

Item 6c – Bus Subsidies - Additional Appendix

Individual free text responses to:

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|-------------|---|------------------|
| Question 2a | (Why do you or don't you support the decision) | – pages 2-87 |
| Question 17 | (Please tell us...the impact on you of the withdrawal of these services...) | – pages 88 - 172 |

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
3	For me this servie is necessary. I cannot afford to run a car and there is no otehr way to fetch shopping. I am not on the net. (no computer)
4	There are many others worse off than me. ? We have 2!! buses a week.
5	Support for isolated rural communities is essential for wellbeing of residents
6	I personally am not convinced that the overall financial cuts are necessary. If they have to happen then I accept that we will all have to make changes which will include transport.
7	It will effect poor people who have no other way of getting about
8	Bus services, in almost all cases, are absolutely essential for communities throughout the area. Withdrawing subsidies, and therefore services, will only ever increase isolation (particularly in rural areas) and increase car use for those fortunate enough to afford them.
9	If the cuts go ahead I will not be able to keep my job as I rely on the subsidised bus service. Also my son would not be able to attend college as he would not be able to get there.
10	Need to understand the current usage, the alternatives that will be provided and impact to the current users of the service
11	We use the P & R service from Newmarket Road to go shopping and to the cinema in Cambridge. We would not visit the city as often if we had to pay the bus fare of nearly £6. We use the National Express coach service to visit London, and Airports to minimise our car journeys.
12	Leaves our village (Caldecote) without transport
13	Because rual areas will be hit due to lack of passengers, who need the swervice as a vital link to shops and services. The big society will not be able to pick up the journeys due restrictions on CRB checks security of passengers etc
14	will affect small villages
15	Live in village too remote for sensible bus service! Ones that do go past are always empty!
16	Live in village too remote for sensible bus service! Ones that do go past are always empty!
17	Live in village too remote for sensible bus service! Ones that do go past are always empty!
18	Live in village too remote for sensible bus service! Ones that do go past are always empty!
19	Live in village too remote for sensible bus service! Ones that do go past are always empty!
20	Because it sill stop me getting to work, it will stop my children getting to school, and it will confine my partner to the house.
21	Buses are essential for many communities outside the larger towns and without buses people willbe marooned. We should be moving away from our reliance on cars.
22	I don't know enough about it.
23	A very rural population relies on buses for basic facilities.
24	The subsidy helps me to fulfil my daily activities and enhances my social life. Since having a bus pass I have been able to shop at the city market and then meet a friend for coffee and chat. The money I have saved on bus fares has covered the cost of the coffee thus helping local
25	less buses means less usage

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
26	Our current service is poor, only one bus each way per day, so I would need to know more details. I do not use the local bus but do use the Park & Ride and hope that is not going to be affected
27	Isolation of the villages. Older people without cars are reliant on a good bus service
28	rural services needed more than ever but some cuts may make sense. Depends how it is done.
29	You want everyone to use a freequantly non-existant public transport instead of cars. This is especially bad for OAPs on small pensions and no car available.
30	I beleive that free bus and rail transport should be available to all over 65 year olds
31	buses are essential to prevent social isolation and we are being asked to use cars less but if we have no buses we have to drive to get to doctors dentists schools libraries shops etc,
32	It will make many services financially unviable, including services which many elderly and vulnerable people, and also isolated communities, rely on. As such, it is unfair.
33	Without knowing the geographical areas and their needs and the current usage it is impossible to tell at this point whether this would be justified as a good decision.
34	It makes no difference to our village ,we pay the highest Council Tax and get an almost non-existant bus service.
35	The subsidised services are a lifeline to older and disabled people
36	I do not think it should be withdrawn for everyone - perhaps it should start later at 70 years of age. It is a lifeline for some people.
37	There are greater social priorities fro public expenditure
38	What's the alternative?
39	Cuts mean that some villages will become isolated, impacting on vulnerable residents.
40	I understand only some services are subsidised by CCC but which ones - difficult to answer questions when one is not in possession of all
41	Bus services are a vital necessity and help keep cars off the road and provide a lifeline to people with or without transport.
42	I'm not sure entirely what services are subsidised
43	Lots of reasons why, but I feel its a bad decision because it will place many people who cannot drive,in a situation where they cannot get to places such as GP surgery;s, shops etc or even work. There has to be something there to help these people I think.
44	Because it will lead to a severe diminution of already sparse public transport in rural areas
45	County wide bus services are an important lifeline to the elderly and disadvantaged and also their withdrawal leads to yet more environmental concerns as people turn to cars for their transport. Saving £2.7M per year would be more than off-set by the council having to spend more on other infrastructure items to compensate.
46	The outcome is to unfairly punish those living in rural villages, particularly the elderly, disabled or otherwise unwell and those unable to afford to fund another form of motorised transport.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
47	Those of us who are ageing and living in the country may one day be completely dependent on buses. Withdrawing routes now will eliminate our ability to shop and visit, placing on the council the need to provide community transport and meals on wheels. One saving becomes another outlay
48	Quite clearly a decision of this nature has the potential to cost more in the future. A drop in public transport means more cars on the roads, more congestion, more environmental impact, a potential loss of money from local economy as those using public transport reduce their travel. There are many other considerations which include the impact on more rural locations being cut off from local towns. There are many more factors to consider and a quick saving is not usually found to be of any financial gain in the long-term.
49	I need to think through the implications for our local community
50	Great Chishill and Heydon have a skelaton bus service to Cambridge for those working and in education in the City.
51	For many people a bus service is their only means of getting to shops, hospital,visiting freinds and relatives.
52	It will result in many villages becoming entirely inaccessable. Many people will become effectively trapped within their areas.
53	Many people who have subsidised bus travel could afford to pay, even if at a reduced rate. Necessary when national budget cuts are
54	It is not acceptable and will leave many areas isolated
55	I strongly believe the elderly have been most heavily hit by economic downturn. i would need convincing that this would be a good decision.
56	Need more information
57	These are important links to isolated rural communities, which connect them with the nearest towns for employment and other services, avoiding the need to use private cars.
58	the daily bus service provided for fen ditton is underused, a weekly option would be more cost effective.
59	The Council should be promoting the use of public transport
60	it hits the most vulnerable people in the County
61	clearly there is a need to reduce spending across all Council services. I am not yet convinced that large scale cutting bus subsidy is sustainable in the public good
62	Some rural areas will be left without any public transport.
63	Most of these subsidies are probably for rural & remote areas and to withdraw them would make these areas more isolated than they are already. Additionally you have cut subsidies to buses that operate through my village (Burwell) and I can no longer travel into & return in the evenings & Sundays.
64	The County should be putting far more resources into bus services particularly for smaller villages. We are always told to be environmentally friendly and use cars less but if there is no alternative how can we cut the use of cars. There is too much spent on town services at the expense of rural ones. We pay just as much in rates if not more and get far worse services.
