%) answered 'Resident of Sawston'.
- 29 respondents (9.5%) answered 'Resident of Babraham'.
- 48 respondents (15.8%) answered 'Resident in South Cambridgeshire'.
- 10 respondents (3.2%) answered 'Resident elsewhere'.
- 12 respondents (4.0%) answered 'Local business owner/employer'.
- 95 respondents (31.3%) answered 'I regularly travel in the area'.
- 13 respondents (4.2%) answered 'I occasionally travel in the area'.
- 17 respondents (5.6%) answered 'Other'.

Chart 4.1: Question 19 – Interest in project



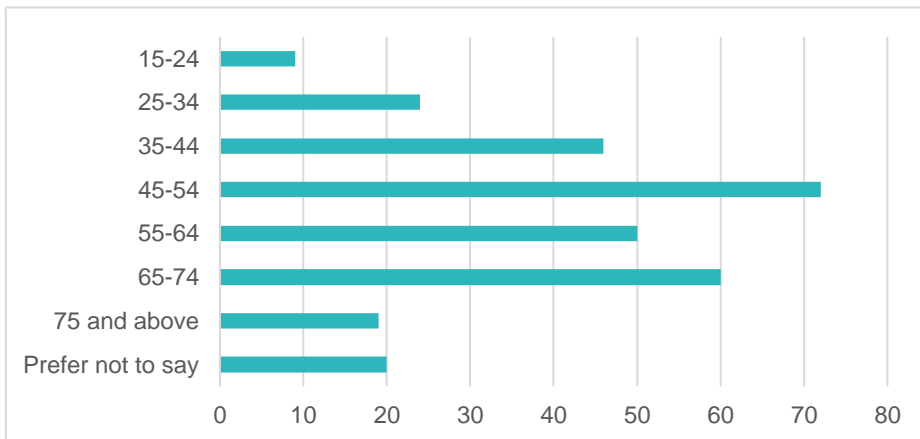
4.4 Respondent age range

4.4.1 300 respondents answered the question on their age range.

4.4.2 The most frequent answer was '45-54' with 72 respondents (23.7%) indicating that, with '65-74' the second most common answer (60 respondents; 19.7%). The lowest representation was from the '15-24' age range with only nine respondents (3.0%).

- Nine respondents (3.0%) answered '15-24'.
- 24 respondents (7.9%) answered '25-34'.
- 46 respondents (15.1%) answered '35-44'.
- 72 respondents (23.7%) answered '45-54'.
- 50 respondents (16.5%) answered '55-64'.
- 60 respondents (19.7%) answered '65-74'.
- 19 respondents (6.3%) answered '75 and above'.
- 20 respondents (6.6%) answered 'Prefer not to say'.

Chart 4.2: Question 20 – Age range

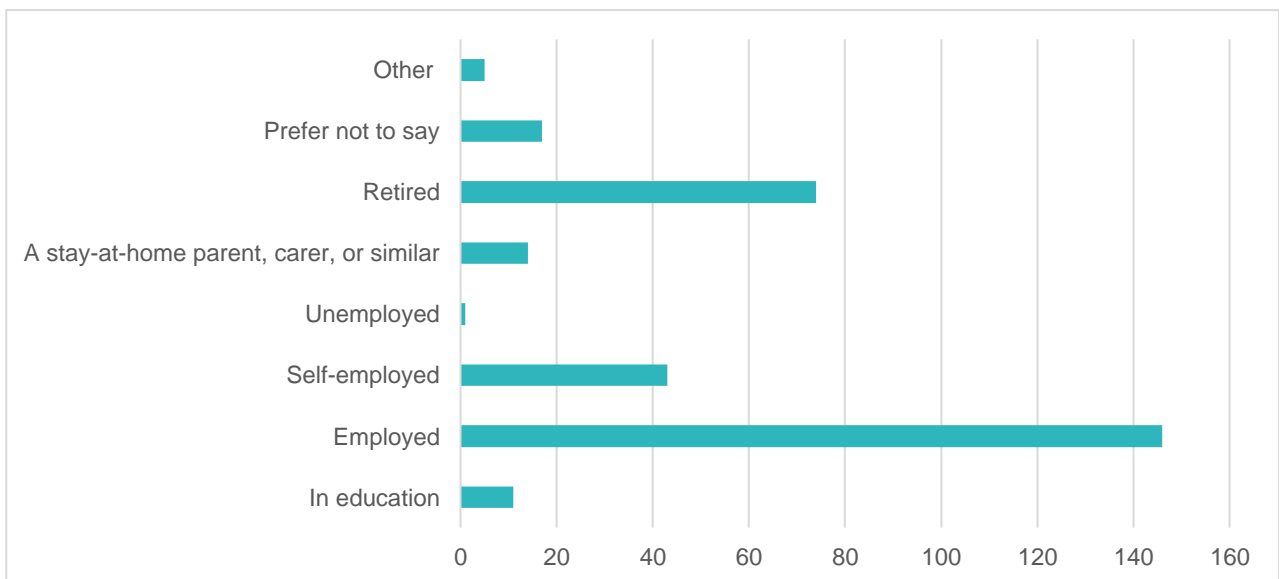


4.5 Respondent employment status

4.5.1 300 respondents answered the question on their employment status.

- 11 respondents (3.6%) answered 'In education'.
- 146 respondents (48.0%) answered 'Employed'.
- 43 respondents (14.1%) answered 'Self-employed'.
- One respondent (0.3%) answered 'Unemployed'.
- 14 respondents (4.6%) answered 'A stay-at-home parent, carer or similar'.
- 74 respondents (24.3%) answered 'Retired'.
- 17 respondents (5.6%) answered 'Prefer not to say'.
- Five respondents (1.6%) answered 'Other'.

Chart 4.3: Question 21 – Employment status

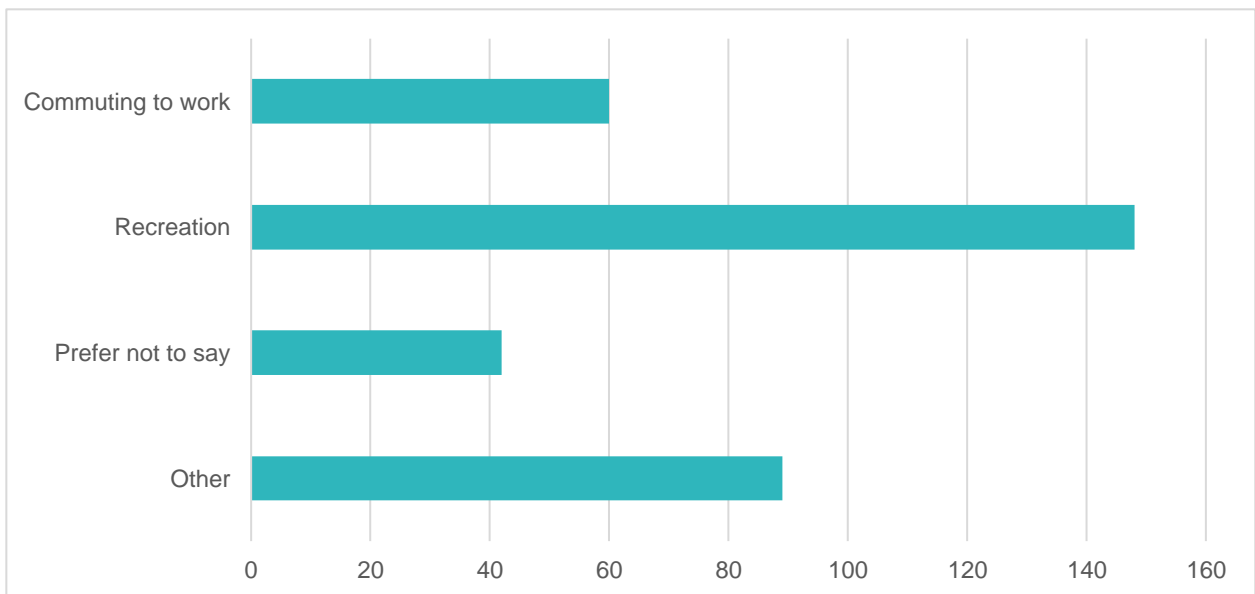


4.6 Scheme use

4.6.1 280 respondents answered Question 22 which asked respondents how they would use the scheme.

- 60 respondents (19.7%) answered 'Commuting to work'.
- 148 respondents (48.7%) answered 'Recreation'.
- 42 respondents (13.8%) answered 'Prefer not to say'.
- 89 respondents (29.3%) answered 'Other'.

Chart 4.4: Question 22 – Scheme use

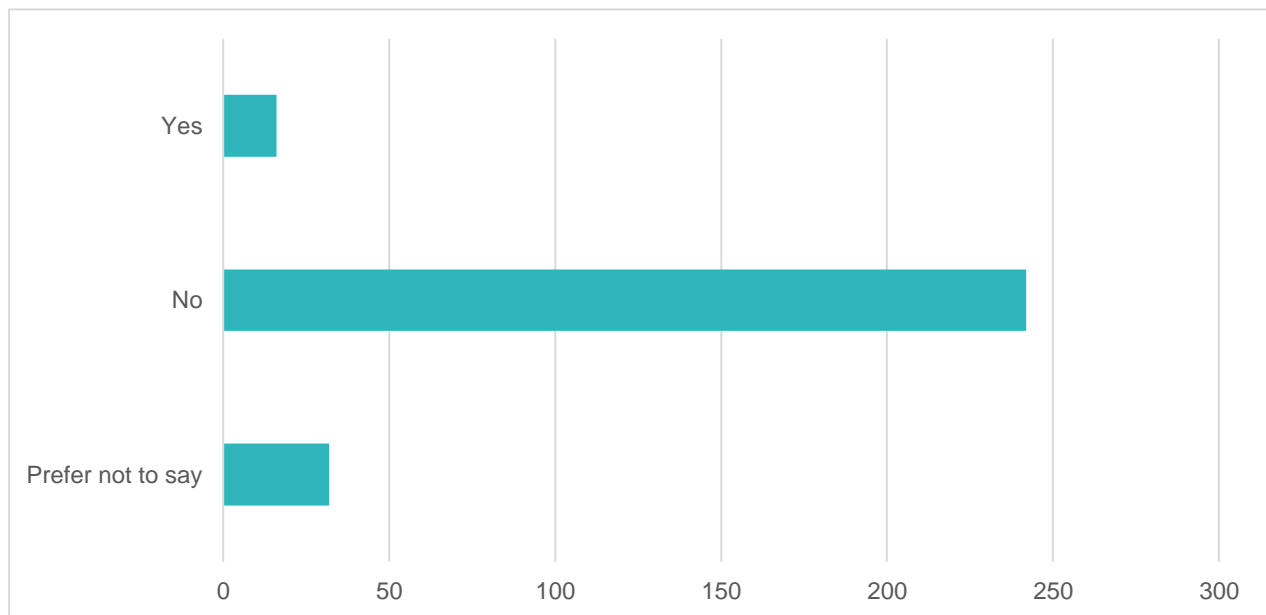


4.7 Respondent accessibility status

4.7.1 290 respondents answered the question on whether they had a disability that influences travel decisions.

