

# MAKING CONNECTIONS SURVEY

This consultation is seeking feedback on a proposed package of measures to improve how people travel in Greater Cambridge. Full details of the proposals can be found in the consultation brochure. The proposals involve:

- a) A transformed bus network, offering cheaper fares, new routes, and faster, more frequent and reliable services between 5am and 1am
- b) Lower traffic levels enabling improvements to cycling and walking infrastructure and supporting public realm enhancements
- c) Funding these improvements through a Sustainable Travel Zone. Vehicles would pay to drive in the Zone at certain times. This would also reduce traffic, tackle pollution, emissions and climate change, and support improved health and access to opportunities in our communities.

To learn more about the proposal, please visit [www.greatercambridge.org.uk/mc-2022](http://www.greatercambridge.org.uk/mc-2022)

## Bus Improvements

Supporting Background	<p>We are proposing to transform the bus network to offer cheaper fares, new routes, and faster, more frequent and more reliable services with longer operating hours.</p> <p>In developing these proposals we have taken into account your feedback from our last consultation in Autumn 2021. We want your further input to shape the improvements and make sure buses offer you an attractive choice for more of your journeys, whether the whole journey or part of it.</p> <p>You can view our detailed proposals for bus improvements on our consultation page <a href="http://www.greatercambridge.org.uk/mc-2022">www.greatercambridge.org.uk/mc-2022</a>, and they can be summarised as follows:</p> <ul style="list-style-type: none"><li>• <b>Cheaper fares</b> – a <b>£1 flat single fare</b> for the city and immediate surrounding area (broadly equivalent to the current Stagecoach Cambridge zone) and a <b>£2 flat single fare</b> for the wider travel to work area. Fare caps would mean lower daily and weekly charges, and special tickets for families, children and others would be introduced.</li><li>• <b>More routes</b> – with direct routes between residential areas, towns and villages and growing employment areas, education, key services including health services and leisure opportunities</li><li>• <b>Fast, high frequency services</b> – up to 8 buses/hour on key routes in the city, up to 6 buses/hour from larger villages and market towns, and hourly rural services. Waiting times would be much shorter, buses would run faster and more reliably with lower traffic levels, and new express services would offer even faster journeys on key routes.</li><li>• <b>Longer operating hours</b> – from 5am-1am Monday-Saturday, and 5am-midnight on Sundays, supporting our evening and night-time economy and shift workers. Additional buses may run outside of these times to support shift workers.</li><li>• <b>A huge increase in rural services</b> – providing frequent connections to market towns, train stations and the core bus network. This will include scheduled services as well as Demand Responsive Transport (bookable buses) meaning every village would have access to a bus service.</li><li>• <b>Simpler ticketing</b> – a tap-on tap-off system like in London would mean fares and caps were automatically calculated.</li></ul>
-----------------------	---

	<ul style="list-style-type: none"> <li>• <b>Zero emission buses</b> – cleaner buses, meeting local ambitions for the whole fleet to be zero emission by 2030.</li> </ul> <p>These improvements would start immediately following a decision to go ahead with the overall package, and ramp up over the next 4-5 years.</p> <p><b>The improvements would be funded initially by GCP, and then by the proposed Sustainable Travel Zone charge – so bus services and cheaper fares would be in place well before any charge for driving.</b></p>
Question 1	<b>To what extent do you support or oppose the proposals for bus improvements and fare reductions?</b>
Answers	<a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a>

Question 2	<p><b>Do you have any comments on the proposals for:</b></p> <ul style="list-style-type: none"> <li>• Cheaper fares?</li> <li>• More routes?</li> <li>• Fast, high frequency services?</li> <li>• Longer operating hours?</li> <li>• Increased rural services?</li> <li>• Simpler ticketing?</li> <li>• Zero emission bus services?</li> </ul>
Answers	

Question 3	<b>Are there any additional improvements to bus services that would be needed for you to use bus services for more of your journeys? If so, what are they? Or if you are a non-bus user, what would encourage you to use the bus?</b>
Answers	