65	I live in the small village of Southoe which has no access out only directly on to the A1. Our bus service out of the village has been scrapped. leaving us with a 2 mile journey into St Neots taking 2 hours via the route 66 bus this route means we go to Buckden and change buses with a wait of 2 hours.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
66	Because we only have 1 bus to and from Cambridge which serves our village of Gt Chishill.
67	I have paid a high Council Tax all the years I have lived in this area, I can no longer go out to work, I worked until I was 70, and this is the only discount I have had and I do use it to enable me to go out and about.
68	No costings or loadings of buses have been produced to support such a blanket decision. My experience of the local bus service would suggest that though modifications may be required such a decision would mean that the the villages will be even more unaffordable for families with children i.e 2 car families only.
69	Not sure if this means ALL bus services
70	I am a regular bus user.
71	This is the only way of getting around for many people
72	The routes covered by an unsubsidised service may well be different than the existing ones
73	These buses are a life line to the lonely and vulnerable in our society. They provided a means of transport for our elderly residents enabling them to get out of their homes and not become trapped.
74	The cuts in bus services appear to be biased against villages near to Cambridge, which are exactly the domains where public transport use can and should be encouraged.
75	My wife and I need the service to visit elderly relatives and attend hospital appointments. My wife is disabled
76	Stagecoach used it as an excuse to remove the Citi 2 service from Milton.
77	Because the cost of public transport is already too expensive and it means that some services will be lost.
78	issues with social inclusion if buses are withdrawn - understand the need for savings but depends on how successful other initiatives are in fulfilling the needs.
79	Cottenham would lose a vital link to Ely and surrounding villages leaving car travel the only alternative as I am disabled I cannot drive.
80	Taxpayers shouldn't be subsidising buses for those who won't pay for them themselves.
81	Rural areas are disproportionately affected, particularly the vulnerable young and elderly who don't have cars.
82	Buses are a vital means of transport for many people who live in rural areas, especially the old, the young and the disadvantaged.
83	It is now impossible for me to take up a job in Ely as I live in Cambridge and don't drive. As it is I can't get into the city centre before nine on a Sunday and the buses that do run are not frequent enough.
84	We have no REGULAR bus service in our village of Highfields at all!!
85	rural villages already suffer from lack of buses to Cambridge and Ely
86	Public transport is essential for many people; maybe they can't drive, they are elderly, or disabled or infirm. The council should be doing what it can to get cars off the road. The loss of subsidy will only work to shift people to cars. Once services reach a low enough level, people will give up on them, making the routes even less profitable (or more unprofitable). London has a successful bus transport network, and it needs subsidy. But without that, there would be thousands more cars on the road.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
87	It is an absolute disgrace. £5.40 to travel 9 miles into town is obscene, I'd rather drive to the Park and Ride. Everyone keeps trying to promote using public transport, yet you're pricing everyone out of using it. Also, why on earth is there no bus service that people can use after a concert at the Corn Exchange or Junction which usually finish around 11pm? There's a hell of a lot of demand for it, and to make a last bus at 11:30pm would do the world of good.
88	buses are essential for local connections to schools, work, shopping centres and hospitals
89	There may be good reasons to continue support for some services - need more information
90	I want my council to provide bus services, whether they will be commercially viable or not. That's what government services are for.
91	to reduce congestion on the roads it makes sense to provide a reliable frequent cheap bus service to get people out of their cars
92	Public transport is a vital part of infrastructure and should be left alone or improved, not cut.
93	best to have consultation with those that use facility
94	Sufficient effective public transport provision is essential to a sustainable, safe and thriving economy, helping people to get to work/school/college and all groups to access other public services eg hospitals, dentists etc
95	Cuts need to be made. People choose where to live, and benefit from cheaper housing outside of the main towns and particularly Cambridge City. It is not reasonable to expect taxpayers to subsidise these people getting into towns and cities.
96	People have chosen where to live on the basis that there is a bus service available. Most bus users aren't rich enough to move to within walking distance of town, or simply to move house because a bus service they rely on has been withdrawn or made infrequent.
97	Would cause problems from people who live in remote areas to get in to the city centre.
98	Public transport is an important aspect of improving our emissions. Cutting funding means cutting buses, to the point where people living in villages will always have cars as there is no viable alternative.
99	Because I do not know what is being cut yet . If this would mean all the school buses and free bus passes for over 60s then I do not support these aspects of the proposed cuts.
100	The only way to reduce congestions and emissions is to have a fully integrated public transport system which is both affordable and punctual. Otherwise the public will just buy cars and make the problem worse.
101	It will leave some villages with no bus service at all
102	Any reduction in service drives people away from buses and into their cars because they fear unreliability. Council should be increasing services to encourage a culture of bus use.
103	It is unclear that commercial viability should be the primary criterion for provision of bus service.
104	I take the view that everything possible should be done to improve public transport in the county.
105	I have only recently started using the guided busway and have occasionally used other routes.
106	I support the subsidy because people who live a long way away from towns need to be actively independent in getting around rather than staying at home.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
107	Public transport is an essential underpinning of the economy in a large rural county - access to work. Also essential for people on lower incomes, older people, families (esp mothers and children), people with disabilities.
108	Live in aq village with very poor bus service
109	The area where I live has a decent bus service which has not been overly tampered with. However many friends across the city will be affected by the changes.
110	The Bus Service is good for the economy and should be seen as an investment that brings money in, not an expense. It is also a public service and should be seen as that, which I don't believe it is.
111	Buses have been cut too much already. there is little or no service in the east of the county eg Newmarket, Burwell etc. All your money has gone on the guided bus and you don't care about the rest of us.
112	I live in a village where it seems every few years another timetable is produced with less and less buses available. If they cut much more we will lose the service altogether.
113	I think those people with the greatest need (i.e. those that can not afford to run a car) are those that use the buses most and hitting buses therefore hits those with the greatest need. However I am aware that spending cuts need to come from somewhere.
114	It is short sighted and misguided.
115	People don't use buses unless they have no other choice because the service is so bad and making it even worse is ridiculous.
116	Reliable bus services are paramount to meeting the economic, health, and other needs of people throughout Cambridgeshire who do not or cannot operate a car. The Council should be doing everything to make the bus services better not worse for those not adding to the congestion and other societal costs of personal car usage.
117	Buses are needed by the elderly and people on low income
118	Because everything is going up except Pensions, and this would restict pensioners socialising and getting to hospitals.
119	Most subsidised bus routes provide the only access some people have to urban centres. This is undoubtedly part of the Council's remit.
