

## Cambridge South East Transport Phase 2 Proposed Route Change in Stapleford Consultation Summary

May 2023



# Notice

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# Introduction

This is the summary report for the public consultation on a proposed route change to the Greater Cambridge Partnership (GCP) Cambridge South East Transport scheme (CSET2) which was held between 18 July and 30 August 2022.

It explains the purpose of the consultation and the approach taken, as well as providing an analysis of the responses received and how they have informed the development of the scheme.

## 1. Executive Summary

The Cambridge South East – Better Public Transport and Active Travel project (CSET2) will provide better public transport and sustainable travel options for those who travel in the A1307 and A1301 area.

Since the last public consultation in 2020, proposals for a retirement village in Stapleford have been approved on appeal by the Government's Planning Inspectorate. This means we need to amend the bus route and the location of the Stapleford bus stop to avoid the new retirement village.

Between 18 July and 30 August 2022, a targeted consultation was held in Stapleford on two options for the route change.

### The key findings of the consultation

The project team has reviewed the responses provided by all consultees during the 2022 consultation:

- Overall, the responses of those who expressed a view on the two options, demonstrate a slight preference for Option 1.
- In addition, a recurring theme, both in the questionnaire written responses and also in responses from key stakeholders, was that Option 2 would create opportunities for infill development.
- Another key concern was that the bus stop is too far from the village to be easily accessible.
- Other issues raised by respondents to the consultation that are directly related to Options 1 and 2, included access across the bus route to the Country Park, parking, cycle storage and light pollution.

Results of the consultation will be presented to the GCP Joint Assembly on 7 September 2023 and to the GCP Executive Board on 28 September 2023.

## 2. CSET Stapleford Route Change Consultation

### 2.1. Project overview

The Cambridge South East – Better Public Transport and Active Travel project (CSET2) will provide better public transport and sustainable travel options for those who travel in the A1307 and A1301 area, improving journey times, reliability, and linking communities and employment sites in the area south east of Cambridge and beyond. The project consists of:

- a new off-road bus link between the A11 and the Cambridge Biomedical Campus via Sawston, Stapleford and Great Shelford
- a new travel hub near the A11/A1307/A505 to give more opportunities for sustainable travel in addition to the existing Babraham Road Park & Ride
- a new active travel path

### 2.2. The proposed route change in Stapleford

Since the last consultation in 2020, proposals for a retirement village in Stapleford have been approved on appeal by the Government's Planning Inspectorate. This means we need to amend the bus route and the location of the Stapleford bus stop to avoid the new retirement village.

### 2.3. Targeted consultation

Between 18 July and 30 August 2022, a targeted consultation was held in Stapleford on two options for the route change.

### 2.4. Publicity

Leaflets explaining the options and asking for people's views were distributed to homes and businesses in Stapleford.

The consultation was also publicised on the project's web page:  
[www.greatercambridge.org.uk/cambridgesoutheast](http://www.greatercambridge.org.uk/cambridgesoutheast).

### 2.5. Online questionnaire

Respondents were invited to find out more and complete an online questionnaire on the Consult Cambs website. They were also able to:

- phone on 01223 699906
- email their response to [consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)
- write to Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge CB1 0YR.

### 3. Feedback Overview and Survey Demographics

During the consultation 316 formal responses were received and considered by the project team. This included 302 survey responses, as well as 13 emails and 1 letter. The consultation responses came from 308 individuals and 8 groups/organisations (or elected representatives).

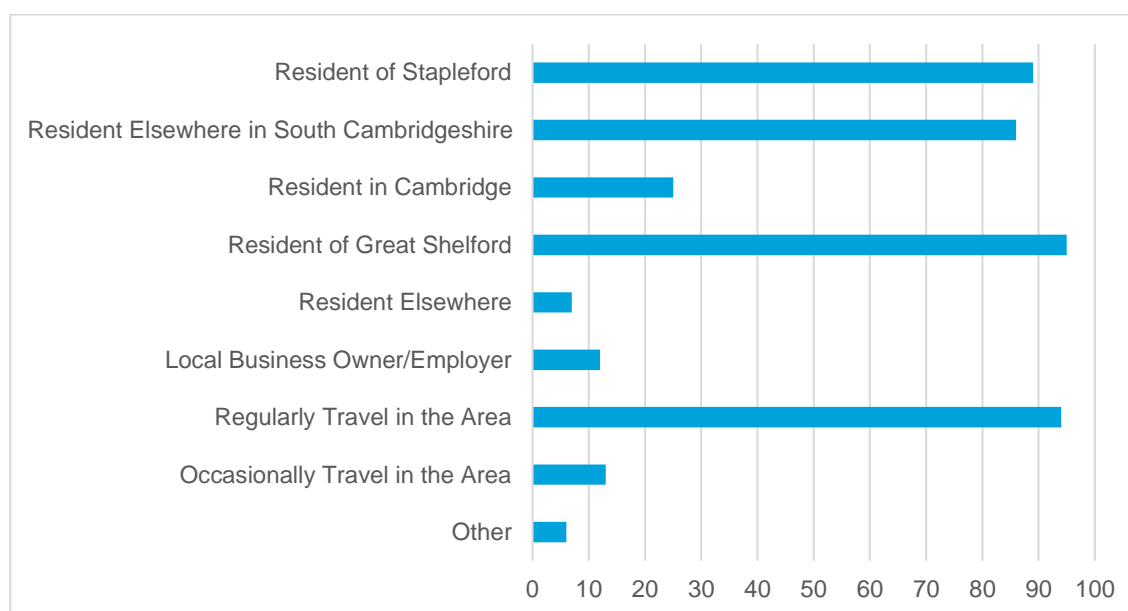
#### 3.1. Please indicate your interest in the project

298 survey respondents answered the question on their specific interest in the CSET2 project. More than one of the following answers could be selected by respondents.