Question 4	<b>The bus improvements are proposed to start immediately after a decision in Summer 2023 and ramp up over the following 4-5 years. What bus improvements would you want to see delivered first? (Select up to 3)</b>
Answers	<ul style="list-style-type: none"> <li>Cheaper fares</li> <li>More routes</li> <li>Fast, high frequency services</li> <li>Longer operating hours</li> <li>Increased rural services</li> <li>Simpler ticketing</li> <li>Zero emission bus services</li> </ul>

Supporting background	<p><u>A London-style bus network</u></p> <p>The London bus network is the most comprehensive in the UK. It is publicly managed or “franchised”, accountable to the Mayor, with bus services, routes, timetables and fares specified by Transport for London. To the passenger this has led to a simple, integrated approach with an easy to use, comprehensive network of bus services. Lower fares and simple multi-operator ticketing have supported growing patronage of the network and a fleet of electric vehicles have improved air quality and the local environment. Other areas such as Greater Manchester are looking to adopt this approach.</p> <p>The Mayor of the Cambridgeshire and Peterborough Combined Authority is exploring the potential to franchise the bus network across our region, to deliver a similar low-fare, high quality bus network.</p>
Question 5	<p><b>To what extent would you support or oppose the franchising of the local bus network by the Mayor and the Cambridgeshire and Peterborough Combined Authority?</b></p>
Answers	<p><a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a></p>

## Cycling, walking and other improvements

Supporting Background	<p>The proposals also include making significant improvements to walking and cycling networks, our public spaces and other support to help people use the bus, walk or cycle. This would build on over £130m of GCP investment in cycle routes including the Greenways, and include:</p> <ul style="list-style-type: none"> <li>• <b>More cycling and walking connections in the city</b> – providing links within and across the city, including completing the Cycling Plus network of 13 routes</li> <li>• <b>Extending the greenways network</b> – creating more fully segregated walking and cycling connections between villages and into the city</li> <li>• <b>Improving our public spaces</b> – creating nicer, more pleasant and more accessible spaces for people to walk around and spend time</li> <li>• <b>Making our city more accessible for disabled people and others with mobility needs</b> – through improvements to streets as well as support to use buses and adapted cycles</li> <li>• <b>More secure cycle parking</b></li> <li>• <b>Car clubs</b> – to give access to a car to people who need to travel this way less regularly without the cost and expense of owning one. Car club cars from official providers would not need to pay the charge for the Sustainable Travel Zone</li> <li>• <b>Additional funding for maintenance and improvements to footways and cycleways</b></li> </ul> <p>These improvements would only be possible with lower traffic levels and funding created by the proposed Sustainable Travel Zone. You can view more details about the proposals in our consultation brochure.</p>
Question 6	<p><b>To what extent do you support or oppose additional improvements to walking and cycling, accessibility and public spaces?</b></p>
Answers	<p>More cycling and walking connections in the city  <a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a></p> <p>Extending the fully segregated rural cycleway network (the Greenways)  <a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a></p> <p>Improving our public spaces  <a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a></p> <p>Making our city more accessible for disabled people and others with mobility needs  <a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a></p> <p>More secure cycle parking  <a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a></p> <p>Car clubs  <a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a></p> <p>Additional funding for maintenance and improvements to footways and cycleways  <a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a></p>

Question 7	<b>If a Sustainable Travel Zone was introduced, are there any other improvements you would like to see funded?</b>
Answers	