120	People without cars need buses. I know most council executives have cars and assume that everyone else does, but we can't all afford them or manage them, and that makes buses necessary
121	Because customers need to get about, particularly in the rural areas and where the transport links are not particuarly good already
122	I depend entirely on public transport but live in a village without a train link
123	NOT ENOUGH BUSES NOW. HOW ARE WE SUPPOSED TO GET TO WORK ETC
124	Savings must be made, but not all subsidised buses must be cut.
125	Bus services are the link that thousands of residents use to access nearby towns for shopping, hospital appointments or just keeping in contact with family and friends, to cut them might seriously isolate groups.
126	Rural communities lose out yet again to Cambridge

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
127	Not only has the only late night Friday and Saturday 18 bus been removed, but the only 18A into town each day does not run at a time that will get students into town and then to college in time to start at 9am. This condemns villages to become ghettos for a wealthy, gas guzzling, ageing population - just another nail in the coffin of rural communities.
128	Axing bus subsidies means that lower income families, teenagers and children living in rural communities are virtually trapped in the evenings and weekends. It also means they are unavailable to work during the same periods.
129	There should be alternatives, for example asking unsubsidised services to be varied
130	The West side of the city has an amazing 'Guided bus', the East side nothing!! Not even a mini bus. The nearest Park and ride also does not go directly to Addenbrookes, it could, along the inner bypass.
131	Buses are incredibly important, and provide a lifeline for young people, the elderly and those who don't drive.
132	I live in a community of largely elderly and disabled people whose only means of travel is by bus, and that is already very limited in destination and timing.
133	I don't know much about it. I was trying to find out more on the council website but ended up here instead.
134	It's tricky to know where to cut funding and if the service is really under-used then I guess it should be cut but I would be wary of removing villages entirely off a bus route as this seems very unfair to the less mobile.
135	Removing the subsidies will inevitably cause fares to rise forcing more people to revert to cars which will cause huge congestion problems.
136	Well there are a lot of over 60's who can't afford to pay bus fares. They are usually those who are old & have health problems, as well as those are on low pensions, not always their fault. You could cut the times the buses are used from 9.30am to 4.45pm & 7pm to last bus.
137	Bus passes enable many pensioners to get out, to stay active and to feel part of the society.
138	I use service no 19 to visit an elderly mother.
139	It is impossible to go from Sutton to Ely in an evening and return later than 19:30.
140	I live in Haslingfield and work in Cambridge and there is no alternative way of commuting as I have no car.
141	On the whole, I agree with withdrawing non-commercially viable routes/journey times from service. However, where there is an exceptional need, for instance for vulnerable, poor, or people without other forms of transportation and a strong need (for instance access to specific health services, general services, or where no other provision is available) retaining a subsidised service may be justifiable on compassionate grounds. In many cases, I believe that flexibility by the passenger can mitigate the need for additional, uneconomic, service provision.
142	I acknowledge that cuts have to be made, but now sure how they will affect transport users yet.
143	lots of older people rely on buses as their main form of transport
144	It is obvious that savings have to be made
145	have not got enough information yet
146	my daughter takes the bus every weekday morning and evening to get to school. If the service is withdrawn how does she get to school? She is 12.
147	It is a very poor idea from the council, ignoring the will of the people. Toryism at its most base

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
148	Environmental and social reasons
149	Here in Southoe if you do not have a car or your car breaks down we are stranded for shopping, Doctor's appointments, Hospital appointments, Dentists, eye tests, job interviews and entertainment. The present bus does not go straight to St. Neots and requires a change of bus at Buckden Green with overlap time of two minutes. I have tried it and the bus never arrived in Southoe on time to get the connection at
150	This village would be isolated without its bus service. It's our only link to Cambridge.
151	Subsidy essential to some public transport. If you wish to reduce private car use, you should encourage public transport by all possible means. Public transport a life-line to some rural areas
152	Need to use the service daily but cannot afford to pay
153	I don't have enough information to make an informed decision.
154	I am 89 years old and I rely on the bus service to get to the shops. without that service I would be stuck at home. (typed by her son)
155	Bus transport is an important part of infrastructure and most definitely should be subsidised. It has both benefits - for those without cars, and especially the elderly who are no longer able to drive, and the young who need buses to give them the choice of independent travel. It also provides a green alternative to transport by car.
156	impact on the environment and local communities with no public transport facilities
157	This will hit the poor, elderly and physically unfit as well as those people who rely on these services to get to shops etc
158	some buses could surely cope with a slightly less frequent service (eg 3 per hour instead of 4, or 2 instead of 3) but I doubt if any services warrant total withdrawal.
159	we dont dont know what the real impact will be. each case should be considered on merit
160	Until I know what is to be provided in terms of community transport services it is difficult to asses whether the decision is good if services are cut to remote areas with nothing to replace them I would say it was a bad decision.
161	Many people without access to a car will be adversely affected
162	I live in Cambourne and my daughter attends Comberton 6th Form College - there are not enough buses as it is to get her to and from college especially on a morning.
163	If the subsidy is withdrawn some villages will be left with no bus services. This means only people with access to cars will be able to live there, and in the medium to long-term this will have a significant impact on the demographics in those villages.
164	Public transport needs to be improved, not reduced.
165	The reductions inservice already implemented have caused inconvenience not just to me but also others.
166	dependant on the impact of the already isolated villages
167	We need to keep cars off the road, people mobile and this in turn will have benefits on health and business.
168	These services are so important to many of the most socially excluded people that I would be unable to support the decision to withdraw this funding without a satisfactory replacement being put in place.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
169	I rely on public transport and live in Ramsey. We are always at the bottom of the heap when cost cutting - even one person losing their job due to bus cuts, is one person too many. Nowadays we can't get home later (from Huntingdon) than 6.4pm - so forget an evening out - and no buses at all on Sunday - years ago we had two railway stations and (I believe) two buses per hour - progress eh!
170	People need these buses
171	In general I think people should be encouraged to use more public transport. Especially Cambridge urban area where I live is already very congested, and cutting down bus services will add to the problem. I have already noticed this personally, as due to the lack of reliable bus service I am forced to make more journeys on car to the Cambridge city centre.
172	I live in Milton and the Citi 2 has been withdrawn.
173	So many people are reliant on this, If councils are constantly telling us of the need for wind turbines and promoting green issues it makes no sense and I will oppose it.
174	I believe that effective and regular public transport services are at the core of community needs.
175	Not enough research was conducted to find which communities would suffer the most and which age groups. The guided bus has helped some communities but not others.
176	In principle I do not support the withdrawal of funding from such a vital public service as public transport, but I appreciate the Council has a limited budget and has to make cuts somewhere.