The most frequent response was 'Resident of Great Shelford' with 95 respondents (31.9%). Other responses were:

- 89 respondents (29.9%) answered 'Resident of Stapleford';
- 86 respondents (28.9%) answered 'Resident elsewhere in South Cambridgeshire';
- 25 respondents (8.4%) answered 'Resident in Cambridge';
- 95 respondents (31.9%) answered 'Resident of Great Shelford';
- 7 respondents (2.3%) answered 'Resident Elsewhere';
- 12 respondents (4.0%) answered 'Local Business Owner/Employer';
- 94 respondents (31.5%) answered 'Regularly Travel in the Area';
- 13 respondents (4.4%) answered 'Occasionally Travel in the Area'; and
- 6 respondents (2.0%) answered 'Other'.

Figure 3-1 – Question 7 - Respondent Interest in the Project



#### 3.2. Please indicate your age range

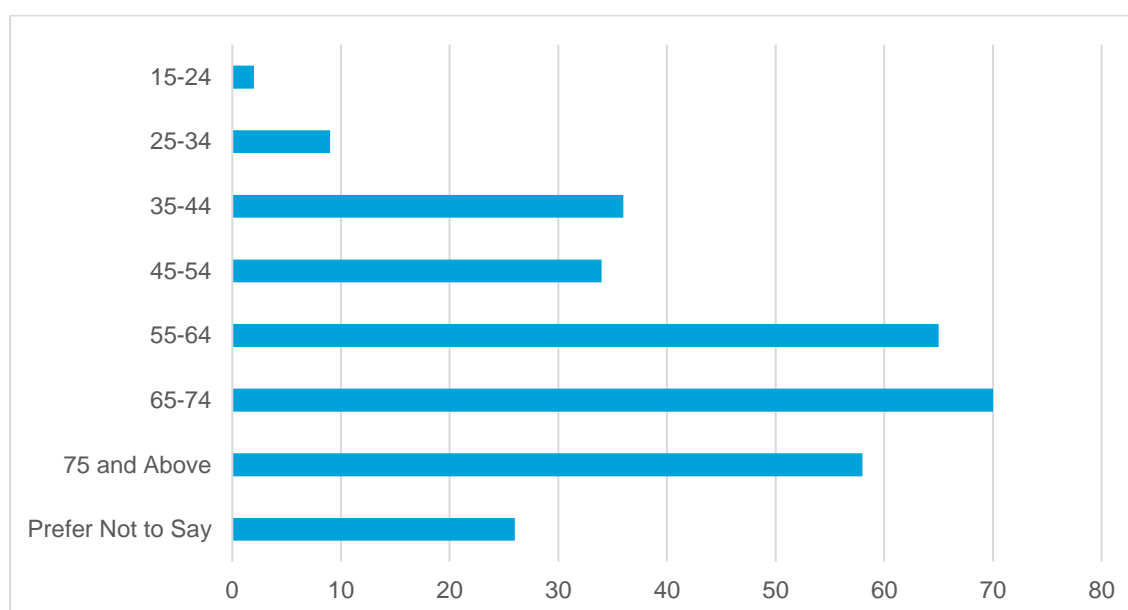
302 respondents answered the survey question with regards to their age range.

The most common answer was '65-74' with 70 respondents (23.2%) selecting that option, followed by '55-64' as the second most frequent response (65 respondents; 21.5%). The lowest representation was from the '15-24' age range, with only 2 respondents (0.7%).



- 2 respondents (0.7%) answered '15-24';
- 9 respondents (3.0%) answered '25-34';
- 36 respondents (11.9%) answered '35-44';
- 34 respondents (11.3%) answered '45-54';
- 65 respondents (21.5%) answered '55-64';
- 70 respondents (23.2%) answered '65-74';
- 58 respondents (19.2%) answered '75 and Above'; and
- 26 respondents (8.6%) answered 'Prefer Not to Say'.

**Figure 3-2 – Question 8 - Respondent Age Range**



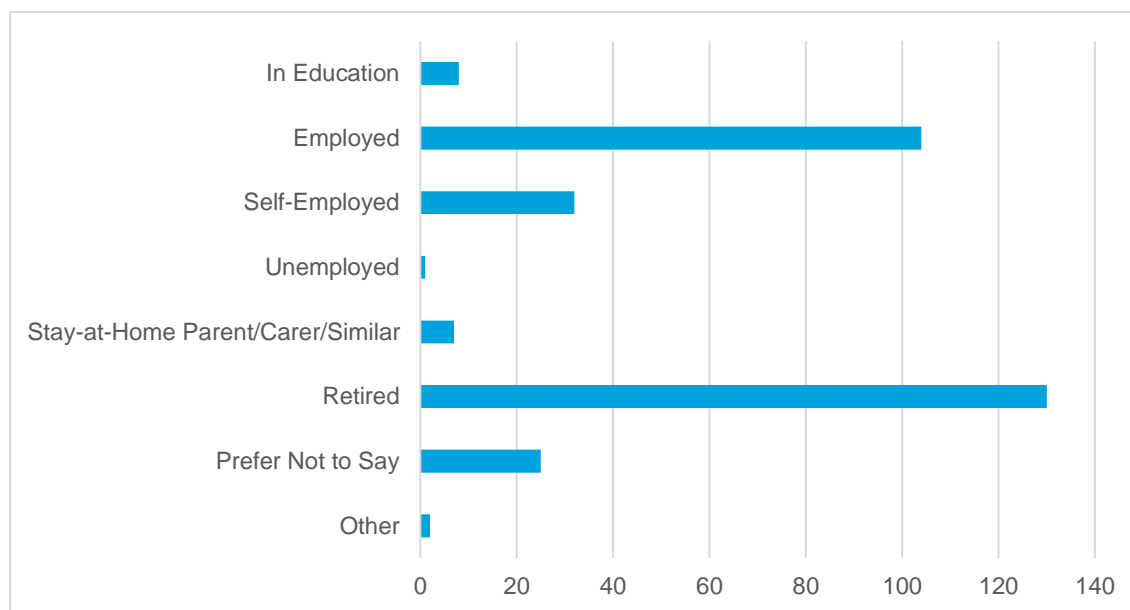
### 3.3. Please indicate your employment status

301 respondents answered the survey question regarding their employment status.