- 16 respondents (5.3%) answered 'Yes'.
- 242 respondents (79.6%) answered 'No'.
- 32 respondents (10.5%) answered 'Prefer not to say'.

Chart 4.5: Question 23 – Accessibility status



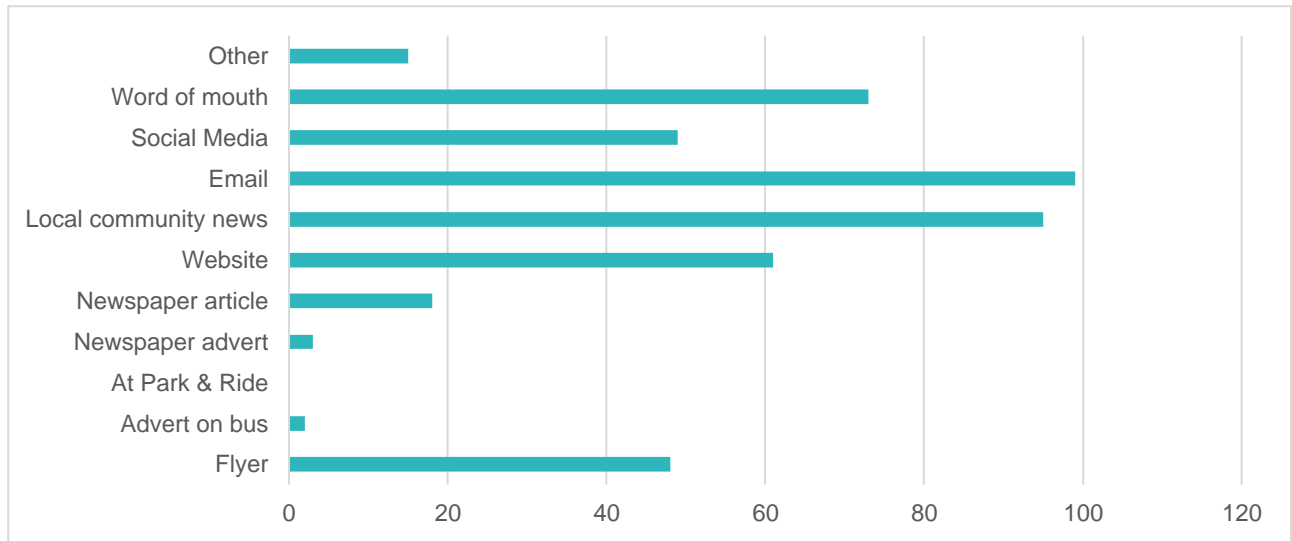
4.7.2 57 responses were provided to Question 18 in the survey which stated “We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.”

4.8 Consultation publicity

4.8.1 294 respondents answered Question 24 which asked respondents how they found out about the consultation. More than one answer could be given by respondents.

- 48 respondents (15.8%) answered ‘Flyer’.
- Two respondents (0.7%) answered ‘Advert on bus’.
- No respondents (0.0%) answered ‘At Park & Ride’.
- Three respondents (1.0%) answered ‘Newspaper advert’.
- 18 respondents (5.9%) answered ‘Newspaper article’.
- 61 respondents (20.1%) answered ‘Website’.
- 95 respondents (31.3%) answered ‘Local community news’.
- 99 respondents (32.6%) answered ‘Email’.
- 49 respondents (16.1%) answered ‘Social Media’.
- 73 respondents (24.0%) answered ‘Word of mouth’.
- 15 respondents (4.9%) answered ‘Other’.

Chart 4.6: Question 24 – Consultation publicity



5 Feedback Analysis

5.1.1 The results from survey questions in the consultation specific to the scheme are listed below.

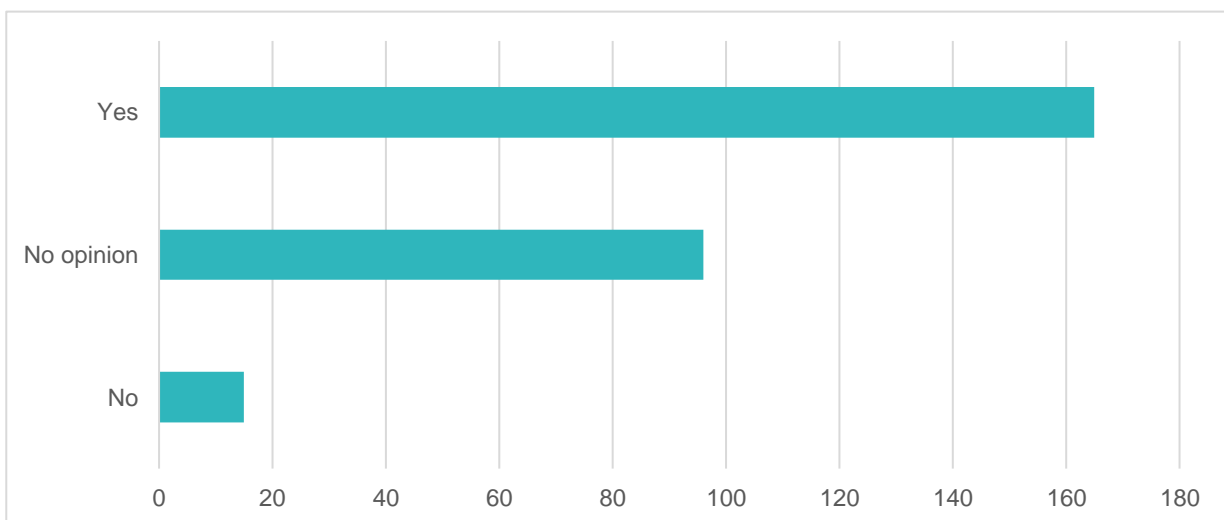
5.1.2 *Please note, Question 1 asked respondents if they were 'responding as an individual' or if they were 'responding on behalf of a group or business, or as an elected representative'. These responses have been outlined within the respondent profile.

5.2 Question 2: Having read the information provided on proposals for Francis Crick Avenue do you agree with the proposed segregation of the cycling / pedestrian path along the western side of Francis Crick Avenue?

5.2.1 276 respondents answered the question on how far they agree with the proposed segregation of the cycling/pedestrian path along the western side of Francis Crick Avenue.

- 165 respondents (54.3%) answered 'Yes'.
- 15 respondents (4.9%) answered 'No'.
- 96 respondents (31.6%) answered 'No opinion'.

Chart 5.1: Question 2 – Proposed segregation of the cycling / pedestrian path along the western side of Francis Crick Avenue



5.3 Question 3: Do you consider it is necessary to have a pedestrian footway along the eastern side of Francis Crick Avenue between Dame Mary Archer Way and the existing guided busway in addition to the footway along the western side?

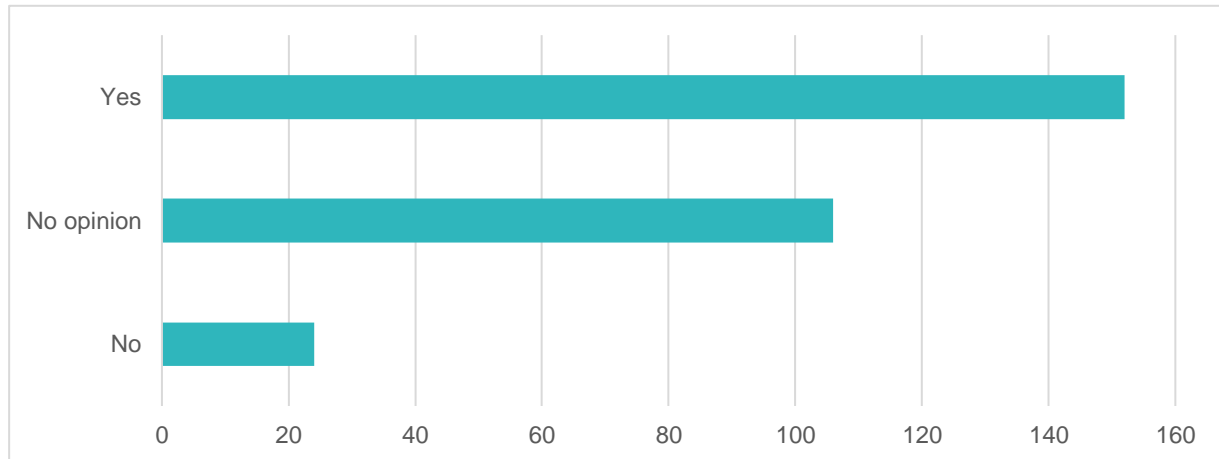
5.3.1 282 respondents answered the question on whether they consider it necessary to have a pedestrian footway along the eastern side of Francis Crick Avenue between Dame Mary Archer Way and the existing guided busway in addition to the footway along the western side.

5.3.2 Respondents could select one answer from of 'Yes', 'No' or 'No opinion'.

- 152 respondents (50.0%) answered 'Yes'.

- 24 respondents (7.9%) answered 'No'.
- 106 respondents (34.9%) answered 'No opinion'.

Chart 5.2: Question 3 – Pedestrian footway along the eastern side of Francis Crick Avenue



5.4 Question 4: The proposed layout of the interchange between Cambridge South Station / guided busway / Francis Crick Avenue interchange is shown below. If you have any comments to make, please write them in the box below and use the numbering to identify the issue you are commenting on where appropriate.

5.4.1 90 respondents (30.1%) answered Question 4 which displayed a diagram of the proposed layout of the interchange between Cambridge South Station, the guided busway and Francis Crick Avenue with numbers indicating proposed design features.