177	people cannot get out and about if there are no buses
178	I feel that adequate public transport is important, not only to empower individuals - especially those on lower incomes or unable to drive, but also for the sake of the environment
179	I use our local bus service as an alternative to the car.
180	Hauxton Parish Council support the retention of the 31 service because: It is only regular bus service serving the village - as we have already lost our shopper service. Pensioners should pay a reduced fare for the service. (They have been threatened with losing the service altogether and have said they'd rather make a contribution.) It is vital for young people attending colleges and schools in the city. It is vital for people wanting to access town, neighbouring villages and Addenbrooke's, particularly the ill and elderly. We are an expanding village and our transport service should reflect this. Pupils go to the local village colleges by bus and would continue to use public transport if available. Make the service into Addenbrooke's and town more direct to encourage an increase in usage.
181	Fenland is an isolated area, with poor transport links. If you are car-less, it is already nigh on impossible to move around, let alone with another round of cuts from on high making things worse.
182	it is important to have a frequent and reliable bus service in the county in order to persuade people to get out of their comfy cars.
183	If Government and the County council wish to reduce carbon emissions and road congestion, the only way forward is to encourage the use of public transport, which must be efficient and affordable
184	Not yet clear how well used the service is.
185	Public transport should be a high priority

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
186	It will leave many pensioners stranded, further it will make it hard for the jobless to get on the bus to a job interview, but then the Tories secretly want high unemployment, they're vindictive like that!
187	This is an area of need to many people and withdrawal could result in people being trapped in their houses and unable to shop, get to work
188	Traffic is too dense locally, people need to be encouraged out of individual transport into buses, cutting subsidy and therefore services will impede this process. Bus services need to be frequent/cheap/convenient enough to seduce the car driver out of their vehicles. We can't all use the guided bus!!
189	The villages around Cambridge need to have decent public transport to and from the city. 1. We don't all have cars and 2. lack of buses increases traffic.
190	it is not part of any comprehensive transport policy, just a random ill-thought out cuts-based approach
191	It means the withdrawal of bus services by Stagecoach which are very important in people's working lives whether adults or school pupils and also affect access to a social life - theatre, restaurant, returning from a day in London or elsewhere, etc. I live in Bottisham - 10 11/12 buses already do not run in the evenings and Sundays which is very inconvenient.
192	The villages in our area need to have this vital connection especially the elderly who rely on the bus route to get out and about to shop and use all the services provided in Royston and the surrounds.
193	Because many people rely on buses to get about and without them they will be stranded
194	The recent reduction in local bus services have made it increasingly difficult for some of the more vulnerable members of the community to remain mobile and active in society, as they typically do not have access to other forms of transport.
195	People on low incomes - those who do not own and run cars - rely on public transport to get to work, to get to town to pick up essential and non-essential supplies, as well as for social and leisure activities. To cut subsidised bus travel would have a seriously detrimental impact on these people's lives.
196	If not affordable then this is a less crucial service. A small percentage of the saving might be recycled to areas of most hardship
197	bus services for rural communities and out of the way town communities should be subsidised - or an complete dependence on car use is created. This is inefficient and creates social divisions, causes congestion and increases carbon use
198	There are services that are necessary to avoid exclusion from our society can only be provided by the Transport Authority fulfilling its statutory function to provide financial support by tendering services.
199	It will encourage people to drive cars, which is bad for the environment. For those unable to drive it will maroon them to a lonely existence, or create huge problems in getting to work.
200	There is as yet insufficient information on which to base an informed position. A full listing of the services that might be reprieved or which will be struck out needs to be provided to set out the Council's thinking. Otherwise, the decision could be based simply on the 'lobby' that shouts the loudest.
201	It effects the ability of the poorest to access jobs in Cambridge and other main employment hubs using public transport to get to work.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
202	In such a rural area, public transport is so important for those people who cannot get about without transport. Also, we are encouraged to use our cars less, buses are a much greener way of travelling.
203	Services generally are under threat
204	no concrete alternatives have been put forward to ensure communities with current poor bus services are not going to be cut off even more. We should be expanding services to reduce car use.
205	1) It was possibly unlawful (the CC did not carry out consultation) 2) It appeared to be 'knee-jerk' 3) It was contrary to existing CC policies and strategies, particularly those in LTP3 and those on accessibility 4) It appeared to ignore the social and economic benefits of bus services and of the specific community benefits of bus services at 'unsocial hours' 5) No attempt appeared to be made at the time to think through creatively new ways in which attractive public transport could be provided, including use of taxibuses, car sharing and other demand-responsive forms of 'communal' transport.
206	Unfair, immoral, against public service, against poor people
207	If you want to keep cars out of the middle of town it is no use taking away the free bus pass. Nearly all the people using the buses outside rush hours is the senior citizens. Most of the buses will disappear.
208	I need my bus service to get to work as I am in a rural location
209	Because people who live in outlying areas who rely on these services will be stranded
210	Bus services are vital for rural communities and the costs of transport (together with the need to travel for work, school and everyday services for rural communities are higher than those for towns and cities
211	need details of proposed cuts
212	This decision could leave sections of the Cambridgeshire community without sufficient bus services for visits to banks, post office, hospital etc
213	This would leave the poor with no personal transport stranded in rural areas and is also another tax for the lower paid.
214	I use the bus quite a lot to go to Cambridge
215	I am over 60, I do not abuse my free bus pass I only go out when I have to. I do know people who abuse it, which makes me mad. I know of a couple who catch the bus in St. Neots to go to MK just to have a coffee. For such people I would be happy if it came to an end. But I also realise that others would suffer. Eg those who are lonely and need to get out. Perhaps a cheap day rider say £1.50. This would at least bring in a
216	It's public transport we need it for normal functioning of the region. Leaving all transport in private hands will not be good as the council will lose any control over the services.
217	I live in an area (NORTH of the county) where savage cuts to the bus time table have already taken place and do not feel our region can take any more cuts
218	Small rural communities depend on subsidised bus services
219	Because it targets those people least able to provide their own transport, usually those in most need, i.e. the elderly and school children. In my case, I need to work and do not drive. The removal of the subsidised bus service in my village will mean I must give up my job! I live in Thriplow and work for Cambridge University.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
220	detrimental affect on village life
221	Poorer elderly pensioners without transport in rural areas would find it expensive to do there shopping.
222	Local bus services are a life line to rural communities. To reduce them would isolate a wide spectrum of people
223	The elderly rely on the buses for hospital appointments, shopping. With all the store increases and costs going up it will be increasingly difficult on OAPs
224	No service up Gough Way. No service for Barton Road beyond Granchester Road for town. Route 199.
225	I do not support the decision as it is leaving too many areas relatively isolated. Living in Sutton I have to go into Ely on some Sundays. There was a bus on a Sunday to go in and I had to have a taxi home at £10. Now there is no bus or other means to get to Ely and due to an increase in fares it now costs £22. Living on an age old pension this doesn't leave much left for food or heat.