The most frequent category chosen was 'Retired', which was selected by 130 survey respondents (43.2%). This was followed by 'Employed', with 104 respondents (34.6%). The lowest representation was from the 'Unemployed' category, with just 1 respondent (0.3%):

- 8 respondents (2.7%) answered 'In education';
- 104 respondents (34.6%) answered 'Employed';
- 32 respondents (10.6%) answered 'Self-Employed';
- 1 respondent (0.3%) answered 'Unemployed';
- 7 respondents (2.3%) answered 'Stay-at-Home Parent, Carer, or Similar';
- 130 respondents (43.2%) answered 'Retired';
- 25 respondents (8.3%) answered 'Prefer Not to Say'; and
- 2 respondents (0.7%) answered 'Other'.

**Figure 3-3 – Question 9 - Respondent Employment Status**

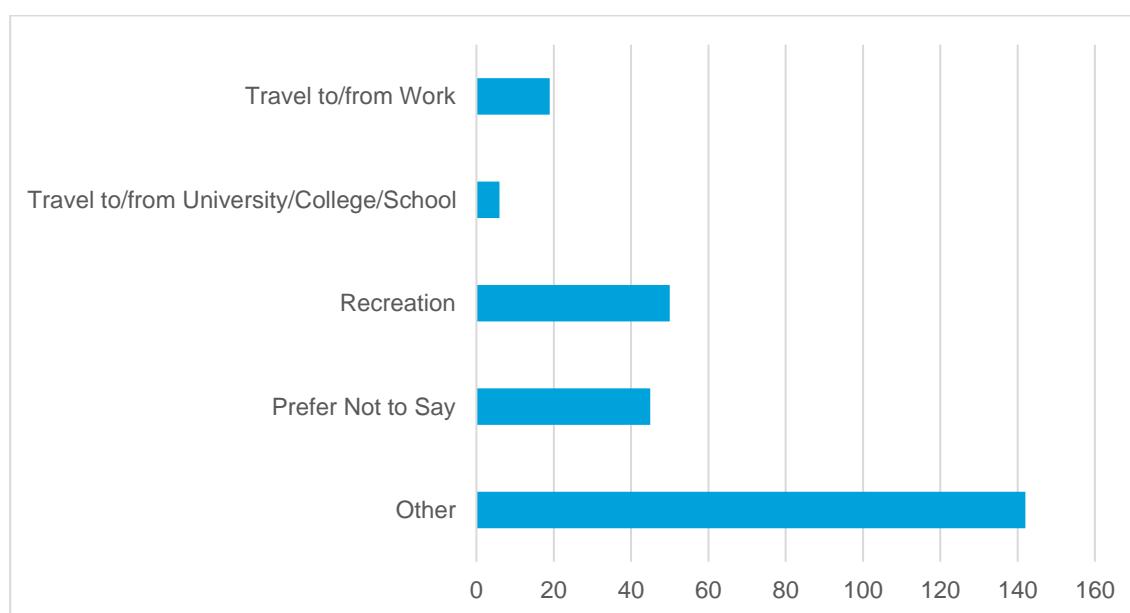


**3.4. What would you use this scheme for?**

262 respondents answered Question 10 which asked respondents how they would use the scheme.

- 19 respondents (7.3%) answered 'Travel to/from Work';
- 6 respondents (2.3%) answered 'Travel to/from University/College/School';
- 50 respondents (19.1%) answered 'Recreation';
- 45 respondents (17.2%) answered 'Prefer Not to Say'; and
- 142 respondents (54.2%) answered 'Other'.

**Figure 3-4 – Question 10 - Respondent Proposed Scheme Use**

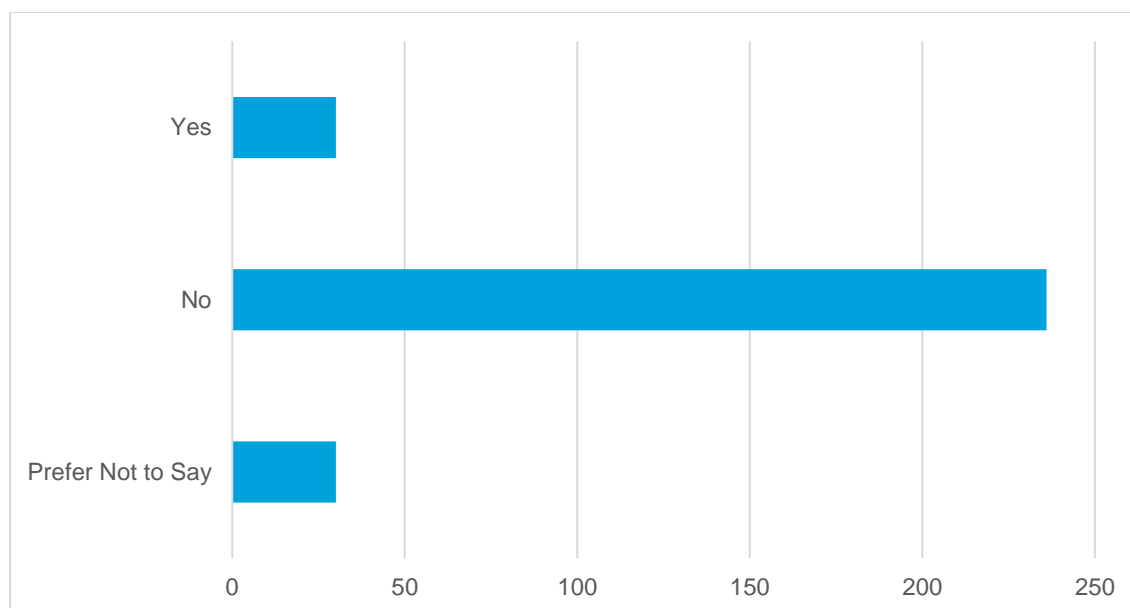


### 3.5. Do you have a disability that affects the way you travel?

A total of 293 survey respondents answered the question on whether they have a disability that influences travel decisions.