## Delivering improvements – a Sustainable Travel Zone

Supporting Background	<p>In the short-term, the GCP can fund some improvements to bus services alongside our existing improvements to cycling, walking and public transport infrastructure.</p> <p>But <b>the comprehensive proposals set out above are only possible if there is a means to fund improvements in the longer-term as well as create the lower traffic levels</b> needed to run reliable, faster and more frequent bus services and improve walking and cycling options.</p> <p>Over the last 5 years, the GCP has run several consultations to understand people’s views about different options for raising this funding and reducing traffic levels. GCP’s consultation in Autumn 2021 showed a preference for road user charging, which has informed the proposals for a Sustainable Travel Zone. An appraisal of different charging options has shown that options which charge people to drive would better meet the objectives than options involving additional charges for parking. You can view the full appraisal in the document section on our consultation page <a href="http://www.greatercambridge.org.uk/mc-2022">www.greatercambridge.org.uk/mc-2022</a>.</p> <p>The Sustainable Travel Zone would consist of a charge for driving in an area (the Zone), known as a road user charge. The charge would phase in over a period of time. In 2027 or 2028, the charge is proposed to be in place between <b>7am and 7pm on weekdays, with no charge outside of those times</b>. The charge would <b>only be paid once during a day</b>. The charge would be £5 for cars, motorbikes and mopeds driving within the Zone, with higher charges for larger vehicles. Discounts, exemptions and reimbursements would mean not everyone has to pay.</p> <p>More detailed questions about the design of the Zone are in the next section.</p>
Question 8	<b>Do you have any comments on the proposal to introduce a Sustainable Travel Zone?</b>
Answers	

Question 9	<p>The proposals to improve buses, walking and cycling set out above are only possible if we have a means to fund improvements. A Sustainable Travel Zone would provide this by charging vehicles to drive in the zone at certain times and by reducing traffic levels.</p> <p>To what extent do you support or oppose the introduction of a sustainable travel zone to fund improvements to bus services, walking and cycling?</p>
Answers	<a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a>

Question 10	<p>If you do not support the introduction of a Sustainable Travel Zone to fund improvements to bus services, walking and cycling, what alternative funding proposals would you propose to tackle the challenges faced by Greater Cambridge?</p>
Answers	



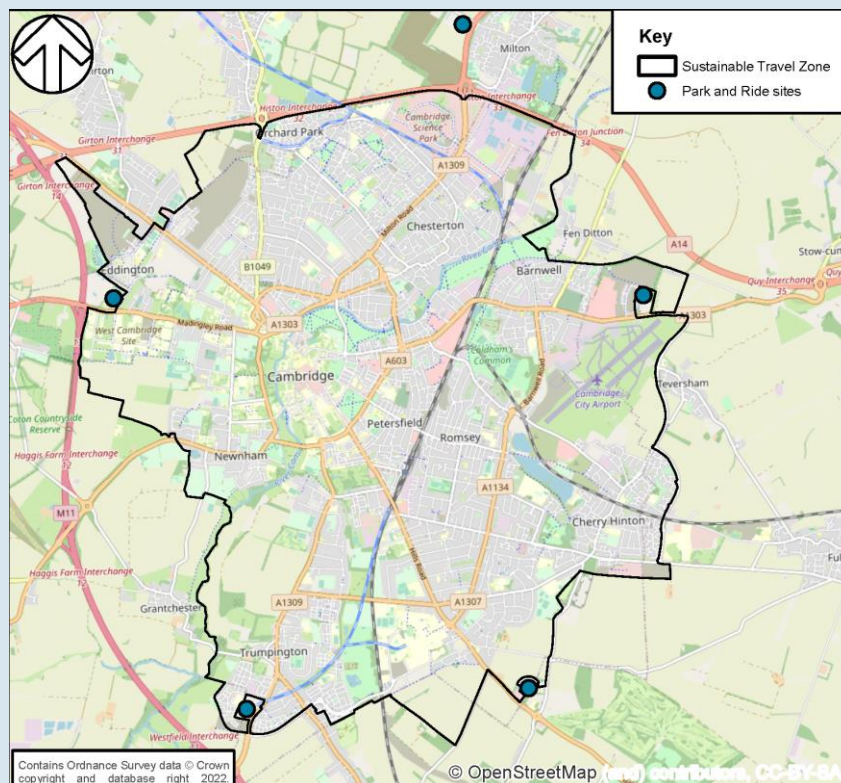
# Designing the Sustainable Travel Zone

## AREA AND HOURS OF OPERATION

### Supporting Background

The Sustainable Travel Zone has been designed to fund the improvements to the bus network, walking and cycling and other transport options, as well as lowering traffic levels.