226	Ignorance
227	It is important to reduce car use to reduce pollution and traffic congestion
228	Because I place great value on this service (Newnham-City). It is very important for me and others in this area.
229	These services are a lifeline for elderly and/or disabled people. Public transport should be treated as a service not a profit-making business.
230	As a senior citizen and a regular participate of the subsidised bus services in Cambridgeshire. Living in the village of Stwtchworth there is still room for improve - i.e. redirection of bus services in rural areas. My wife and myself are holders of bus pass. We often travel to Burwell on empty bus there are to many empty buses running around.
231	In the case familiar to me (service 199), the lack of a comparable service. Many Newnham residents using this service are _old_ (over 75 to mid-90s). They do not drive. They are unable to walk as far as bus stops on The Barton Road (Service 18, only hourly) or Citi4.
232	I think more thought is needed in route planning, integration of services and service frequencyespecially in outlying rural areas
233	Because living in a village and no car then people like me would not be able to get about.
234	The St Ives town service bus is very popular and it would be greatly missed
235	The Council wants cars out of Cambridge. The 199 I use is wonderful for elderly and disabled people. Some people living in villages have very little chance to go to towns to shop.
236	I rely on a bus service to do my shopping as my local shops are to expensive
237	In our area the bus is the only way that most young, elderly or poorer people can get into town, to shops, to a pub, to school, to a swimming pool or gym. There is no point providing facilities without transport.
238	Lots of people rely on the subsidised services
239	No subsidy will mean no buses.
240	the bus that has been cut to our village was cut by the bus company
241	Bus Services are the life blood of a rural community. For those who don't have their own transport lack of a decent bus service has a life changing impact.
242	Who is going to run rural transport services without any subsidy ??

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
243	I think bus services are very poor as it is, so I don't see how a decrease in funding would improve them.
244	Conflicts with National message of using public transport to reduce road congestions and co2 emissions
245	To people in rural areas and low income it is a live line
246	we need buses for college. petrol is too expensive and roads are too congested
247	bus routes are vitally important for people with no access to a car. Fenland and East Anglia has some of the worst public transport I have ever seen, withdrawing subsidies from this would make a bad situation even worse, and provoke higher prices for what services remain
248	The loss of bus services leaves the elderly feeling like they are stuck at home. Busses can be a lifeline for some people especily in villages where there are no shops or post offices ect
249	It would leave villages in my area isolated
250	Bus passes are so useful to retired people, many OAPs travel with their friends to local towns taking revenue there that they would not normally be able to afford if they had to pay the fare as well.
251	\because I think it's important to offer affordable public transport for environmental and social reasons
252	Bus services are important to people in villages who have not other form of transport
253	Fed up of taxpayers subsidising those who won't pay for themselves.
254	Our bus service at Sutton near Ely has been totally desecrated, our 2 hourly bus service is an utter shambles. No Sunday Service so we are unable to travel now on a Sunday.
255	Bus use is the only transport link for some people in some areas. Subsidised routes are often the most needed, otherwise they would not need to be subsidised.
256	It's regressive, it's bad for the environment, it will trap the car-less in their homes
257	more help is needed in rural areas not less
258	The village I live in has no other means of public transport to visit the towns of March, Wisbech or Peterborough for someone without other means of transport.
259	Our bus service has got worse. It is so infrequent and hard to use that we are put off using it.
260	bus rather than cars
261	most bsuses either run empty or have no fare paying passengers
262	I depends on how much the cut funding will affect those that the subsidised bus services help most.
263	Transport is a major consideration for those living in rural communities, especially in the fens. The Council should be doing far more to promote bus transport as a more sustainable alternative to using private vehicles.
264	Don't really know how much money is available.
265	I depend on bus services between Haverhill and Cambridge.
266	Will support be withdrawn from all bus services including guided bus and park and ride?

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
267	Bus services are an essential means of transporting numbers of people with a view to reducing the volume of traffic on the road and for the benefit of non drivers
268	Use the bus regularly and this will be a a big loss.
269	many elderly people dependent on bus services, which are not plentiful in Cambridgeshire in the first place
270	The decision has resulted in the cost of travel from out village (Caldecote) almost doubling. It is now cheaper to drive into town. This cannot be good for the environment of congestion in the city and makes life very difficult for those without their own transport
271	I believe that insted of cutting bus services altogether you need to cut the number of buses running. For example in the village that i live in buses run throughout the day at 7.20, 10.20, 12.20, 2.20, 4.20 and 6.20 to Linton and 9.30,11.30, 1.30 and 5.30 and 6.30 to Haverhill however the majority of these buses run empty. If the service continued for commuters 7.20am (to get people to work and school in Cambridge) and 5.20pm and 6.20pm in the evening from Linton to Haverhill with maybe one bus each way during the day for shoppers etc.
272	because I've never heard of it, nor do I know which services are subsidised
273	Withdrawing funding would impact most heavily on the people who find it difficult if not impossible to access other forms of transport and on those who live in more isolated areas
274	Living in a rural area means that many people are dependent on the services provided. My area is recognised as a tregional area of deprivation for a number of areas including isolation. Cutting the buses will mean we are no longer able to access services at nearby towns.
275	many people in the county live in villages where the current level of bus service is poor. Removing these services would severely limit the mobility of residents especially the elderly and less well off.
276	It is only way some people can get into town when they don't own a car. Also it is a good way of helping the global warming, as not so many cars are on the roads, if people uses the service rather than taking their cars.
277	I believe there should be an accessible and affordable public bus service for everyone. Not all journeys will be profitable and therefore the County Council has to accept that subsidies will be required.
278	Many elderly and vulnerable people in rural areas are housebound without any form of bus service
279	we need rural bus services to be readily available to provide access to shops and banks for those who do not have their own transport, and to those who would prefer to use public transport instead of a private car
280	It is probably possible to cut SOME subsidies, but there is no way of telling the effects until after the event - when it will be too late to
281	Cutting country services cut of the elderly that haven't got their own transport
282	I understand the need to cut your budget but we have had our bus passes now for nearly 5 years and it has been a great help to us, why not still allow the people with the passes already to keep them, surely that will not make that much difference, and perhaps offer fares at half price to the over 60's looking to have their first passes. To cut your budget stop allowing the people who do not work free travel that will save money. One other thing to consider before stopping this great service is that with the cost gas and electric rising plus the cost of food and fuel using the bus will be the only way we will be able to do our shopping, so please reconsider, if you are still thinking of taking it off us why not allow all pensioners to use the buses at half price.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
283	Small villages in Cambridgeshire rely on bus services for those without personal transport, the elderly, school children etc, often the most vulverable members of society.
284	We are elderly, do not drive and we desparately need to keep the bus service
285	Many residents are unable to own or operate their own transport. Leaving them isolated would be economically and socially unacceptable.