- 27 respondents (9.2%) answered with 'Yes';
- 236 respondents (80.5%) answered with 'No'; and
- 30 respondents (10.2%) answered with 'Prefer Not to Say'.

**Figure 3-5 – Question 11 - Respondent Accessibility Status**



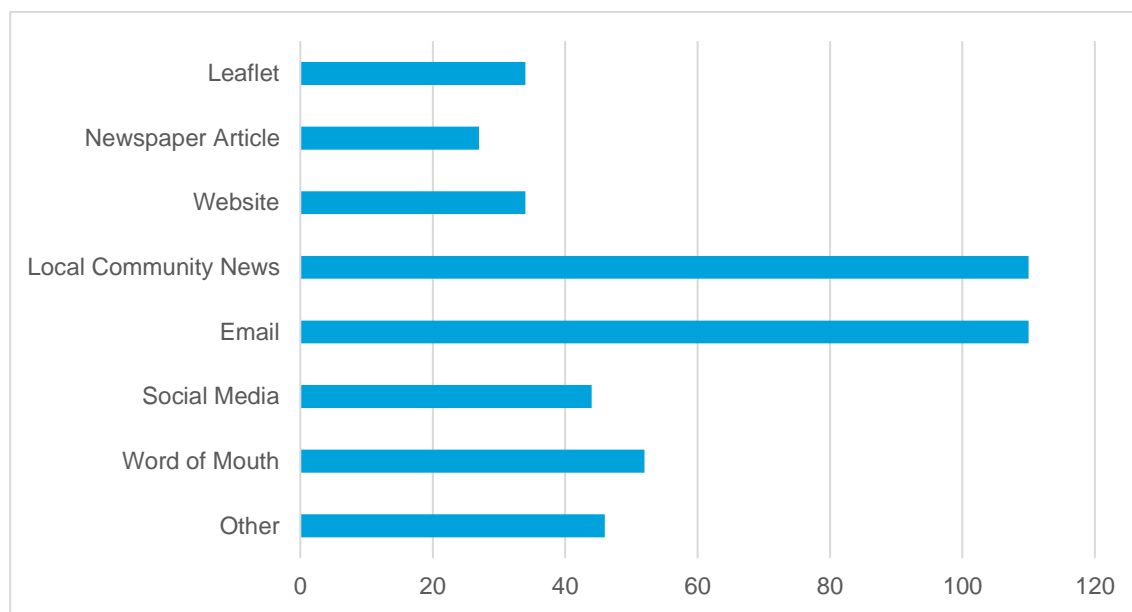
126 respondents provided comments with regards to the potential of the proposals to either positively or negatively impact people or groups with protected characteristics under the Equality Act 2010, as asked in Question 5 of the survey. The responses received to Question 5 have been integrated into the feedback themes tables contained in Section 4.5 of this report.

### 3.6. How did you hear about this consultation?

298 survey respondents answered Question 12, which requested that respondents indicated how they had found out about the consultation. More than one answer could be provided by respondents.

- 34 respondents (11.4%) answered 'Leaflet';
- 27 respondents (9.1%) answered 'Newspaper Article';
- 34 respondents (11.4%) answered 'Website';
- 110 respondents (36.9%) answered 'Local Community News';
- 110 respondents (36.9%) answered 'Email';
- 44 respondents (14.8%) answered 'Social Media';
- 52 respondents (17.4%) answered 'Word of Mouth'; and
- 46 respondents (15.4%) answered 'Other'.

**Figure 3-6 – Question 12 – Consultation Publicity**



## 4. Public Feedback Analysis

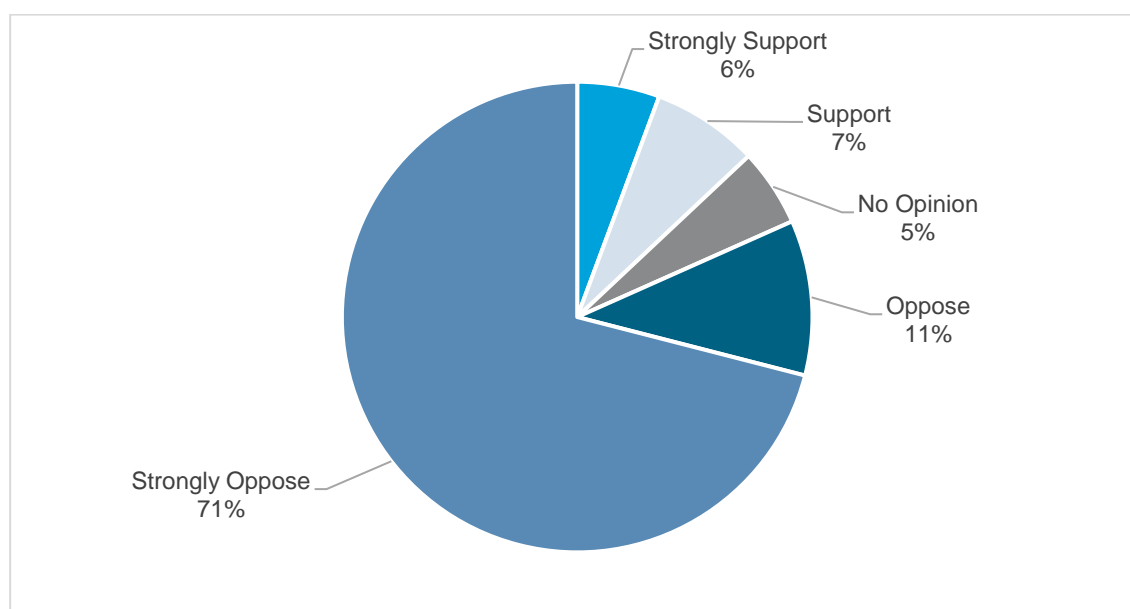
A redacted version in line with GDPR requirements of all the responses received can be found on the consultation and scheme background pages.