5.4.2 The numbers on the diagram correlated with the following features:

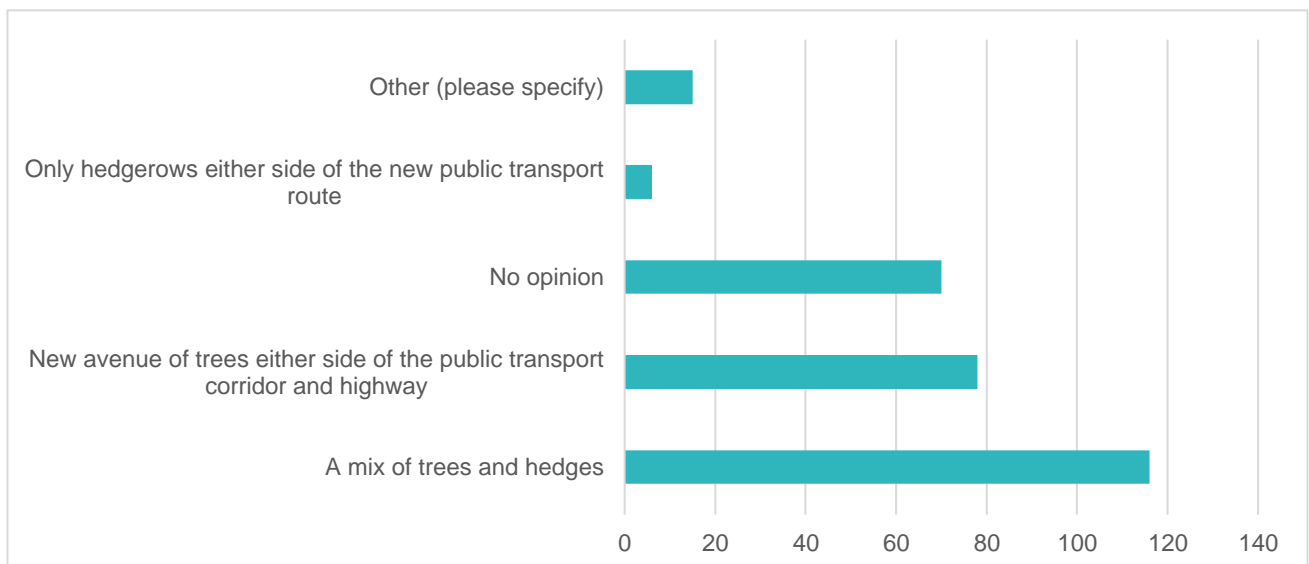
1. Improvements to existing cycle infrastructure
2. Opportunity for landscaping or tree planting
3. Introduction of diagonal crossing to reduce crossing times and improve pedestrian permeability
4. Tie-in to existing guided busway
5. Pedestrian and cycle access to Network Rail scheme proposals for Cambridge South Station
6. Vehicular access to Network Rail scheme proposals for Cambridge South Station
7. Public realm improvements to enhance connectivity and accessibility
8. 2.0m wide footway
9. Pedestrian and cycle priority at minor junctions and vehicular access points
10. 3.5m wide environmental median strip
11. 3.5m bi-directional cycle
12. 4.5m northbound traffic lane
13. 4.5m southbound traffic lane
14. 6.5m wide fully segregated Public Transport corridor.

5.5 Question 5: Our proposals include a new avenue of trees either side of the public transport corridor and the highway. What is your preference for the planting along Francis Crick Avenue?

5.5.1 285 respondents answered the question regarding what their preference would be for planting along Francis Crick Avenue.

- 116 respondents (38.2%) answered 'A mix of trees and hedges'.
- 78 respondents (25.7%) answered 'New avenue of trees either side of the public transport corridor and highway'.
- Six respondents (2.0%) answered 'Only hedgerows either side of the new public transport route'.
- 15 respondents (4.9%) answered 'Other (please specify)'.
- 70 respondents (23.0%) answered 'No opinion'.

Chart 5.3: Question 5 – Preference for planting along Francis Crick Avenue

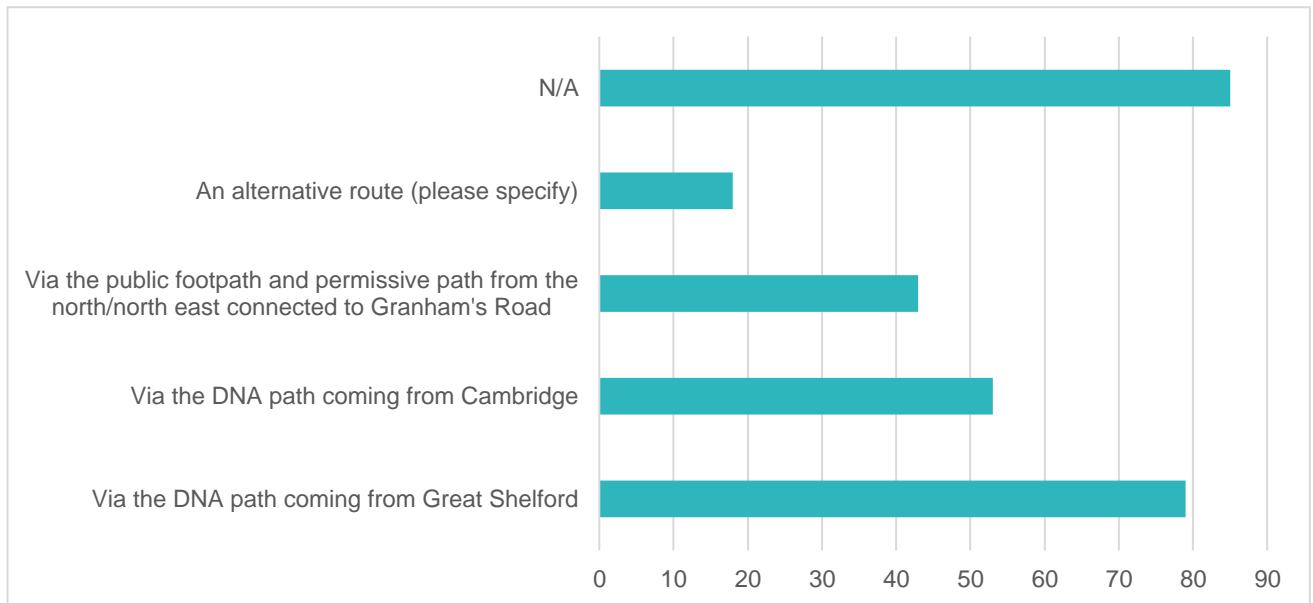


5.6 Question 6: If you have visited the Nine Wells local nature reserve how do you normally gain access?

5.6.1 278 respondents answered Question 6 which asked respondents how they gain access to Nine Wells local nature reserve if they have visited before.

- 85 respondents (28.0%) answered 'Not applicable'.
- 79 respondents (26.0%) answered 'Via the DNA path coming from Great Shelford'.
- 53 respondents (17.4%) answered 'Via the DNA path coming from Cambridge'.
- 43 respondents (14.1%) answered 'Via the public footpath and permissive path from the north/north east connected to Granham's Road'.
- 18 respondents (5.9%) answered 'An alternative route'.

Chart 5.4: Question 6 – Nine Wells local nature reserve access

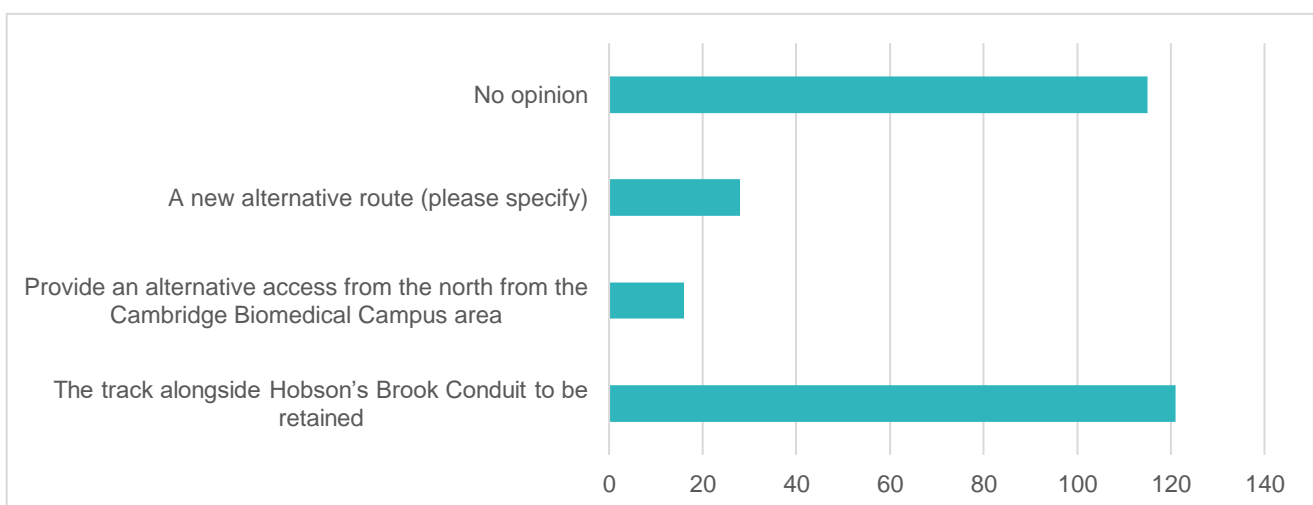


5.7 Question 7: When gaining access to Nine Wells local nature reserve, if there was only one access route in the future, which would you prefer?

5.7.1 279 respondents answered Question 7 which asked respondents to outline their preference if only one access route was in place to enter Nine Wells local nature reserve.

- 121 respondents (39.8%) answered 'The track alongside Hobson's Brook Conduit to be retained'.
- 16 respondents (5.3%) answered 'Provide an alternative access from the north from the Cambridge Biomedical Campus area'.
- 28 respondents (9.2%) answered 'A new alternative route'.
- 115 respondents (37.8%) stated 'No opinion'.

Chart 5.5: Question 7 – Nine Wells local nature reserve preferred access route

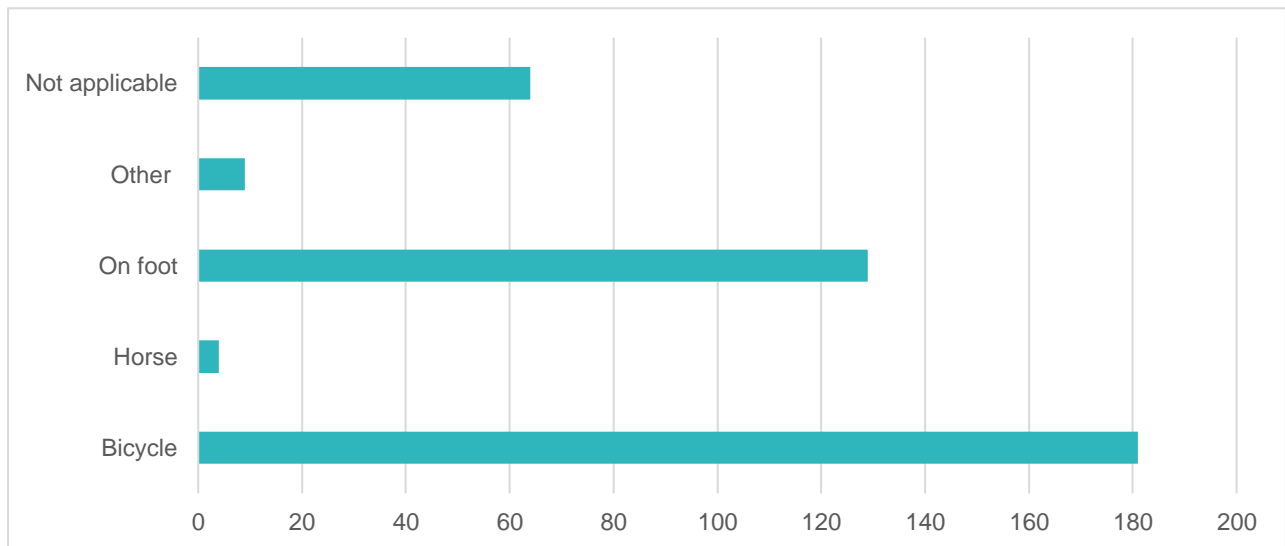


5.8 Question 8: If you use the DNA path, do you travel using any of the following (Tick all that apply):

5.8.1 285 respondents answered Question 8 which prompted respondents to outline how they travel on the DNA path. More than one answer could be given by respondents.