286	It Leaves our Village of Murrow without any bus service at all
287	as we only \have one bus a week i wold like to keep it
288	because vulnerable people will suffer as a result in cuts to public transport
289	Villages like Steeple Morden need a bus service
290	Affects the most vulnerable and isolated in our society.
291	Isolated villagers need a bus service - even if service reduced - it helps to keep the elderly healthy as they are the age group who probabaoy don't have a car.
292	Because my quality of life has been reduced. I now find it difficult to get to work and my social life isnow much more limited.
293	Many people rely on the bus service to get them to shops, doctors, dentists etc. If services are cut they will be isolated in the villages
294	Bus services are a social necessity and should be treated as such in budgetary projections.
295	i use one of he buses that will be closed down as a result of this, and without it i would encounter difficulties in travelling.
296	These routes are essential for those who do not own cars. They'll be left stranded without the services. This includes the elderly, the young and the infirm.
297	We already have too few services to Burwell. Anyone not a car driver - young people, elderly, poor, disabled - cannot go anywhre in the evening or on a Sunday.
298	Because we need a bus twice a week at least. No way getting to Newmarket for shopping. Didn't think it was right to go free everywhere or anywhere
299	I use the number 75 every day Mon-Sat. PS I am 67 years old and is the only transport to Cambs which get me out to the shops otherwise I have no other means to shop because I have no car.
300	It is self-explanatory, except to say that my response applies to "withdraw _some_ funding for subsidised bus services", not _all_ of it in which case I DO NOT SUPPORT THIS DECISION
301	More and more people are living longer therefore a higher percentage of the population year-on-year rely on a subsidised bus service. Retired, disabled and elderly people some with carers would be left more socially isolated without this service. The subsequent consequences put a further cost on to GPs, social services, etcetera. If Cambridgeshire County Council want to show that they are a caring more egalitarian group thean some distressingly focused on commercial needs then they will not withdraw this valuable service.
302	My local town service Bus no12 is VERY needed by lots of elderly people like myself - I am nearly 81 years old, I never drive so need this bus very much. I could not get into St lves without it, and cannot afford taxis. So PLEASE do not take it off.
303	Due to cuts already many have lost their bus which took them to work - now they are costing the council more money on the dole

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
304	As an OAP the bus pass gives us a bonus enabling us to go to places we otherwise could not afford to go.
305	I do not drive so rely on the bus to get to Cambridge to do my shopping, go to the hospital, etc
306	It depends on what action will be taken to ensure access to shops for the elderly
307	Elderly people rely on this ONCE a day service for shopping and medical appointments. We have no shop and taxis work out expensive.
308	Lots of people use these bus services
309	OAPs will become housebound and more cars on the roads
310	Because I don't have any transport at all and I use the bus to get Sawston for shopping, doctors and opticians. Without this service I would be stuck, the post office in Duxford where I live is closing, the bank is also gone so I have to get to Sawston.
311	Only if we are able to pay half price tickets
312	Because the bus services which are cut or withdrawn are always those which serve outlying villages such as ours (Duxford). For people without transport this makes their lives very difficult.
313	A lot of people wouldn't get around without buses, so doing away with it will stop people going out. Also if you stop passes for elderly they won't go out at all.
314	We now only have 1 bus every 2 hours from Littleport, which is stupid when we are on the bus route for the Princess of Wales Hospital. The elderly of which there are many living in Littleport are now finding it increasingly difficult to attend the hospital. This is also not good for the shops in Ely as the timings of the buses allow either not enough time to shop or too long (3 hours, not enough shops for 3 hours).
315	I will not be able to get to work if the 16A bus service is stopped
316	I use the bus service alot, as do a lot of other people of all ages
317	need alternatives to cars.+++++ many people dont have cars but need/want to travel out of thier house
318	It will only be able to know the effect once community transport services are in place
319	Without a bus service I am unable to get to work
320	As a disabled person i think it is discusting to take away peoples only way of getting around
321	Some rationalisation of routes and subsidy may be of little consequence
322	more details required
323	We need bus services in the areas around Cambridge to keep people connected with each other & the town. We dont need more cars on the road. And older people have to stop driving - it's wrong to isolate them in their own villages which have increasingly less resources.
324	This service is vital for people living in the county and removing it would force more to use cars, something that is hardly desirable.
325	This will affect mothers, retired people and increase isolation + Traffic
326	Everyone is constantly being encouraged to use public transport rather than private vehicles for environmental and financial reasons - how can this be achieved with a reduction in public transport services? It's nonsensical.
327	As a non driver pensioner I am unable to leave Chatteris without begging lifts from friends and family
328	many people who are retired are unable to run cars

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
329	Our village is totally served by subsidised bus services. many of us do not have our own transport and would be cut off and in effect imprisoned in our village. Many of us who have a bus pass find this is the only affordable way of accessing shops, doctors, work, hospital and social activities. We do not have the means to pay for such services as Dial-a-ride which seems to have been offered as an affordable alternative. Half price with a bus pass we are told, but that is a huge difference to free and what about school children and those who need to travel to work. We have as much right to have a usable bus pass as those who live in the towns. No, we do not wish to move to the towns as we value the villages in which we live and justly deserve our bus services. We were promised bus services that fitted our needs, but no-one ever really listens to those who use the services otherwise the early morning and late evening services to enable people to work normal hours in Cambridge would not have been abandoned. As usual, consultation seems to happen after decisions have been made, by those who have
330	MANY PEOPLE USING THE SUBSIDISED BUS SERVICES ARE DISABLED AND WOULD NOT BE ABLE TO COPE WITH THE THE LOSS OF THEIR BUS SERVICE
331	This "decision" has ruined Chatteris. Some of us have to go to university, sixth-forms, etc. but instead we have to travel to March/Ely to catch the train.
332	I am a non-driver and use public transport for business and social travel. Many others (eg college/school students) are in the same position. If buses are withdrawn, I will suffer the expense and all will suffer the environmental consequences of my using taxis.
333	do not cut any services to rural villages
334	unless you have private transport in some rural areas the bus service is the only way people from my village (little downham) can access places like Ely to get to doctors or shops etc
335	this is the only transport to Ely (for shopping) from the north end of Cottenham as the no.8 bus goes no further north than the high st.
336	I understand money is tight, so savings have to be made somewhere but the impact on certain people will be immense ie low income and older people, therefore it must be balanced and well judged.
337	I have no transport so would be unable to get from Wilburton to Ely if my already infrequent bus service was curtailed or cancelled.
338	considering the amount of people, many of the elderly who use the bus services in the Cambridge and surrounding villages, it would be an atrocity to withdraw funding any more than it already has been reduced. Also a consideration has to be made on the current state of the A14 and the traffic jams and accidents that occur on a daily basis. What would happen then?