### 4.1. How far do you support or oppose Option 1?

300 respondents answered the question on how far they support or oppose Option 1:

- 213 respondents (71%) answered 'Strongly Oppose';
- 32 respondents (11%) answered 'Oppose';
- 16 respondents (5%) answered 'No Opinion';
- 22 respondents (7%) answered 'Support'; and
- 17 respondents (6%) answered 'Strongly Support.

Figure 4-1 – Question 3: How far do you support/oppose Option 1?

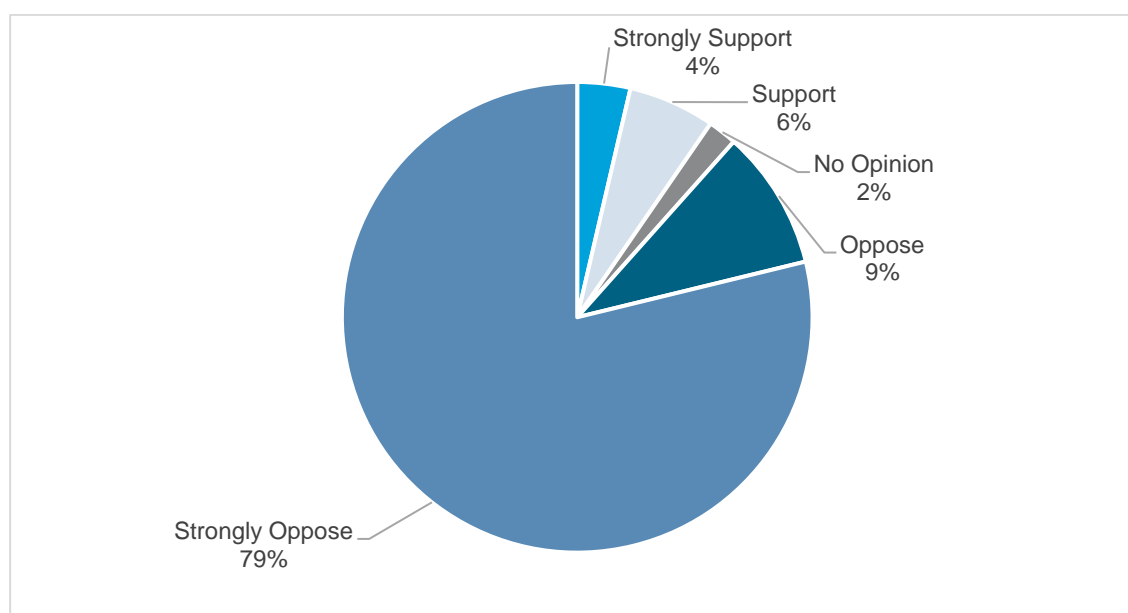


### 4.2. How far do you support or oppose Option 2?

302 respondents answered the question on how far they support or oppose Option 2:

- 238 respondents (79%) answered 'Strongly Oppose';
- 29 respondents (9%) answered 'Oppose';
- 6 respondents (2%) answered 'No Opinion';
- 18 respondents (6%) answered 'Support'; and
- 11 respondents (4%) answered 'Strongly Support.

**Figure 4-2 – Question 4: How far do you support/oppose Option 2?**



**4.3. Please comment if you feel any of the proposals would either positively or negatively affect people or groups protected under the Equality Act 2010.**

Question 5 asked for specific feedback on equality issues in relation to the two options. All the issues raised in the responses received were also raised in responses to question 6 and have consequently been amalgamated in the feedback theme tables in Section 4.5 of this report.

**4.4. We welcome your views. If you have any other comments on the proposals, please add them in the space below.**

Question 6 prompted respondents to the survey to provide any additional comments on the proposals in a space provided. The responses received to Question 6 have been integrated into the feedback themes tables contained in Section 4.5 of this report.

**4.5. Feedback themes**

Key themes that recurred across all consultation feedback, incorporating both the survey and written responses, include:

- Route alignment and alternative options
- Loss of green belt land and open space
- Severance of land and potential for infill development
- Connectivity, accessibility and location of stops
- Access and links to proposed Country Park
- Congestion and traffic issues
- Provision of car and cycle parking
- General opposition to the scheme

Table 4-1 provides an overview of the key feedback themes from the survey results and written responses.

**Table 4-1 – Summary of Consultation Feedback Themes**

Key Feedback Theme	Comment Summary
Connectivity & Accessibility	<p>Several key concerns and points of note with regards to connectivity and accessibility were raised during consultation, including:</p> <ul style="list-style-type: none"> <li>• 95 respondents suggested that the route, particularly the bus stops, were located too far from the villages and other residential areas. These respondents stated that the route would need to be situated closer to population centres to provide a convenient service that improves their existing public transport offer. In addition, concerns were expressed that the CSET2 scheme would threaten the viability of existing public bus services used by respondents, particularly through the villages of Stapleford and Great Shelford.</li> <li>• 55 respondents raised issues regarding the route’s accessibility, specifically for disabled people and older individuals with mobility issues. This included the walking distance required to access bus stops, particularly with regards to Option 2, as well as concerns for residents of the retirement village having to cross the busway. This issue was also highlighted in the written responses received to the consultation.</li> <li>• 31 respondents raised issues concerning congestion and traffic, including the potential for higher levels of air and noise pollution within South Cambridge. Primarily, these concerns concentrated on Haverhill Road (Stapleford), Hinton Way (Great Shelford) and Granham’s Road (Great Shelford).</li> <li>• 2 respondents highlighted the benefits of providing a busway from the outlying villages into Addenbrooke’s hospital, especially for individuals who need to attend hospital regularly. In particular, the advantages were emphasised for local people who do not have access to a car or are unable to drive for medical reasons.</li> </ul>
Loss of Green Belt & Open Space	<p>151 respondents commented on the potential loss of countryside, open space or green belt land as a result of Options 1 or 2 for the proposed route at Stapleford. Particular concerns raised within this theme included:</p> <ul style="list-style-type: none"> <li>• Encroachment into green belt land;</li> <li>• Damage to landscape, particularly Gog Magog Hills and chalklands;</li> </ul>