- 181 respondents (59.5%) answered 'Bicycle'.
- 129 respondents (42.4%) answered 'On foot'.
- Four respondents (1.3%) answered 'Horse'.
- Nine respondents (3.0%) stated 'Other'.
- 64 respondents (21.1%) answered 'Not applicable'.

Chart 5.6: Question 8 – DNA path travel

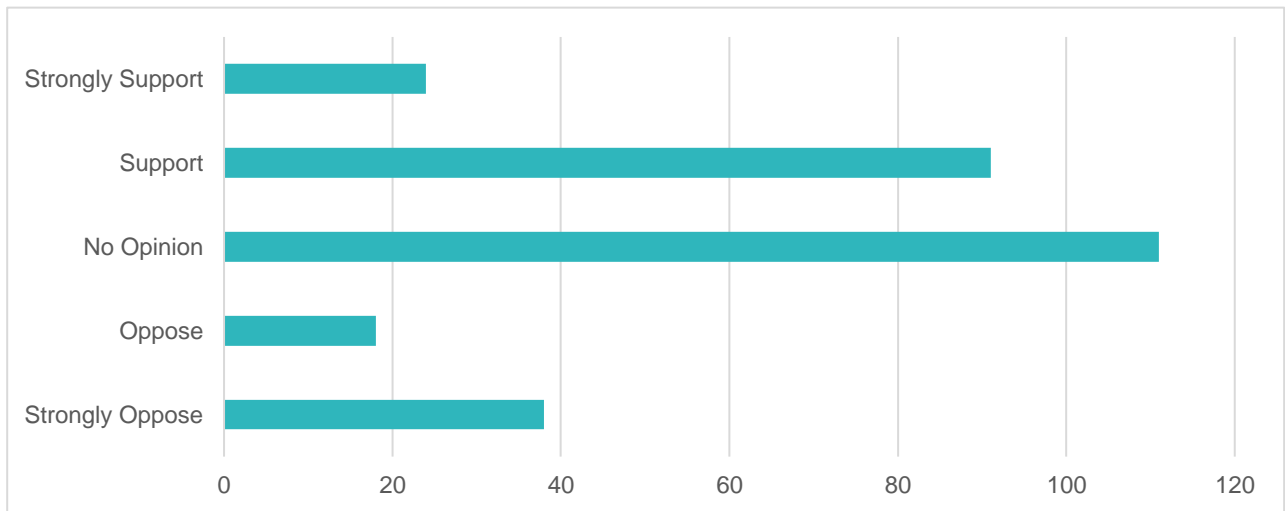


5.9 Question 9: Having seen the proposals for the landscaping shown in the fly-through of the scheme and the description for proposals for the Nine Wells area, how far do you support the landscape planting proposals?

5.9.1 282 respondents answered Question 9 which asked respondents how far they support the landscape planting proposals in the Nine Wells area.

- 24 respondents (7.9%) strongly supported.
- 91 respondents (29.9%) supported.
- 111 respondents (36.5%) answered 'No opinion'.
- 18 respondents (5.9%) opposed.
- 24 respondents (12.5%) strongly opposed.

Chart 5.7: Question 9 – Support for landscaping proposals in the Nine Wells area

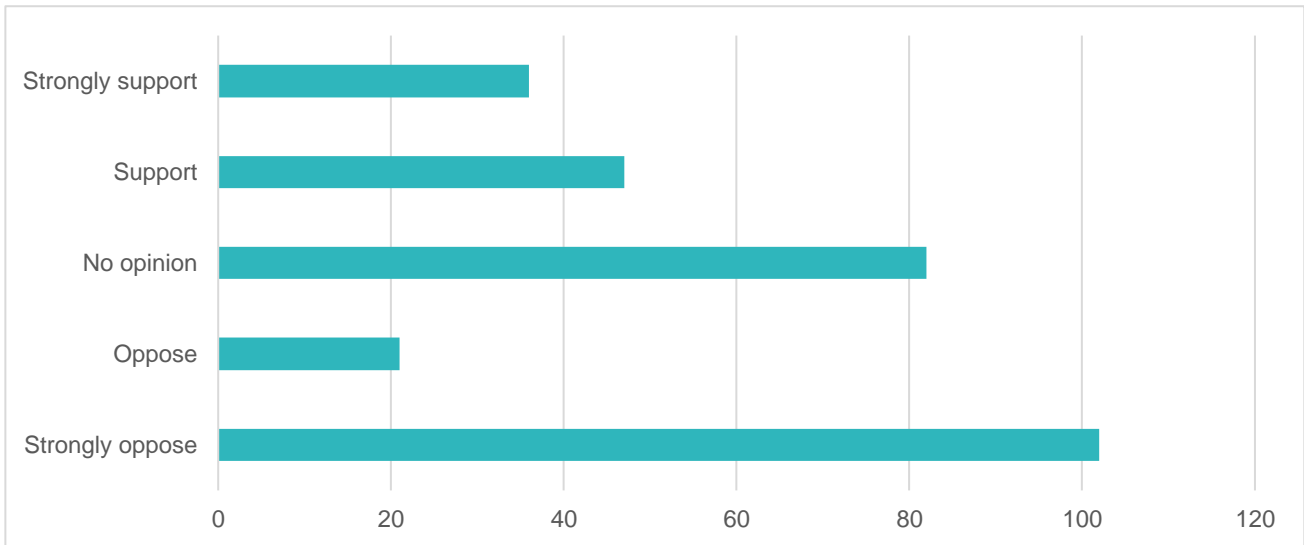


5.10 Question 10: How far do you support the proposed realignment of the route between Babraham and Sawston?

5.10.1 288 respondents answered Question 10 which asked respondents how far they support the realignment of the route between Babraham and Sawston.

- 36 respondents (11.8%) strongly supported.
- 47 respondents (15.5%) supported.
- 82 respondents (27.0%) answered 'No opinion'.
- 21 respondents (6.9%) opposed.
- 102 respondents (33.6%) strongly opposed.

Chart 5.8: Question 10 – Support for the route realignment between Babraham and Sawston

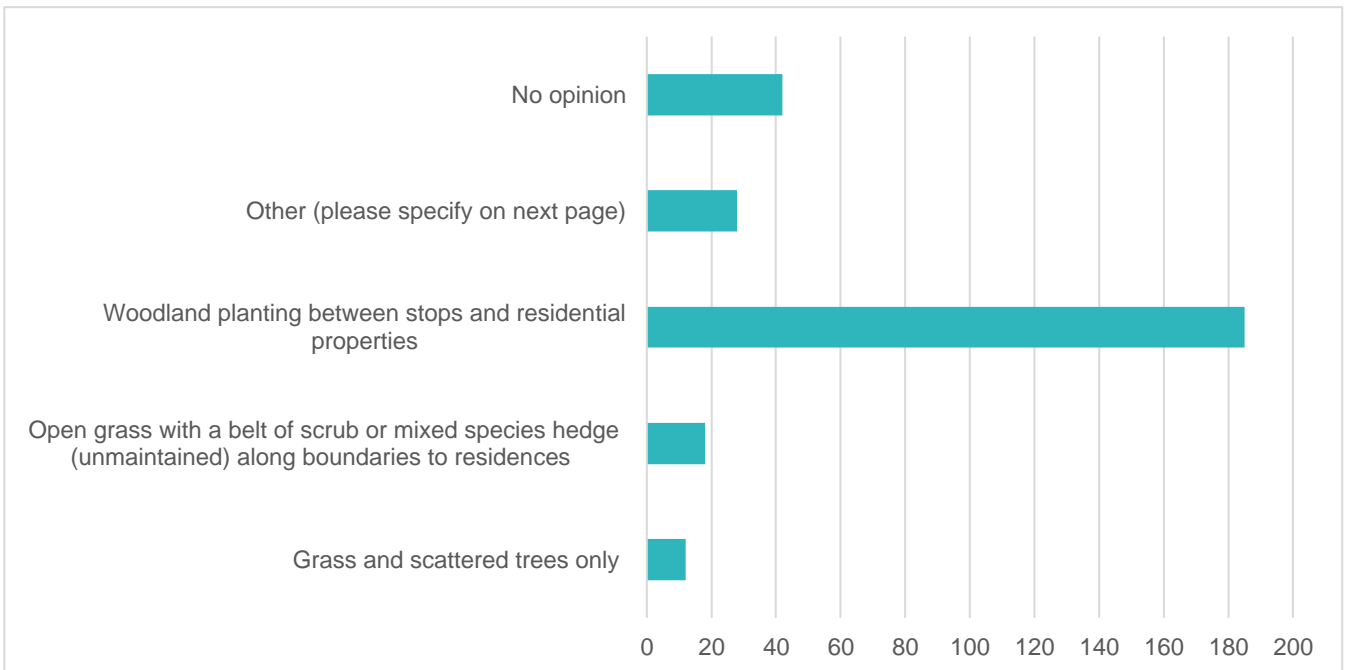


5.11 Question 11: What planting would you like to see between stops and nearby residential properties?

5.11.1 285 respondents answered Question 11 which asked what planting would be preferred between stops and nearby properties generally.

- 185 respondents (60.9%) answered 'Woodland planting between stops and residential properties'.
- 12 respondents (4.0%) answered 'Grass and scattered trees only'.
- 18 respondents (5.9%) answered 'Open grass with a belt of scrub or mixed species hedge (unmaintained) along boundaries'.
- 28 respondents (9.2%) answered 'Other'.
- 42 respondents (13.8%) answered 'No opinion'.