339	Because the bus I need to travel to and from work will be cut and there is no alternative. I do not drive.
340	It needs subsidy, even with a subsidy my 17 year old daughter pays an adult fee of about £5, to get to school - why? The subsidy is not getting to the right people. As ever, people with less means suffer - I was made redundant
341	there is not enough of some buses and to many of others
342	if you use the buses pay for it
343	Have you considered a Bus Passenger Card as done on the railways? Senior citizens therefore paying some of the fare. Those on Pension Credit should still have a free pass, disabled people likewise.
344	We cannot get from Duxford only by bus

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
345	People using this service often is their only means/mode of transport - it's cutting a lifeline - often making quality of life worse. People who use the bus service are more often than not from the lowest socio-economic groups - they can't afford to travel any other way - and if the subsidies stop they won't travel at all.
346	Because our village needs a bus service, we have no doctors surgery and soon no post office
347	Older people and disabled and people in rural areas depend on these buses.
348	I like a lot of pensioners do not drive, so we rely on a bus service to town
349	Some rural areas and indeed the city are very well supplied by bus services - others have no bus at all! A fair distribution of buses throughout the day and into the evening seems to be a sensible way of providing public transport - decisions will have to be made which offer a fair and convenient service particularly with all the proposed new buildings.
350	This is a regrettable decision. I cannot see that it is either "good" or "bad".
351	I have three children - 11,15 and 17 - who use the number 31 bus to get in/out of Cambridge
352	Not enough details yet.
353	When you live in surrounding villages you need the bus services.
354	Town bus services go around for most of day empty 7 days a week. 409 service - once a week - with 22+ people on board. Gt Gidding - Huntingdon, many elderly have no other means of going shopping and getting out of the house. It's a social event for them. Buses are green - not just the very costly busway.
355	I'm very dependent on the No31 bus.
356	I think it would be grossly unfair to leave Holme with no bus at all. J.Weedon, 81years. NB: All essential services are in Peterborough
357	Because being an OAP I wouldn't be able to go into town to do any weekly shopping on the town service bus, or any appointments in Huntingdon and St Ives.
358	I do not support the decision because if my bus No12 was taken away I would be unable to get into town. Or to my doctors. As I do not pay because I have a bus pass at the moment, I would be willing to pay to keep the bus service going into town. I know a lot of people with bus services feel the same way.
359	Some supported services cater for those who have no other means of transport and will be left isolated. The withdrawal of others will both force people into using cars and have a 'knock on' effect on commercially provided services leading into a decline in their use.
360	In some villages such as Haddenham where I live the subsidised bus is the only link to Ely & via the connection to Cottenham to Cambridge. In my case my eyesight is too poor to drive & I need to get to Addenbrooke's on average of six times a year for eye & other health problems.
361	There are many elderly people who live in the village that use the bus as a lifeline to go into Ely for weekly shopping etc.
	It increases the need for people in villages to use their cars with all the consequences of extra pollution.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
362	The decision is perverse. There has been no proper consideration of the social and environmental cost of service withdrawal, simply a cash savings sum. Many people in the villages will be cut off. Those that can afford cars and are fit enough to drive will use them more, with congestion and environmental impact. The old, disabled, young (including those seeking apprenticeships and those engaged in full or part time further education), the unemployed and the low paid will be disproportionately affected. Other council travel initiatives - particularly cycle ways - do not address the needs of those people.
363	In rural communities removal of the bus service has a huge impact on those who have no other means of transport.
364	There is no other possibility to travel anywhere if you do not have a car. There are no shops in this village
365	Because people what a bus serves to get them back and forwards for town and back and prices changing again it got to be right be the customers if not they won't pay but using this bus people will make questions to ask and prices will be next
366	many people esp the elderly rely on these services to keep in touch with the real world and enables them to travel to and from various locations it means they meet people including their friendly bus drivers
367	I use these buses
368	It would remove bus services from some villages and many people rely on this transport
369	im don't have a car and rely on buses since i moved to chatteris its got worse no bus to peterborough yet the bus to st ives is kept on why not keep the bus to st ives on market days then peterborough the rest of the week
370	Some of the city bus services seem to run too frequently and I think there could be greater streamlining to protect a wider range of services
371	Villages are greatly affected by this as the bus company will withdraw the route
372	my mother has just moved to a village in cambridgeshire but she does not drive, without the 106 bus she and many others would be cut off, they would not be able to travel to Ely or get to tesco on route, she and others would have to do the 2 mile walk into Cottenham to get a bus to cambridge. In the winter or for the elderly or infirm this could be a recipe for danger and possible legal implications. I visit my mother as often as i can with my daughter to support her and her village i also do not drive. I have health issues concerning 1 knee both hips and spine so am virtually unable to walk to cottenham i rely as do others on the 106. The drivers Mark and Bruce are very very nice and helpful unlike a lot of drivers i have met on buses.
373	some people will be unable to go out of their town or if they can go not able to get back. Already the buses stop running too early do not connect with each other and do not run on sundays let alone on time.
374	It will affect people who cannot afford or are not able to have private transport
375	Buses vital for those unable to afford a car & for those with disabilities that prevent them having their own transport. For such people no bus means no life. No buses means more cars !
376	It seems a bit quick to do this given that most people in this area do not seem to wake up to what is happening early enough to act.
377	alternatives should be fully explored before decisions are made.
378	it takes time before the real impact of any enforced change can be felt and assessed.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
379	Without the bus that I use to get the bus from fenstanton to st ives I wouldn't be able to get to work early enough in the morning. The bus is essential for me to commute to work in the early hours of the morning.
380	I am using local buses more and more to help me save on the costs of motoring and because of the ease in which they get me into and out of town/city centres
381	Considering that the council promote their environmental credentials, it is unbelievable that they would consider withdrawing support to bus services. More and more folk are unable to maintain a car due to the costs, therefore are increasingly dependent upon bus services (to and from villages). The key issues is timetables - why have buses running every hour during the daytime when less folk use them and rather put on more buses early in the morning, lunchtime and in the late afternoon/early evening. At the moment, the frequency of day time buses is inefficient due to the number of passengers. Timetables need revised - so that buses run more frequently at peak times in accordance to
382	It is a bad decision as those most in need are disproportionately affected. It would mean that many Fenlands villages would completely lose their bus service. I frequently use the excellent Dews bus (106) from Cottenham to Ely as an alternative to travelling to Cambridge, which is my _only_ other choice of destination from Cottenham since the St. Ives service was removed. As I am partially sighted and cannot drive I am dependent upon public transport.
383	Living in Warboys, we have lost our Sunday service and also some of our evening services, which has meant my wife has lost her Sunday
384	need more info
385	Bus services are a lifeline to many people and should therefore be maintained, particularly when the Government places so much emphasis on using public transport in order to save the environment and has long been squeezing the motorist financially in order to achieve this.