Key Feedback Theme	Comment Summary
	<ul style="list-style-type: none"> <li>• ‘Concreting over’ countryside / open green space used for leisure and exercise;</li> <li>• Loss of land suitable for agriculture;</li> <li>• Impact on biodiversity – including wildlife and fauna;</li> </ul> <p>Specifically, a loss of green belt land was referenced by 45 respondents, who suggested that they disagree with development in or encroachment into these designated areas. In particular, Option 2 was highlighted as likely having a more detrimental impact upon green belt land than Option 1, as well as land viable for agriculture. This was also emphasised in the written responses received to the consultation.</p> <p>More broadly, landscaping and the need for screening was also referenced during the consultation, particularly to mitigate the visual impact of the scheme on the local landscape.</p>
<p>Access &amp; Links to Country Park</p>	<p>19 respondents made reference to the proposed Country Park, as specified by the planning permission granted to the developer for the new retirement village at Stapleford. In particular, respondents emphasised the importance of designing the CSET2 scheme to incorporate any necessary ‘at grade’ crossings of the busway and active travel routes to link the new retirement village with the proposed Country Park. The safety of these crossings was deemed crucial, as the route is proposed to run between the retirement village and the park – including the need for mandatory speed limits and easily accessible crossings for older residents.</p> <p>It was also suggested that the CSET2 route has the potential to conflict with the Country Park’s role as a site for conservation and biodiversity, due to factors like light pollution at the proposed crossings.</p>
<p>Land Severance &amp; Potential Infill Development</p>	<p>33 respondents expressed concerns with regards to severance of land by the proposed route, suggesting this would create parcels of land no longer viable for agriculture and therefore would likely result in planning applications being submitted for opportunistic housing development. All of these respondents opposed the prospect of agricultural land being taken out of production and used for development, as well as reducing the productive use of farmland by severing existing farmland into smaller segments.</p>



Key Feedback Theme	Comment Summary
	<p>The written responses received highlighted concerns that CSET2 would have a further cumulative impact on the considerable agricultural land taken out of production in southern Cambridge due to the expansion of the Biomedical Campus and the proposed retirement village. In particular, respondents suggested that Option 2 has greater potential to have a negative effect on the countryside and local farmland by creating uneconomic areas of farmland and infill sites, therefore giving precedent for potential additional housing development. This included reference to specific infill locations which would be created by Option 2, e.g. between Haverhill Road and the CSET2 route.</p>
<p>Congestion &amp; Traffic Issues</p>	<p>9 respondents commented on possible issues relating to congestion and traffic, including with regards to potential for increased levels of air and noise pollution within the local area. In particular, these comments focused on Haverhill Road (Stapleford), Bury Road (Stapleford), Hinton Way (Great Shelford) and Granham’s Road (Great Shelford). This was partly attributed to the distance of the proposed bus stops from village centres, as well as the parking provision available, suggesting that people would be likely to drive to the stops to “kiss and drop”. Concerns were also raised regarding a lack of public information on the traffic flow impacts of the proposals.</p> <p>In addition, a small proportion of respondents emphasised their concerns relating to speed limits and public safety. This includes the suggestion that both options should consider a reduced speed limit and traffic controls to allow people to safely cross Haverhill Road, as well as into the Country Park. These responses focused on residents from the new retirement village, who will predominantly be elderly and therefore may have mobility restrictions and possibly impaired sight/hearing. As a result, it was proposed that GCP should consider safe operation in this area and the possibility of reduced speeds for buses.</p>
<p>Car &amp; Cycle Parking</p>	<p>Several survey respondents emphasised the requirement to enhance parking facilities for both cyclists and car users in a demand-responsive manner:</p> <ul style="list-style-type: none"> <li>• 6 respondents commented on the proposed car parking provision along the route and at different bus stops. Some respondents stated that there should be additional parking provision to avoid overspill parking onto local streets, particularly due to the distance of bus stops from village</li> </ul>

Key Feedback Theme	Comment Summary
	<p>centres. In addition, concerns were raised with regards to the availability of disabled parking facilities.</p> <ul style="list-style-type: none"> <li>• 2 respondents highlighted the importance of security and safety to the proposed cycle parking provision along the route, including readily available CCTV in case of theft and secure storage options. It was also suggested that provision of public bicycle or electric scooter hire facilities would improve the proposed scheme further.</li> </ul>
Alternative Route Alignments	<p>137 respondents commented on the route alignment for the CSET scheme overall, with the majority expressing a preference for an alternative route option. This was the most frequent comment raised by all of the respondents to the consultation:</p> <ul style="list-style-type: none"> <li>• 55 respondents stated a preference for the A1307 scheme previously proposed in the 2018 public consultation</li> <li>• 11 respondents stated a preference for a reinstated Haverhill to Cambridge railway line</li> <li>• 4 respondents stated a preference for the scheme to follow a similar route to the old railway line between Sawston and Stapleford / Great Shelford.</li> </ul>
General Opposition to the Scheme	<p>213 respondents opposed both Option 1 and Option 2, while 220 made additional comments saying they oppose the scheme overall.</p>

## 5. Stakeholder Feedback

GCP has consulted a number of key stakeholders as part of the CSET2 consultation relating to the proposed route change in Stapleford.

All consultation and engagement focused on the affected landowners and major stakeholders who were judged to have a particular interest in the scheme – for example local interest groups, business groups, key decision makers (such as neighbouring Parish Councils) and the wider local community. Engagement with a number of stakeholders and stakeholder groups is ongoing and will feed into the final scheme design.

Table 5-1 provides an overview of stakeholders who provided their feedback to the consultation and the key consultation points raised.