Chart 5.9: Question 11 – Planting between stops and nearby residential properties

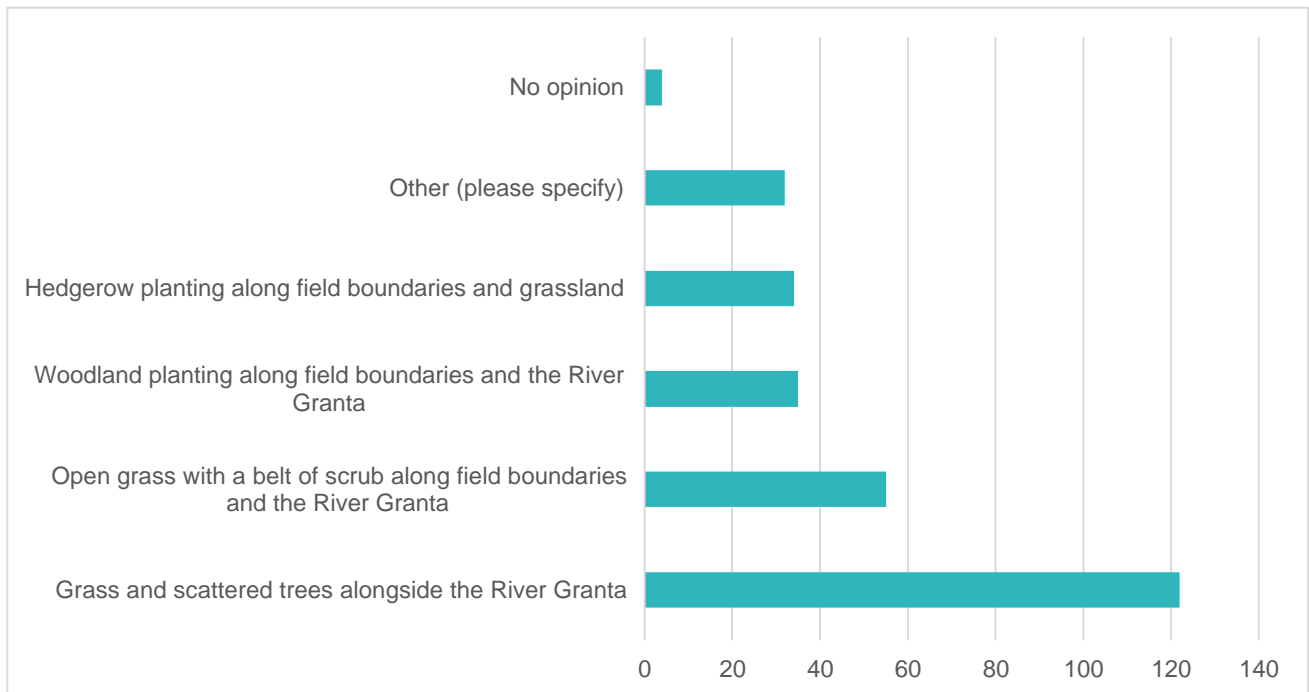


5.12 Question 12: Having read the information note on bridge crossings, do you have any preferences on potential landscape planting that you would like to see around the bridge crossing over the River Granta near Stapleford?

5.12.1 281 respondents answered Question 12 which asked what potential landscape planting would be preferred around the bridge crossing over the River Granta near Stapleford.

- 122 respondents (40.1%) answered “Grass and scattered trees alongside the River Granta”.
- 55 respondents (18.1%) answered ‘Open grass with a belt of scrub along field boundaries and the River Granta’.
- 35 respondents (11.5%) answered ‘Woodland planting along field boundaries and the River Granta’.
- 34 respondents (11.2%) answered ‘Hedgerow planting along field boundaries and grassland’.
- 32 respondents (10.5%) answered ‘Other’.
- Four respondents (1.3%) answered ‘No opinion’.

Chart 5.10: Question 12 – River Granta, Stapleford Bridge landscape planting

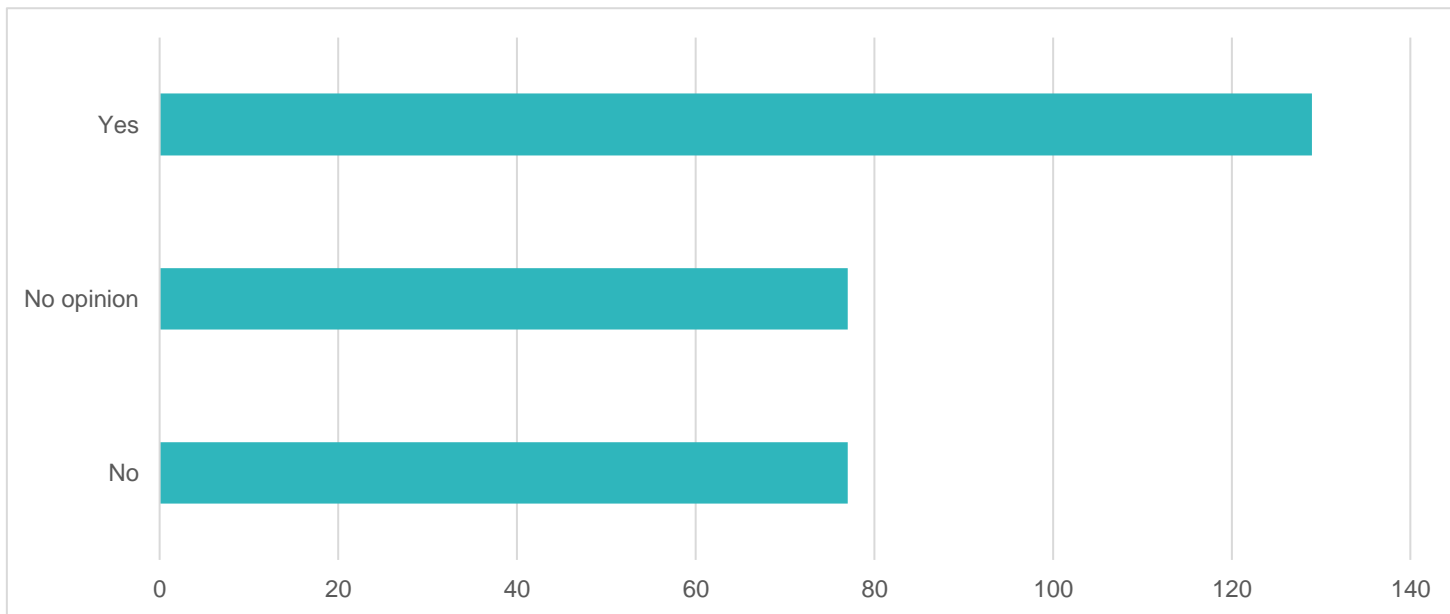


5.13 Question 13: Would you like to see picnic areas set up along the route for users of the Active Travel path to access, near the River Granta crossings?

5.13.1 283 respondents answered Question 13 which asked if respondents would like to see picnic areas set up along the route for active travel path users near the River Granta crossings.

- 129 respondents (42.4%) answered 'Yes'.
- 77 respondents (25.3%) answered 'No'.
- 77 respondents (25.3%) answered 'No opinion'.

Chart 5.11: Question 13 – Picnic areas near River Granta crossings

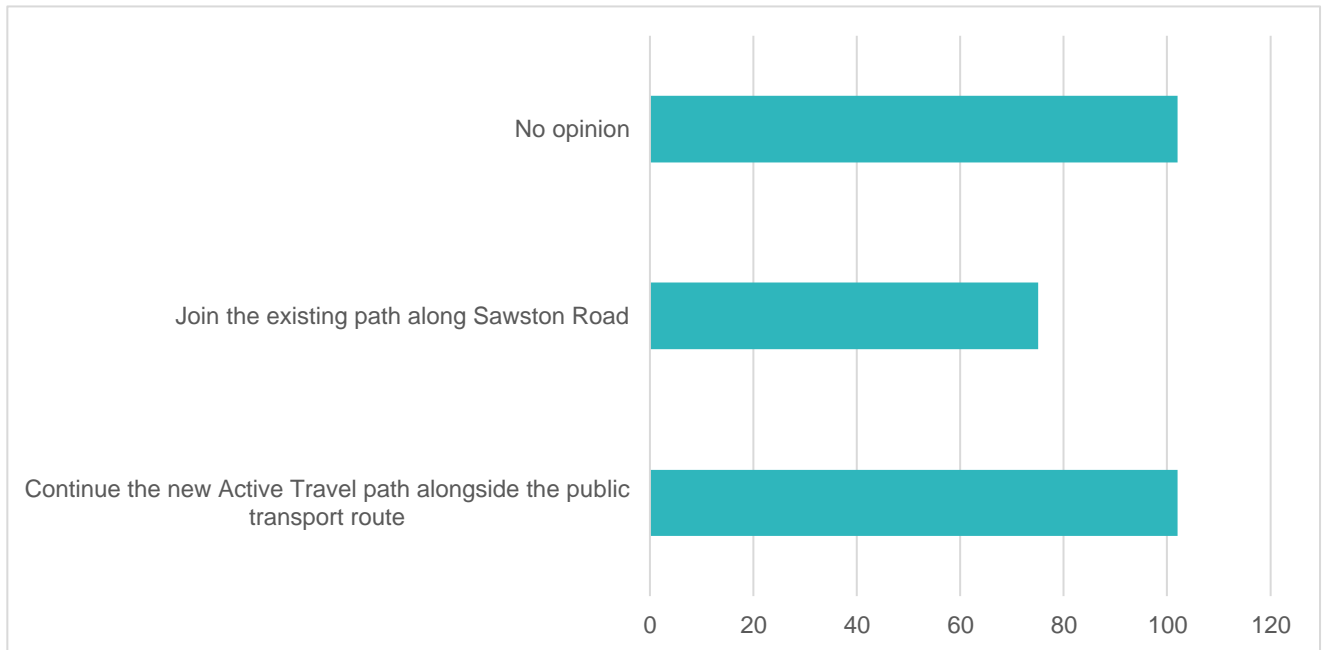


5.14 Question 14: Between Sawston Road and the High Street south of Babraham the Active Travel Path could either join the existing path as shown on information boards or it could continue as a segregated active travel path along the public transport route. If we could only provide one of the options, which would you prefer?

5.14.1 279 respondents answered Question 14 which asked if they would prefer the active travel path between Sawston Road and the High Street south of Babraham to join the existing path or to continue as a segregated active travel path along the public transport route.

- 102 respondents (33.6%) answered 'Continue the new active travel path alongside the public transport route'.
- 75 respondents (24.7%) answered 'Join the existing path along Sawston Road'.
- 102 respondents (33.6%) answered 'No opinion'.

Chart 5.12: Question 14 – Active travel route south of Babraham

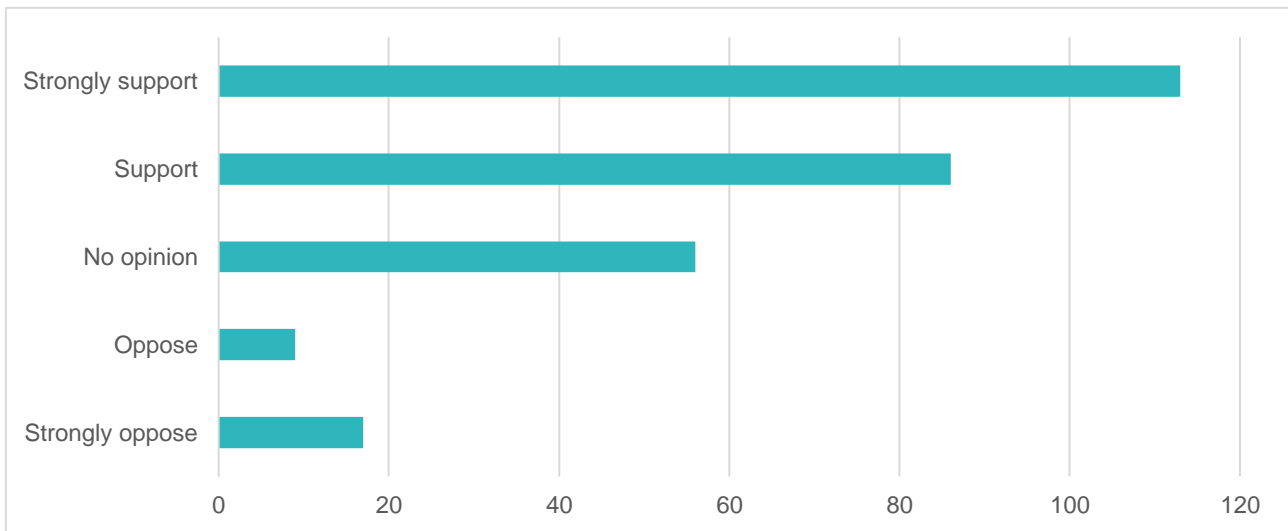


5.15 Question 15: As part of the linear park concept and to leave a lasting legacy of the scheme, we could include an avenue of trees along sections of the route. How far do you support these proposals?