The Sustainable Travel Zone would be a road user charging scheme operating across the area set out below.



The proposed boundary of the Zone largely follows the urban area of the city, whilst ensuring that Park & Ride sites sit outside the charge area.

A charge would apply for driving within the Zone. This means that all vehicle movements into, out of and within the Zone would be subject to the charge, unless eligible for an exemption, discount or reimbursement. There are more detailed questions on charge levels, discounts, exemptions and reimbursements below.

The charge is proposed to be in place between **7am and 7pm on weekdays, with no charge outside of those times**. The charge would **only be paid once during a day**, regardless of how many journeys are made that day.

The charge is proposed to be phased in over a period of time, starting with a small number of vehicles and shorter operating hours. In all instances, discounts, exemptions and reimbursements would apply

- In mid-2023, we would begin delivering bus service improvements
- In 2024, bus fares would be reduced
- Between 2025-2027, bus improvements would continue
- In 2025, larger vehicles could start being charged at peak-time (7am-10am) on weekdays.
- In 2026, all vehicles could be charged between 7am-10am on weekdays.
- In 2027/28, the full Sustainable Travel Zone would be implemented with a charge between 7am and 7pm on weekdays.

Question 11	<b>Do you have any feedback on the proposed zone and its boundary?</b>
Answers	

Question 12	<b>Do you have any comments on the proposed hours of operation of the Sustainable Travel Zone?</b>
Answers	

Question 13	<b>To what extent would you support or oppose the principle of phasing in the Sustainable Travel Zone charge?</b>
Answers	<a href="#">Strongly Support</a> / <a href="#">Support</a> / <a href="#">Don't know</a> / <a href="#">Oppose</a> / <a href="#">Strongly Oppose</a>

Question 14	<b>Do you have any comments on the suggested phasing approach?</b>
Answers	

## CHARGE LEVELS AND DISCOUNTS, EXEMPTIONS AND REIMBURSEMENTS

Supporting Background	<p><u>Charge levels</u></p> <p>On weekdays, vehicles are proposed to be charged to drive anywhere within the Zone between 7am and 7pm. The charge would only need to be paid once and would cost car drivers £5, with higher charges for larger vehicle types.</p> <p>When assessing the options, it was found that a £10 charge provided more revenue and traffic reduction than a £5 charge, but that a £5 charge still meets the scheme’s objectives, with a lower financial burden on those paying.</p> <p>As in other places with similar schemes, different vehicles will be charged different amounts. The table below shows how the charge differs for each vehicle type.</p> <p>Not everyone would have to pay the charge and more information about discounts, exemptions and reimbursements is in the next section.</p>		
	<b>Category</b>	<b>Proposed Charge Levels</b>	
	<b>Cars</b>	£5 per day	
	<b>Powered two-wheelers (motorbikes and mopeds)</b>	£5 per day	
	<b>Light Goods Vehicles</b>	£10 per day	Potential to explore a 50% discount for zero emissions vehicles
	<b>Vehicles with over 9 seats (includes school minibuses etc) – except coaches and buses</b>	£10 per day	
	<b>Coaches</b>	£50 per day	
	<b>Heavy Goods Vehicles</b>	£50 per day	
	<b>Registered bus services</b>	100% discount, potential to link to 2030 zero emission bus target	
	<b>Hackney Carriages (Taxis)</b>	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028), and wheelchair accessible £5 for those not meeting this	
<b>Private Hire Vehicles</b>	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028), and wheelchair accessible £5 for those not meeting this		
<p>More information about the proposed charge levels can be found in the document section on our consultation page <a href="http://www.greatercambridge.org.uk/mc-2022">www.greatercambridge.org.uk/mc-2022</a></p>			

Question 15	<b>Do you have any comments on the proposed charge levels?</b>
Answers	