**Table 5-1 – Stakeholders’ Responses to CSET Consultation on Proposed Route Change in Stapleford**

Stakeholder	Response Overview
Stapleford Parish Council	<p><b>Option 1 and Option 2</b></p> <ul style="list-style-type: none"> <li>• SPC stated <i>opposition to both options</i>, due to reasons outlined below. However, SPC’s <i>preference is for Option 1</i> as Option 2 would create an infill site suited to unwanted development.</li> <li>• Indicated Option 2 would carve out a larger area of uneconomic farmland on Haverhill Road.</li> <li>• Highlighted that planning approval for retirement village required the Country Park to be integrated with site, and therefore all necessary ‘at-grade’ crossings will be required for facilitating footpaths.</li> <li>• Requested statement from GCP regarding safe operation of busway, particularly regarding speed limits.</li> </ul> <p><b>Alternative Route Proposed in 2018 Consultation</b></p> <ul style="list-style-type: none"> <li>• SPC <i>strongly opposes</i> proposed CSET2 scheme as they believe the previously proposed A1307 scheme provides a better business case and offers opportunities to link the business/research campuses with central Cambridge.</li> <li>• Suggested that A1307 scheme would avoid damage to “special landscape value” of Magog Hills and “special setting” of Stapleford at base of chalkland Magog Down.</li> </ul> <p><b>CSET Objections</b></p> <p>SPC outlined following objections to CSET2 scheme:</p> <ul style="list-style-type: none"> <li>• “Irreparable damage” to landscape and views, including chalk hills and recently designated Country Park;</li> <li>• Need to undertake new Environmental Impact Assessment of busway and associated works;</li> <li>• Limited public transport improvement for Stapleford – inconvenient stop locations and diverted buses;</li> </ul>

Stakeholder	Response Overview
	<ul style="list-style-type: none"> <li>Increased congestion on Granham’s Road and Hinton Way due to proposed Haverhill Road crossing;</li> <li>Carbon intensive construction process, consisting of tarmacadam road/concrete bridges.</li> </ul>
Rangeford Villages Ltd.	<p><b>Option 1</b></p> <ul style="list-style-type: none"> <li><i>Not supported</i> by Rangeford due to following impacts:</li> <li>Suggested that proposed alignment of bus and active travel route would cut through block of ‘structural landscaping’ (including tree/hedgerow planting) in eastern corner of Rangeford’s retirement village scheme.</li> <li>Rangeford considers that the reduced size of this structural planting area would reduce its ameliorative effects, to the detriment of long-term views in this area.</li> </ul> <p><b>Option 2</b></p> <ul style="list-style-type: none"> <li>Suggested that proposed horse crossing in Option 2 would also conflict with area of structural landscaping identified in response to Option 1. However, indicated that degree of conflict would be substantially less than for Option 1.</li> <li>Emphasised importance of designing scheme to incorporate ‘at grade’ crossings of busway and active travel routes aligned with the linkages between the retirement village and Country Park identified in planning permission.</li> <li>Highlighted that above issue had been discussed with Greater Cambridge Planning Service and that their professional view aligned with Rangeford’s, and is supported by engagement with local community in Stapleford.</li> </ul>

Stakeholder	Response Overview
	<p><b>Other Areas of Concern</b></p> <ul style="list-style-type: none"> <li>Highlighted lack of information concerning route alignment with regards to proposed hedgerow planting / footpath provision within northwest extent of Country Park – concerns that routing may create further conflict in this area.</li> </ul>
Cambridge Past, Present & Future	<p><b>Objection to CSET Scheme and Option 2</b></p> <ul style="list-style-type: none"> <li>CPPF emphasised their <i>objection to CSET2 route as a whole</i>, due to “preferable alternative routes”. However, they expressed a <i>strong objection to Option 2</i> in relation to this consultation.</li> <li>Expressed concern that Option 2 would result in loss of green belt around Stapleford and encroachment into Gog Magog Hills, referring to Local Plan Policy S/4 which states that green belt will be maintained around Cambridge.</li> <li>Highlighted that southern Cambridge has seen significant green belt land lost to development through expansion of Biomedical Campus and proposed retirement village – concerned that CSET2 would have further impact.</li> <li>Indicated Option 2 would create an area of land between new busway and Haverhill Road – no longer viable for agriculture and therefore would likely result in a planning application being submitted for unwanted housing.</li> <li>Concluded that they believe there can be no planning justification at a public enquiry to “allow a route which harms the Green Belt when an alternative and less harmful option exists” and therefore Option 2 should be dismissed.</li> </ul>
Trumpington Residents’ Association	<p><b>Support for CSET Scheme</b></p> <ul style="list-style-type: none"> <li>Suggested that, while the proposed route change impacts Stapleford’s residents most directly, it is also of significant importance to the Association as its members travel through and enjoy the area regularly.</li> <li>Trumpington Residents’ Association emphasised their <i>support for CSET2</i> and urged the GCP to ensure its implementation at the earliest possible date.</li> </ul>

Stakeholder	Response Overview
	<ul style="list-style-type: none"> <li>• The Association particularly highlighted the “urgent” need for better public transport to serve the growing Cambridge Biomedical Campus and relieve “undesirable congestion” on the A1301 and A1307.</li> </ul> <p><b>Option 1 and Option 2</b></p> <ul style="list-style-type: none"> <li>• The Association indicated its <i>support for Option 1</i> rather than Option 2.</li> <li>• Primary motivation for supporting Option 1 was that Option 2 would create significant area between Haverhill Road and CSET2 route, which would be vulnerable to further unwanted development.</li> <li>• Option 1 would not entail this “significant risk” to the green belt, with the Association expressing concerns with increasing pressure on the green belt from all directions.</li> <li>• Noted that Option 1 would “run about thirty yards into the Country Park”, while Option 2 would be “just inside the Country Park”, however suggested that the creation of said infill land was more significant.</li> </ul>
The Magog Trust	<p><b>Option 1 and Option 2</b></p> <ul style="list-style-type: none"> <li>• Under provisional agreement with the developers of the proposed retirement village, the Country Park land will be transferred to, and managed by, The Magog Trust. Concerned both options would impinge to some degree on land designated for park.</li> <li>• Suggested Option 2 would create slightly less impact on their land but stated both options would result in “irreparable damage to the chalkland hillside” which lies in the green belt.</li> <li>• Apprehensive that Option 2 would create land parcels for potential exploitation by developers.</li> <li>• Noted that planning approval for retirement village required integration of Country Park with retirement village and therefore all necessary ‘at-grade crossings’ should be constructed as part of the CSET scheme if approved.</li> </ul>

**Stakeholder**

**Response Overview**

**Alternative Route Proposed in 2018 Consultation**

- Recommended that the alternative 'Better Ways than Busway' proposal for an enhanced bus route along the A1307 was a superior option than the “costly, uneconomic and over-engineered scheme” proposed.
- Highlighted change in commuting patterns post-pandemic, with significant levels of hybrid and home working, which The Magog Trust suggest means GCP’s base figures are now inaccurate and should be reassessed.
- Expressed concerns with regards to limited public finances and current economic climate, suggesting that the CSET2 scheme would exacerbate such issues.