5.15.1 281 respondents answered Question 15 which asked how far they support the proposals for an avenue of trees along sections of the route. This forms part of the scheme’s wider linear park concept.

- 113 respondents (37.2%) strongly supported.
- 86 respondents (28.3%) supported.
- 56 respondents (18.4%) answered ‘No opinion’.
- Nine respondents (3.0%) opposed.
- 17 respondents (5.6%) strongly opposed.

Chart 5.13: Question 15 – Support for tree avenues along route



5.16 Question 16: How far do you support each active travel path proposal from the Travel Hub to Granta Park and to Babraham Research Campus as shown in the figure below?

5.16.1 The survey showed a map of proposed active travel path routes from the Travel Hub to Granta Park and to Babraham Research Campus. Respondents were asked to indicate how far they support each option for ‘Active Travel Route A’, ‘Active Travel Route B’, ‘Active Travel Route C’ and ‘Active Travel Route D’.

- ‘Active Travel Route A’ is proposed to connect the Travel Hub to Granta Park.
- ‘Active Travel Route B’ would extend along the existing footpath from the Travel Hub to the High Street with a diversion to avoid the farmyard.
- ‘Active Travel Route C’ would run from the Travel Hub along the Active Travel route to the High Street and along the High Street to Babraham Research Campus.
- ‘Active Travel Route D’ would go from the Travel Hub alongside the A1307 to Babraham Research Campus.

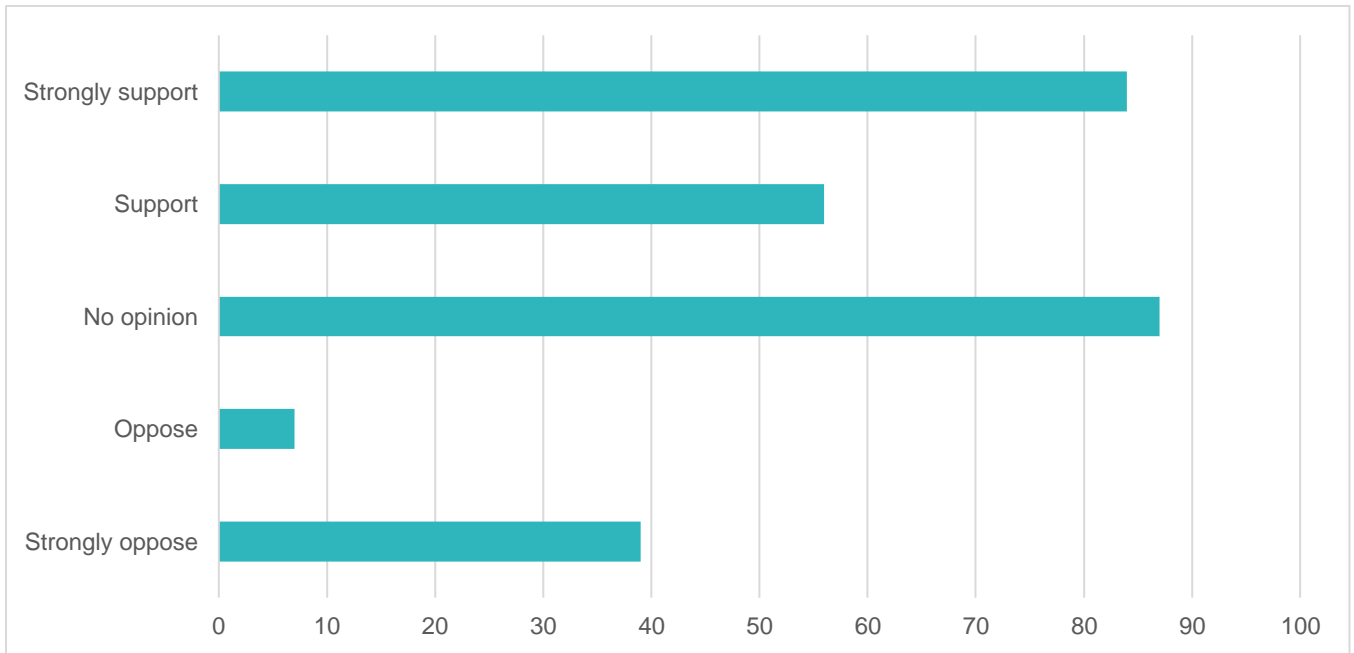
5.16.2 With each option proposed, respondents could select one answer from ‘Strongly support’, ‘Support’, ‘No opinion’, ‘Oppose’ or ‘Strongly oppose’.

Active Travel Route A

5.16.3 273 respondents provided an answer to ‘Active Travel Route A’.

- 84 respondents (27.6%) strongly supported.
- 56 respondents (18.4%) supported.
- 87 respondents (28.6%) answered ‘No opinion’.
- Seven respondents (2.3%) opposed.
- 39 respondents (12.8%) strongly opposed.

Chart 5.14: Question 16 – Active Travel Route A

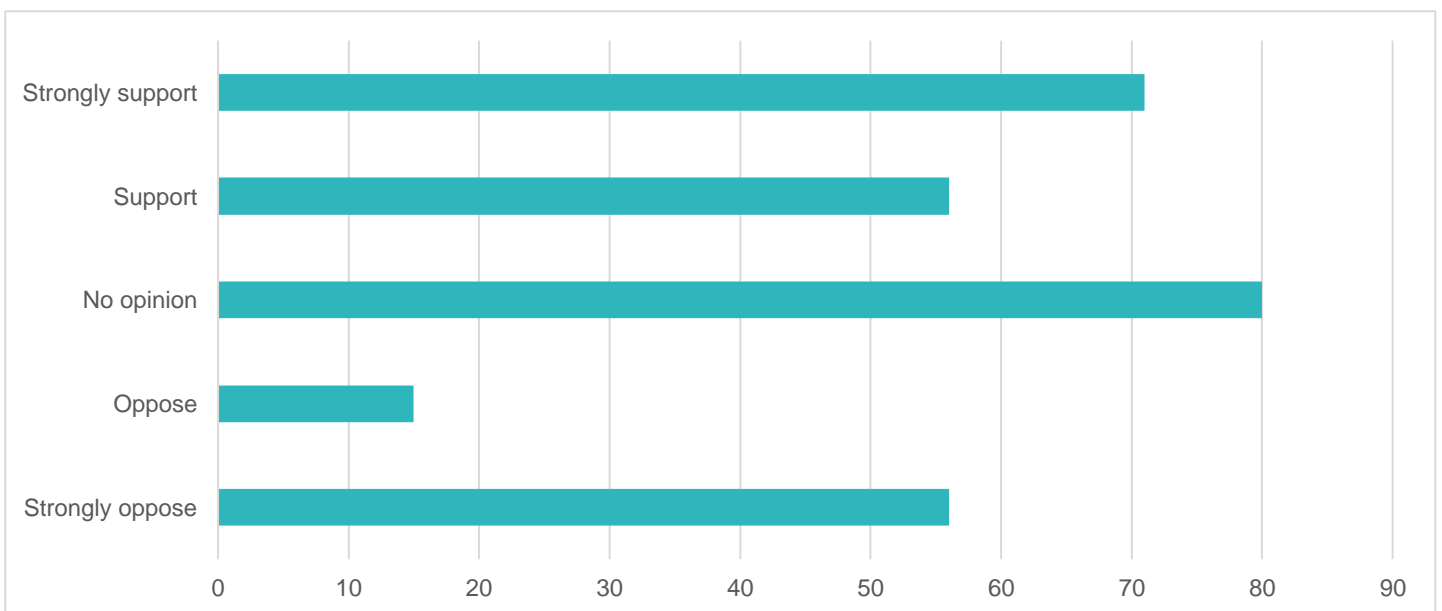


Active Travel Route B

5.16.4 276 respondents provided an answer to ‘Active Travel Route B’.

- 71 respondents (23.4%) strongly supported.
- 56 respondents (18.4%) supported.
- 80 respondents (26.3%) answered ‘No opinion’.
- 15 respondents (4.9%) opposed.
- 56 respondents (18.4%) strongly opposed.

Chart 5.15: Question 16 – Active Travel Route B

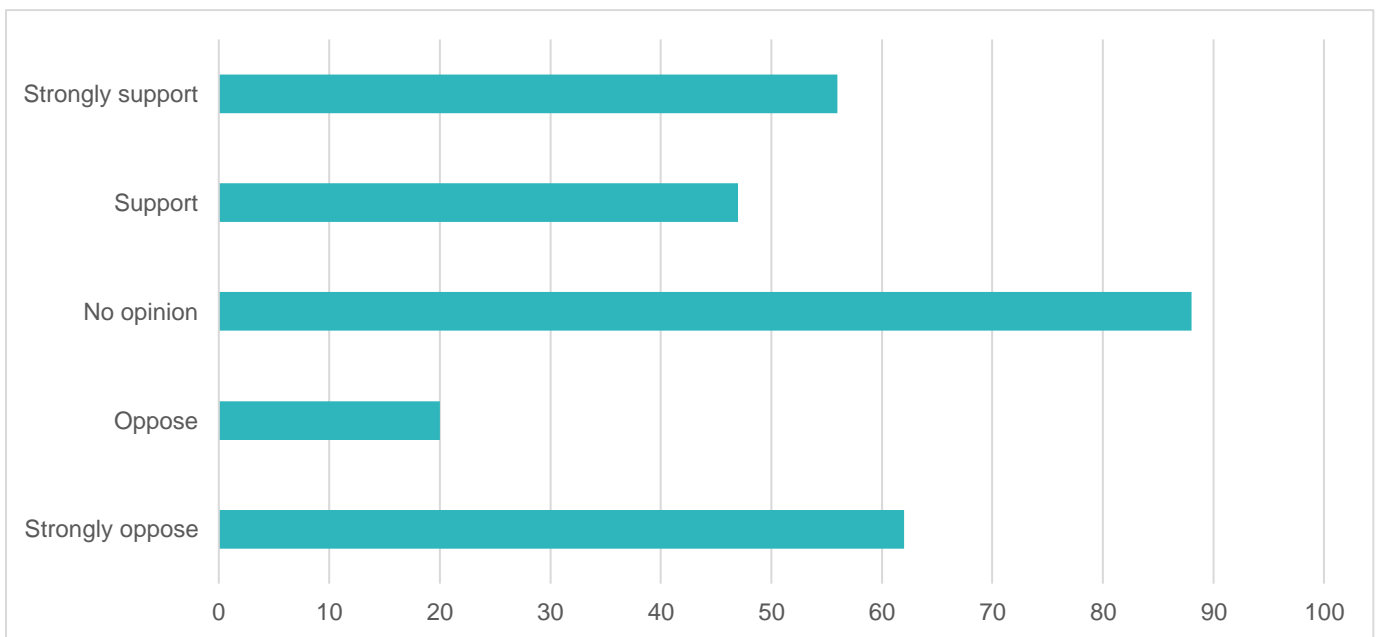


Active Travel Route C

5.16.5 273 respondents provided an answer to 'Active Travel Route C'.