Supporting background

Discounts, exemptions and reimbursements

Not everyone would have to pay the charge. We are proposing a range of exemptions, discounts and reimbursements as set out below:

Category	Proposed discount / exemption
Emergency vehicles	Exempt
Military vehicles	Exempt
Disabled tax class vehicles	Exempt
Breakdown services	Exempt
NHS tax-exempt vehicles	Exempt
Dial-a-ride services	Exempt
Certain local authority operational vehicles	Exempt
Blue badge holders	Nominate up to 2 vehicles get 100% discount
Low-income households	Tapered discount 25-100%
Car club vehicles (official providers)	100% discount
Registered bus services	100% discount, potential to link to 2030 zero emission bus target
Hackney Taxis	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028), or wheelchair accessible £5 for those not meeting this
Private Hire Vehicles	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028), or wheelchair accessible £5 for those not meeting this

Reimbursements are also proposed for the following groups:

- NHS patients clinically assessed as too ill, weak or disabled to travel to an appointment on public transport, including those who:
  - Have a compromised immune system;
  - Require regular therapy or assessments;
  - Need regular surgical intervention.
- NHS staff using a vehicle to carry certain items (such as equipment, controlled drugs, patient notes or clinical specimens, blood or breast milk);
- NHS patients accessing Accident and Emergency services;
- NHS and other emergency services staff responding to an emergency when on call;
- Other essential emergency service trips made in business vehicles that are not specifically listed above for exemptions, e.g. fire safety inspections;
- Social care, peripatetic health workers and CQC-registered care home workers;

	<ul style="list-style-type: none"> <li>• Minibuses and LGVs used by charities and not-for-profit groups.</li> </ul> <p>More information about the proposed discounts, exemptions and reimbursements can be found in the document section on our consultation page <a href="http://www.greatercambridge.org.uk/mc-2022">www.greatercambridge.org.uk/mc-2022</a></p>
<p>Question 16</p>	<p><b>Do you have any comments on any of the following proposed discounts, exemptions, and reimbursements?</b></p> <ul style="list-style-type: none"> <li>• Emergency Vehicles</li> <li>• Military Vehicles</li> <li>• Disables tax class vehicles</li> <li>• Registered breakdown Services</li> <li>• NHS tax exempt vehicles</li> <li>• Dial-a-ride services</li> <li>• Certain Local authority operational vehicles</li> <li>• Blue badge holders</li> <li>• Buses</li> <li>• Car club vehicles (official providers)</li> <li>• Hackney Taxis meeting emissions and accessibility criteria</li> <li>• Private Hire Vehicles meeting emissions and accessibility criteria</li> <li>• People on low income</li> <li>• NHS patients clinically assessed as too ill, weak or disabled to travel to an appointment on public transport</li> <li>• NHS staff using a vehicle to carry certain items</li> <li>• NHS patients accessing Accident and Emergency services</li> <li>• NHS and other emergency services staff responding to an emergency when on call</li> <li>• Other essential emergency service trips made in business vehicles that are not specifically listed above for exemptions</li> <li>• Social care, peripatetic health workers and CQC-registered care home workers</li> <li>• Minibuses and LGVs used by charities and not-for-profit groups</li> </ul>
<p>Answers</p>	

Question 17	<b>Do you have any other comments on the proposed discounts, exemptions, and reimbursements?</b>
Answers	

## Impacts

Question 18	<b>Taking into account the improvements suggested above, are there any changes to the proposals or additional measures that would help enhance or address impacts on you / your business / your organisation and the way you travel?</b>
Answers	



Question 19	<p>GCP has a duty to ensure that their work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the equality act 2010, such as younger or older people, or those with disabilities. A draft equalities impact assessment has been prepared for the proposals and can be viewed here.</p> <p><b>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.</b></p>
Answers	

## About you

Supporting background	These questions help us to understand how the proposals might affect people based on how they travel now, location, and other demographic information. They help us to identify any disproportionate effects and to improve the proposals.
Question 20	<b>What is your postcode?</b>
Answers	