## 6. Aborted Consultation 11 to 18 July 2022

The consultation originally launched on 11 July 2022 but an error in the consultation material meant that the consultation had to be stopped, the material reworked and re-issued, and the consultation restarted on 18 July.

Every property in the original leaflet distribution area received a letter to correct and clarify the consultation materials. Respondents, who indicated they were happy for GCP to contact them directly, also received email notification of the correction.

The original consultation period was extended by a week until 30 August.

The project team analysed the responses during the initial week as well as the main relaunched consultation to ensure that all views have been identified and used to inform the scheme.

### 6.1. Consultation responses between 11 and 18 July

During the week between the initial consultation launch on 11 July and the consultation restart with revised illustrations, on 18 July, 37 responses were received, 3 were via email and 34 via the online survey. Of the 34 who replied to the survey, all of them had stated that they replied as individuals.

### 6.2. Views expressed between 11 and 18 July

A redacted version in line with GDPR requirements, of all responses received during this time can be found on the schemes background pages.

### 6.3. Please indicate your interest in the project

26 survey respondents answered the question on their specific interest in the CSET2 project. More than one answer could be selected by respondents:

- 11 respondents answered resident of Stapleford
- 2 respondents answered resident elsewhere in South Cambridgeshire
- 1 respondent answered resident in Cambridge
- 8 respondents answered resident of Great Shelford
- 4 respondents answered regularly travel in the area

### 6.4. Please indicate your age range

20 respondents answered the survey question about to their age range.

- 2 respondents answered 25-34
- 7 respondents answered 35-44
- 4 respondents answered 45-54
- 1 respondent answered 55-64
- 1 respondent answered 65-74
- 4 respondents answered 75 and above
- 1 respondent answered prefer not to say

### 6.5. Please indicate your employment status

20 respondents answered the survey question about their employment status:

- 10 respondents answered employed

- 3 respondents answered self-employed
- 1 respondent answered stay-at-home parent, carer, or similar
- 6 respondents answered retired

#### 6.6. What would you use this scheme for?

18 respondents answered Question 10 which asked respondents how they would use the scheme.

- 1 respondent answered travel to/from work
- 3 respondents answered recreation
- 2 respondents answered prefer not to say
- 12 respondents answered that they would not use it

#### 6.7. Do you have a disability that affects the way you travel?

A total of 20 survey respondents answered the question on whether they have a disability that influences travel decisions:

- 2 respondents answered yes
- 15 respondents answered no
- 3 respondents answered prefer not to say

#### 6.8. How did you hear about this consultation?

19 survey respondents answered Question 12, which requested that respondents indicated how they had found out about the consultation. More than one answer could be provided by respondents:

- 9 respondents answered leaflet
- 6 respondents answered website/community news
- 1 respondent answered email
- 3 respondents answered social media
- 2 respondents answered word of mouth

#### 6.9. How far do you support or oppose Option 1?

20 respondents answered the question on how far they support or oppose Option 1:

- 13 respondents answered strongly oppose
- 2 respondents answered oppose
- 1 respondent answered support
- 4 respondents answered strongly support

#### 6.10. How far do you support or oppose Option 2?

19 respondents answered the question on how far they support or oppose Option 2:

- 17 respondents answered strongly oppose
- 2 respondents answered support

**6.11. Please comment if you feel any of the proposals would either positively or negatively affect people or groups protected under the Equality Act 2010.**

14 respondents provided comments about the potential of the proposals to either positively or negatively impact people or groups with protected characteristics under the Equality Act 2010, as asked in Question 5 of the survey. The responses received were the same as issues raised in response to Question 6 and have therefore been integrated into the feedback themes below and in Table 4.1.

**6.12. We welcome your views. If you have any other comments on the proposals, please add them in the space below**

Question 6 prompted respondents to the survey to provide any additional comments on the proposals. The 19 responses received focused on:

- Route alignment and alternative options. The majority opposed the scheme altogether and others suggested alternatives such as the A1307 and reopening the Haverhill rail line.
- Loss of green belt land and open space. Respondents felt that the scheme would result in unacceptable environmental damage.
- Severance of land and potential for infill development. Respondents said that both consultation options would leave parcels of land which would encourage infill development. This was particularly the case for Option 2.
- Connectivity, accessibility and location of stops. Respondents felt that the bus stops would be too far from the village to be accessible.
- Access and links to proposed Country Park. Respondents pointed out that the new alignment severed the link between the retirement village and the new Country Park.

These are in line with the comments received in the main consultation which are explained in more detail in Table 4.1 of this report.

## 7. Conclusions and Next Steps

The project team has reviewed the responses provided by all consultees during the 2022 consultation on the options for a route change in Stapleford, which was made necessary by the approval of the plans for a retirement village.

### 7.1. Option 1 or Option 2?

- Overall, the responses of those who expressed a view on the two options, demonstrate a slight preference for Option 1.
- In addition, a recurring theme, both in the questionnaire written responses and in responses from key stakeholders, was that Option 2 would create opportunities for infill development.
- Another key concern was that the bus stop is too far from the village to be easily accessible.

### 7.2. Other Issues Related to Option 1 and Option 2

Other issues raised by respondents to the consultation that are directly related to Options 1 and 2, included access across the bus route to the Country Park, parking, cycle storage and light pollution.