- 56 respondents (18.4%) strongly supported.
- 47 respondents (15.5%) supported.
- 88 respondents (29.0%) answered 'No opinion'.
- 20 respondents (6.6%) opposed.
- 62 respondents (20.4%) strongly opposed.

Chart 5.16: Question 16 – Active Travel Route C

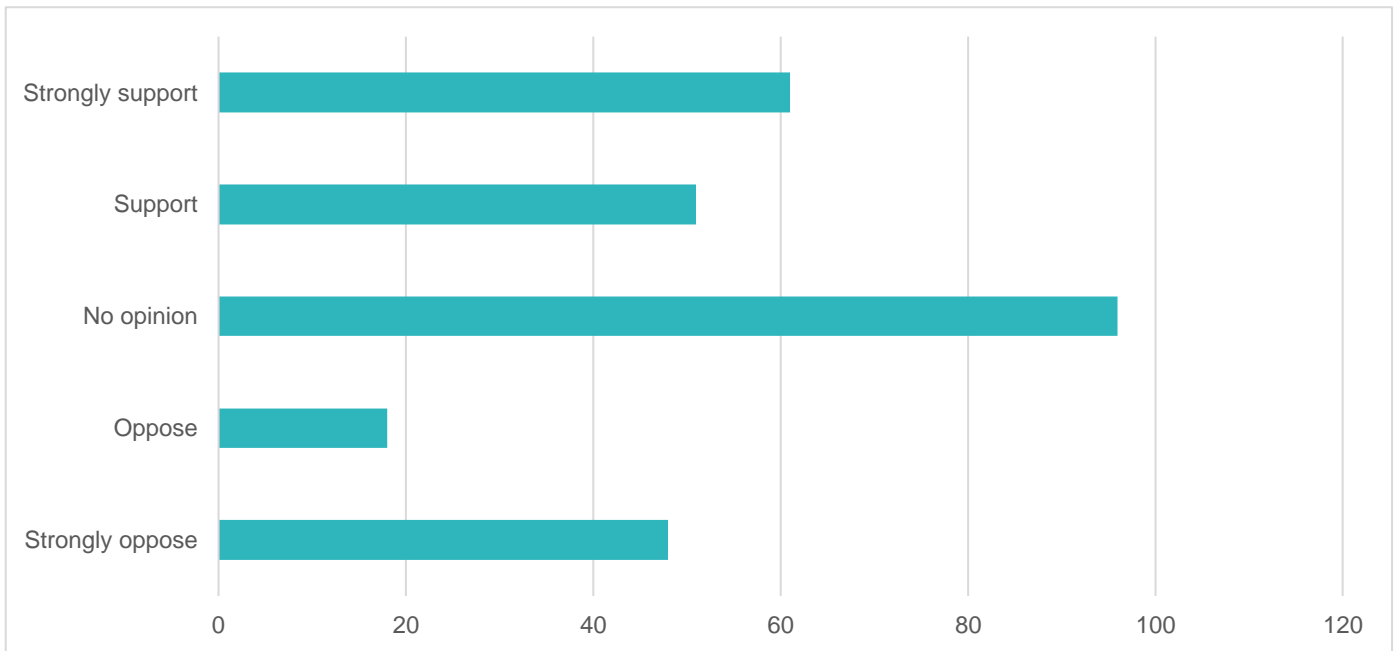


Active Travel Route D

5.16.6 274 respondents provided an answer to 'Active Travel Route D'.

- 61 respondents (20.1%) strongly supported.
- 51 respondents (16.8%) supported.
- 96 respondents (31.6%) answered 'No opinion'.
- 18 respondents (5.9%) opposed.
- 48 respondents (15.8%) strongly opposed.

Chart 5.17: Question 16 – Active Travel Route D



5.17 Question 17: We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design, please add them in the space below.

5.17.1 Question 17 prompted respondents to the survey to provide any additional comments in a space provided.

5.18 Feedback themes

5.18.1 Key themes that recurred across all feedback (including online survey, postal survey and other written responses) were:

- Route alignment
- Landscaping
- Loss of green space
- Connectivity
- Parking
- Cycle parking
- Active travel.

5.18.2 Table 5.1 provides an overview of feedback themes from survey responses overleaf.

Table 5.1: Summary of consultation survey feedback themes

| Theme | Comment summary |
|-----------------|--|
| Route alignment | <ul style="list-style-type: none"> ● 128 respondents (42.1%) to the survey commented about the CSET route alignment overall. This was the most frequent comment raised by those who took part in the consultation. The scheme is progressing with the Brown route alignment rather than the emerging proposed route alignment presented in the consultation. ● 29 respondents (9.5%) stated their preference for a reinstated Haverhill to Cambridge railway line rather than the proposed new public transport route. GCP has considered all options to deliver enhanced public transport connectivity between Cambridge and the area to its south-east, with the Brown route selected as the most suitable option. ● 21 people (6.9%) who provided feedback stated the route was too far from villages along the route. They responded saying the route would need to be closer to people in order to provide a convenient service that improves their existing public transport offer. GCP’s design has evolved to ensure the public transport route provides convenient access for users. The selected route meets the objectives of the CSET scheme by providing access to the public transport route to/from Cambridge, Great Shelford, Stapleford, Sawston and Babraham. ● 12 respondents (4.0%) commented on the section of the CSET scheme to the south of the Gog Magog Hills. Most comments concerned environmental and nature loss in the local area. GCP has conducted an environmental impact assessment (EIA) and would work with local stakeholders to ensure any environmental loss is offset through 20% biodiversity net gain (BNG) ambitions. ● Seven respondents (2.3%) commented on the route alignment options near to Babraham. Two respondents stated the Brown route was preferable to the emerging public transport route that was presented in the consultation. The scheme is progressing with the Brown route rather than the emerging proposed route alignment. ● Two respondents (0.7%) stated a preference for the route to follow a similar route to the old railway line between Sawston and Stapleford / Great Shelford. It was commented that this would bring landscaping benefits due to having a reduced impact on the local environment. ● GCP is progressing with the Brown route to deliver a public transport route that will seek to limit its negative environmental impacts. |

| Theme | Comment summary |
|---------------------|--|
| Landscaping | <ul style="list-style-type: none">● 29 respondents (9.5%) specifically stated additional planting should be undertaken to enhance the landscaping and reduce the negative impact of the scheme on its environment. GCP's 20% biodiversity net gain (BNG) ambitions and wider proposals aim to deliver a suitable environmental legacy for the scheme.● 16 respondents (5.3%) to the consultation commented about the need to ensure screening along the route. This would mitigate the visual effect of the public transport route on the local landscape. GCP has considered the visual impact of the public transport route and has developed landscaping proposals including tree planting. |
| Loss of green space | <ul style="list-style-type: none">● A loss of green space was mentioned by 10 respondents (3.3%) who indicated they disagree with development on green belt land. GCP has worked with stakeholders to develop a design that limits impact on green belt land. The public transport route was selected following consultation and a detailed sifting process by the GCP Executive Board. |
| Connectivity | <ul style="list-style-type: none">● A high number of respondents commented that the proposed scheme is likely to enhance connectivity between Cambridge and the south-east Cambridge area.● 143 respondents (47.0%) indicated they plan to use the scheme for recreational benefits. This would bring environmental benefits along with providing greater convenience for local people from Great Shelford, Stapleford, Sawston and Babraham. The need for active travel and transport interchange solutions are increased in a context of growing cycle use, as people seek alternatives to using public transport during Covid-19 restrictions and recognise the benefits of a healthier lifestyle.● 59 respondents (19.4%) in total indicated they would use the scheme for commuting to work. GCP aims to provide more convenient commuting options for local people through the scheme. This would seek to reduce car use and pollution, bringing wider environmental benefits. |
| Parking | <ul style="list-style-type: none">● A substantial number of respondents highlighted the need to improve parking facilities for cyclists and car users in a demand-responsive way. The scheme includes an appropriate level of parking facilities based on predicted use. If planning consent is obtained, GCP would review requirements.● 11 respondents (3.6%) in total commented on the parking provision along the route and at different bus stops. Some respondents stated there should be stringent restrictions limiting the use of the Travel Hub car park or that the number of stops should be reduced. GCP would monitor use of the Travel Hub car park and the bus stops on an ongoing basis. |

| Theme | Comment summary |
|---------------|---|
| Cycle parking | <ul style="list-style-type: none">• Seven respondents (2.3%) to the consultation identified cycle parking as a key benefit of the plans. They understood the wider active travel plans and stated more cycle parking at bus stops along the route would improve the scheme further. |
| Active travel | <ul style="list-style-type: none">• 22 respondents (7.3%) to the consultation noted the active travel part of the scheme.• Eight respondents (2.6%) asked for the active travel path to be widened generally, with one stating the delivery of an active travel route should be the priority of the scheme. GCP has ensured the active travel route is a key part of the scheme, providing improved opportunities for recreational use by cyclists, pedestrians and horse-riders.• All 22 respondents commented about the design of the active travel route. This includes six respondents who stated the active travel route should be separate from the public transport route or roads. GCP has ensured there is separation between the public transport route and the active travel route for the safety of pedestrians, cyclists and horse-riders. |