Question 21	<b>Where and how often do you currently make journeys in the Greater Cambridge area?</b>
Answers	<b>Within the city:</b> Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never <b>Between the city and towns and villages less than five miles away:</b> Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never <b>Between the city and towns and villages more than five miles away from the city:</b> Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never <b>Between villages and market towns:</b> Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never <b>Other:</b> Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never

Question 22	<b>What forms of transport do you use and how frequently in the Greater Cambridge area?</b>
Answers	<p><b>Car (as a lone driver)</b> – Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Car (shared with other people)</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Motorbike</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Other motor vehicle</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>On foot</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Cycle</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Scooter</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Park &amp; Ride bus</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Local bus service</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Train</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Taxi</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p> <p><b>Other</b> - Daily / 4-6 times/week / 2-3 times/week / Weekly / Monthly / Occasionally / Never</p>

Question 23	<b>Are you:</b>
Answers	<p>In education</p> <p>Employed</p> <p>Self Employed</p> <p>Unemployed</p> <p>A home-based worker</p> <p>A stay-at-home parent, carer or similar</p> <p>Retired</p> <p>Prefer not to say</p>

Question 24	<b>Please indicate your age:</b>
Answers	<input type="radio"/> Under 15 <input type="radio"/> 16-24 <input type="radio"/> 25-34 <input type="radio"/> 35-44 <input type="radio"/> 45-54 <input type="radio"/> 55-64 <input type="radio"/> 65-74 <input type="radio"/> 75 and above <input type="radio"/> Prefer not to say

Question 25	<b>Do you consider yourself to have any long-term physical or mental health conditions or illnesses, lasting or expecting to last 12 months or more, that limits or affects the way you travel?</b>
Answers	Yes No Prefer not to say

Question 26	<b>What is your sex? (This question is taken from the Census 2021).</b>  <b>This question is important for equality monitoring. If you are considering how to answer, use the sex recorded on your birth certificate or gender recognition certificate. If you are aged 16 or over, there is a later voluntary question on gender identity. This asks if the gender you identify with is different from your sex registered at birth. If it is different, you can then record your gender identity.</b>
Answers	Female Male Prefer not to say

Question 27	<b>Is the gender you identify with the same as your sex registered at birth? (This question is taken from the Census 2021). We ask this question of people who are aged 16 years old or over. This question is voluntary, so you can leave it blank if you prefer. Select only one response.</b>
Answers	Yes No Prefer not to say

Question 28	<b>What is your ethnic group?</b>
Answers	Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background Other ethnic group includes Arab or other ethnic group

## Your response

Question 29	<b>Are you responding as...?</b> Please select the option from the list below that most closely represent how you will be responding. Please select one option.
Answers	<a href="#">An individual</a> <a href="#">A representative of a business</a> <a href="#">An elected representative</a> <a href="#">Other (please specify)</a>

Question 30	<b>How did you hear about the consultation?</b>
Answers	Flyer through the door Email Word of mouth Social media Newspaper advert

	Bus advert
	Our website
	Other website
	Other (please specify)

## Contact Details

The information you provide will be used to help the decision-making in this scheme and wider active travel schemes. We may share your information with our consultants and with the County Council's Business Intelligence Service. We will not publish your personal details but may publish your response with personal details removed. We will not sell your personal details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses.

If you would like to subscribe to project update emails, please visit [www.greatercambridge.org.uk/subscribe](http://www.greatercambridge.org.uk/subscribe). You retain the right to opt out of the mailing list at all times. Further details about our use of mailing lists can be found at [www.greatercambridge.org.uk/maillinglists](http://www.greatercambridge.org.uk/maillinglists).

Further details of our privacy policy are at [www.greatercambridge.org.uk/privacy](http://www.greatercambridge.org.uk/privacy).

Name:

Email address:

Are you happy for the Greater Cambridge Partnership to contact you via email to find out more about your views?

Yes

No