Table 5.2: Summary of email and letter feedback themes

| Theme | Comment summary |
|------------------------|--|
| Active travel benefits | <ul style="list-style-type: none"> Some respondents highlighted the benefits an active travel path would bring to the local area. They identified how this would encourage local people to use the route for recreational means. GCP has ensured the active travel route is a key part of the scheme, providing improved opportunities for recreational use by cyclists, pedestrians and horse-riders. |
| Construction impact | <ul style="list-style-type: none"> Some email respondents voiced concern about noise pollution and vibrations from construction and construction vehicles in the development phase. GCP has ensured this is taken into account as part of its mitigation plans. One respondent requested the distance of the scheme to be increased from residential properties in Sawston by an additional 100 metres. GCP is progressing with the Brown route to deliver a public transport route that will seek to limit noise pollution for local residents. |
| Route alignment | <ul style="list-style-type: none"> Respondents expressed a preference for the Brown route, between Sawston and the south of Babraham, rather than the emerging proposed route alignment. GCP has considered all options to deliver enhanced public transport connectivity between Cambridge and the area to its south-east, with the Brown route selected as the most suitable option. The location of stops was raised, with many feeling that they lie too far away from the centre of villages the scheme aims to connect by the route. The selected route meets the objectives of the CSET scheme, by providing access to the public transport route to/from Cambridge, Great Shelford, Stapleford, Sawston and Babraham. Four respondents to the consultation advocated for a variation of the proposed route that was closer to the A11 and further away from Babraham. GCP evaluated this route (known as the Pink route variant) but the option was not pursued after analysis evidenced that the Brown route still performs better more effectively when considered against a wide set of criteria including environmental impacts, costs and Value for Money. |
| Loss of green space | <ul style="list-style-type: none"> A number of email respondents objected to the scheme due to development on green belt land. Several respondents specifically identified issues with development on green belt land between Sawston and Stapleford. Further concern was noted at various points on the route including Babraham. GCP has worked with stakeholders to develop a design with appropriate landscaping and sensitive routing of the scheme to limit the impact on green belt land. Development on green belt land in line with Local Plans has been important to delivering economic success in the Cambridge area (e.g. the development of Cambridge Biomedical Campus). More detail regarding Cambridge green belt development is available to view in Section 7 of the Outline Business Case (OBC) Strategic Case (see Appendix A). |

| Theme | Comment summary |
|-----------------|--|
| Biodiversity | <ul style="list-style-type: none">Wider conservation concerns were expressed by several consultees who provided feedback. This included comments about a negative impact on wildlife and habitats along the route including at Nine Wells local nature reserve. GCP's 20% biodiversity net gain (BNG) ambitions and wider proposals aim to deliver a suitable environmental legacy for the scheme. |
| Parking concern | <ul style="list-style-type: none">Some respondents raised the issue of free parking being available on highways near to the Travel Hub car park. Respondents stated this could increase congestion on local roads. The scheme includes an appropriate level of parking facilities based on predicted use. If planning consent is obtained, GCP would review requirements.The development of the Travel Hub car park raised flooding concerns for a few respondents who were concerned about the potential increase of run-off in the local area. GCP has considered flood risk and mitigation measures as part of the scheme. |
| Funding | <ul style="list-style-type: none">Numerous respondents stated they would prefer to see the investment in the scheme into other local facilities and services. A new public transport route is proposed by GCP to provide an improved local transport service for residents. |
| Design | <ul style="list-style-type: none">Some respondents were concerned by the length of the proposed bridge over Hobson's Brook Conduit. This has been considered by GCP in its design to develop a safe bridge in this location.The existing design of the active travel path drew safety concerns from some respondents with the layout of links to the Travel Hub, highways and bus stops. Respondents were concerned this could result in accidents for cyclists, horse riders and walkers. GCP has ensured there is separation between the public transport route and the active travel route for the safety of pedestrians, cyclists and horse-riders. |
| Landscaping | <ul style="list-style-type: none">Respondents stated additional green screening should be considered along the route to minimise the impact of the development on the local landscape.Additionally, concern was registered regarding the proposed public transport route possibly impacting the view from Magog Down. GCP has considered the visual impact of the public transport route. |

6 Stakeholder Feedback

6.1 Stakeholder feedback

- 6.1.1 GCP has identified and consulted with a number of statutory consultees and non-statutory consultees as part of the CSET consultation.
- 6.1.2 All consultation and engagement activities included:
- Statutory consultees as named in column (2) of the tables in Schedules 5 and 6 to the Applications Rules.
 - Non-statutory consultees who are in close proximity to the scheme or who were judged to have a potential interest in the application, for example local decision makers, business groups, interest groups and organisations.
- 6.1.3 Engagement with a number of stakeholders and stakeholder groups is ongoing and will feed into the final scheme design.
- 6.1.4 Table 6.1 provides an overview of stakeholders who provided their feedback to the consultation and themes raised.

Table 6.1: Stakeholder responses to 2020 EIA consultation

| Stakeholder | Response themes |
|---|---|
| Cambridgeshire County Council | <ul style="list-style-type: none"> ● Historic environment ● Flooding ● Highways ● Active Travel path ● High Street, Babraham to the A11 Travel Hub section: ● Routes connecting to the Travel Hub from the west ● Construction |
| Environment Agency | <ul style="list-style-type: none"> ● Cambridge Biomedical Campus (CBC) ● CBC to Hinton Way ● Hinton Way to Haverhill Road ● Haverhill Road to Sawston Road ● Sawston to High Street (South of Babraham) ● High Street (South of Babraham) to A11 Travel Hub ● A11 Travel Hub |
| Utility companies - Anglian Water Services Ltd, National Grid PLC, Cadent Gas Ltd, Cambridge Water PLC, Openreach Ltd and UK Power Networks Ltd | <ul style="list-style-type: none"> ● Discussions are ongoing with Anglian Water Services Ltd, National Grid PLC, Cadent Gas Ltd, Cambridge Water PLC, Openreach Ltd and UK Power Networks Ltd |
| Cambridgeshire Fire and Rescue Service | <ul style="list-style-type: none"> ● Route identification ● Mobile phone reception ● CCTV ● Route closure ● Route limits |

| | |
|----------------------------------|---|
| | <ul style="list-style-type: none">● Weather conditions● Access |
| Cambridgeshire Constabulary | <ul style="list-style-type: none">● Scheme benefits for Cambridge● Crime around South busways● Controlling access to the route● Lighting and CCTV● Francis Crick Avenue● Hostile Vehicle Mitigation |
| Stapleford Parish Council | <ul style="list-style-type: none">● Consultation process● Alternative alignment● Sustainability and multi modal transport● Environmental impact● Pollution● Covid-19 |
| Little Abington Parish Council | <ul style="list-style-type: none">● The proposed route between Sawston and Shelford● Lack of connectivity between South Cambridgeshire villages● Design of the Park and Ride – A11 Travel Hub● Linton Greenway● Impact on the Stagecoach 13 bus service |
| Great Abington Parish Council | <ul style="list-style-type: none">● Cycle paths● Screening● Cycle parking● Integrated buses |
| Pampisford Parish Council | <ul style="list-style-type: none">● Alternative options● Location of bus stops● DNA path● Enhancing cycle and bus travel● Tree planting |

| | |
|---------------------------------|---|
| The British Horse Society | <ul style="list-style-type: none">● Active travel path● Equestrian routes● Access at Nine Wells and Granham's Road/Hinton Way● Great Shelford bus stop location● Hinton Way to Haverhill Road active travel path provision● Stapleford bus stop location● Stapleford to Sawston bridleway and bridge specifications● Sawston bus stop location and active travel path arrangements● High Street, Babraham active travel path● A11 Travel Hub |
| Cambridge Ramblers' Association | <ul style="list-style-type: none">● The active travel path between Little Abington and Babraham● Width of the proposed active travel route● Landscaping along the public transport route● Path between the Gog Magog Trust and Babraham bridleway |
| Highways England | <ul style="list-style-type: none">● Highways England stated it had been involved in the scheme during the consideration of options for the public transport route● Travel Hub impact on the Strategic Road Network |
| Historic England | <ul style="list-style-type: none">● The need for a thorough assessment of the scheme's impact on its environment● Local features of historic, architectural, archaeological or artistic interest● Assessment method |
| Natural England | <ul style="list-style-type: none">● Bat surveys● Mitigation measures● Biodiversity● Active travel path● Best and most versatile (BMV) agricultural land |
| Hobson's Conduit Trust | <ul style="list-style-type: none">● HCT stated it was delighted with the commitment by the GCP to enhance the environment. HCT stated it expected to remain consulted about surface water arrangements for Francis Crick Avenue and the proposed drainage basin near to Nine Wells● HCT outlined its main concern about the width of the bridge crossing over Hobson's Brook |

-
- Concern was also referenced regarding access and the arrangement of routes adjoining Nine Wells and crossing the brook
 - The distance of the public transport route from Nine Wells local nature reserve
 - Construction impact mitigation
 - Landscape mitigation during construction around the brook and Nine Wells local nature reserve: HCT noted the need to locate a drainage basin to deal with run-off created by the public transport route. HCT asked for consultation on this
 - Bridge at Hobson's Brook: HCT presented three proposals to retain a separate bridge for the active travel path, to reduce the public transport route to single line working or to adopt a design that would raise the base of the deck relative to the brook
 - The location of public access into Nine Wells local nature reserve
 - The impact of light pollution on wildlife

Cambridge Biomedical
Campus

- Francis Crick Avenue
- Cambridge South Station Scheme
- Francis Crick Avenue/Addenbrooke's Road, Dame Mary Archer Way
- Trees and hedging
- Nine Wells area
- Sawston to Babraham area
- Stops, crossings, bridge crossings and the active travel path

Greater Cambridge Shared
Planning Service

- Air quality
 - Operational phase impacts
 - Noise and health
 - Operational noise
 - Geology
 - Lighting
 - Environmental Assessment
 - Landscape
 - Ecology
-

7 Conclusions and Next Steps

7.1 Scheme refinements and recommendations

7.1.1 GCP has considered the feedback received from all consultees during the 2020 consultation for the CSET Phase 2 scheme.

7.1.2 Where possible, feedback received has been incorporated into the scheme's design. The following key refinements have been made to the scheme's design following recommendations and preferences raised in the consultation:

- The preferred scheme alignment between Sawston and Babraham at Outline Business Case (OBC) was taken forward following the feedback of survey respondents. The highest proportion of questionnaire respondents (33.9% strongly opposed and 6.9% opposed) objected to the potential alignment along Sawston Road, so this option was dropped.
- With the OBC scheme alignment progressed, the design now includes the active travel path between Babraham and Sawston continuing alongside the public transport route.
- The segregation of the cycling / pedestrian path along the western side of Francis Crick Avenue.
- A pedestrian footway along the eastern side of Francis Crick Avenue between Dame Mary Archer Way and the existing guided busway.
- A mix of trees and hedges along Francis Crick Avenue.
- Grass and scattered trees alongside the River Granta.
- Hedgerows interspersed with suitable tree species along sections of the route to deliver an effective legacy for the scheme.
- An active travel path is proposed to connect the travel hub to Granta Park.
- An active travel path is proposed along the existing footpath from the travel hub to the High Street in Babraham.
- The proposed River Granta bridges in Stapleford and Babraham have been reduced in its overall height. Additional access track crossings would be provided for large machinery to use instead of allowing vehicles to pass under the proposed River Granta crossing.
- Additional cycle storage has been incorporated into the design development of the stops on the public transport route.
- The stop layout has been reconfigured to provide greater opportunity for landscaping to soften the look and feel of the stops. The landscape design has been completed considering the need to minimise the visual impact of the stops.

7.2 Next steps

7.2.1 Points raised by consultees during the consultation will continue to inform possible design refinements to the scheme. Engagement with consultees will continue to take place to amend the design if necessary before, during and after proposed construction.

7.2.2 GCP's Executive Board will consider the results of the consultation and make a final decision on the scheme's proposed design and route in July 2021.

7.2.3 Once scheme proposals are finalised and the TWAO application has been prepared, it will be submitted to the Secretary of State for Transport who will have responsibility for the decision on whether to grant consent for the scheme.

7.2.4 Additionally, GCP will continue to engage with the wider public through the TWAO process and, if the Order is made, during the subsequent implementation of the scheme.