386	Modal transport shift requires PT to be reliable and affordable. Withdrawing subsidies forces providers to remove the uneconomic services, which puts *all* use of buses at risk (eg if I can't get home late, I won't take the earlier bus to the function).
387	I rely on some of them.. We are always happy to see others' services cut but never our own.
388	Living in a rural area we either have to use a bus or use a car. We are constantly being told to cut down on the use of cars to save the planet. Cut the buses and the planet dies.
389	We already live in the middle of the FENS and there are many who have NO access to any other means of transport. To subsidise the bus services even more will be a huge mistake on behalf of the council, in fact a huge political mistake
390	The bus services in the area are a lifeline for rural people. We are constantly being encouraged to use public transport and now you are intending to take some away. The least profitable routes would be the ones worst hit and these are the ones that people depend on. For example, there is only one route that goes near where I live. To use any other bus requires a walk of about a mile. Whilst I can do this, weather permitting, there are others in the area who cannot and who would be totally isolated if the route was cancelled.
391	Buses provide the only way for some low paid to get to/from work.
392	I rely on the buses to get to and from work and to travel around to do my job.
393	I am a non-driver and depend on public transport.
394	Pensioners are the one's hardest hit once again, families who cannot afford holidays will no longer afford days out.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
395	Buses are the main form of transport for the disadvantaged, who find it difficult to pay a commercial rate.
396	I wouldn't want the environment polluted even further. Would like to see cheap options for those with low incomes.
397	it will isolate many small communities
398	Many people are unable to afford cars or unable to drive due to health/age). They cannot afford taxis. Without buses they are unable to take part in wider society.
399	The majority of people who use these services do not have any alternative transport. In the village where I live, Newton, regular users of the village link, route 31, include pensioners without cars, teenagers attending full time education at Hills Road and Long Road Sixth Form colleges. Some use the 31 regularly to get to Great Shelford (for shops, library, doctor, and pharmacy). Others use it to travel to Addenbrookes hospital, or to get into Cambridge city for employment. This bus is the only way to connect to other transport services, and link to the city. I suspect this will be true of other subsidised routes, almost by definition.
400	Buses should remain accessible to everyone - especially those on lower incomes who cannot afford to use other transport.
401	Living in an area serviced by these buses.
402	With cuts needed everywhere this appears to be a sensible one
403	Bus transport is vital in isolated rural communities for those without cars or, like us, are reaching the age when we can no longer drive
404	Adequate bus services are important to get people out of cars
405	Meldreth has just the one bus per day into Royston and we rely on this for shopping etc. We are all senior citizens and are not fit enough to drive or even able to afford to have a car. Our families are live too far away to take us out as they are busy trying to pay their bills and keep
406	Subsidies are needed to maintain some services that are vital to vulnerable members of the community. Cutting services will lead to higher costs in other areas such as mental health (eg post natal depression) so is not even cost effective.
407	A subsidised bus service is vital to those living in rural areas.
408	I live in a village 7 miles out of Cambridge and I don't drive so public transport is vital in order for me to get to work.
409	because children and ill people need help to get to school, Dr.s or hospital as do the elderly
410	I see too many healthy, well-off people over 60 taking free journeys. Charity should be for people in need only.
411	Bus services are there to help those without cars and those with cars to leave them at home. If all of society is to use the buses they need to be affordable - so I support a subsidised service. As a family of four it makes little financial sense to use the bus - but we still do. If the prices go up or services are withdrawn we will go back to our car.
412	Non-drivers will become prisoners in their own village as they cannot purchase food or fulfil prescriptions, which will thereby reduce their quality of life.
413	This decision will adversely affect the elderly and the infirm who rely on the bus service for shopping and for social purposes. In Fowlmere we have now lost our shop, which was the last remaining facility in the village.
414	A number of people will be isolated in the village and unable to travel to town to college or to work if the service is withdrawn

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
415	I think buses should be increased particularly with our current financial position. Having recently returned from Cornwall where we used brilliant bus service, we are back to a bus if you are lucky.
416	Bus routes are vital to rural communities, and this decision seems to discriminate against villagers in its impact.
417	You should have put in place alternative transport arrangements BEFORE you removed the bus subsidy - the result of your actions is that many people are now unable to make essential journeys because the bus companies that have a virtual monopoly have simply cut out the journeys to maximise their aggregate revenue. How stupid is that ?
418	Many people in Fowlmere will be very badly affected. unable to get to work / shops etc
419	Villages that have no GPs, dentists, shops and other facilities should have a bus service for elderly. Young people and people on low incomes should too. We all would benefit from a bus service- inf act we would get rid of our second car if there was a bus more often. Our climate would benefit.
420	I know people who rely on this service and not everyone can afford to run a car these days!
421	This could potentially leave people in rural areas without any viable means of transport (taxis are available but too expensive for most to afford on a regular basis)
422	As a pensioner, with a bus pass, I would like the widest available range of bus services to be available.
423	Our rural village is not served by any other public transport services.
424	In Fowlmere where I live, it will cause lots of problems if the service is cut as it is the only way many of us, and in particular the disabled and those working can get out of the village. The service is only 4 buses per day so it would be really unfair to cut this.
425	Importance to local community
426	I cannot find any helpful info on your website
427	It will have a huge impact on the most vulnerable members of the community.
428	villages are dependent on this service. villages will never have the volumes for a commercially viable bus service. Until such time as CCC comes up with a more 21st century solution to travel to and from villages, subsidies are necessary
429	People should be encourage to use public transport and have fewer journeys in their cars.
430	Bus services are a vital means for the elderly and disabled to get around to locla towns and shops, and without them, the likely hood of becoming even more housebound and cut off from society without a subsidised service.
431	These days we are encouraged to leave the car at home and take public transport. The Council's decision to withdraw funding does not tie in with this. Elderly people rely on bus travel as a lifeline, without this service they will be stuck indoors. Students aswell as schoolchildren also rely on bus travel or else parents/carers will clutter up the roads with their gas guzzling non green cars.
432	The elderly who can no longer drive are very dependent on a local bus service in Villages which are losing local amenities such as shops.
433	It is so easy for you to just make these type decisions which don't effect you - many people need these services
434	I don't trust the Council to ensure that an affordable alternative will be provided for outlying villages.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
435	The No 31 bus service which is under threat, stops adjacent to Appleacre Park in Fowlmere. It provides a very important service to residents and visitors to the Park.
436	I live in a village and the only means of public transport into Cambridge is the local bus service.
437	there needs to be some level of support for people living in local villages where there are no shops and they don't have transport
438	Cause bus services in Fowlmere are already bad enough as it is
439	This bus service is the ONLY way children can get to the sixth form colleges and the elderly can get to Addenbrookes hospital.
440	Most buses run empty a lot of the time
441	Bus services from the villages are essential for those without a car, students & the elderly.
442	Buses are essential for environmentally-friendly transportation, and above all for school children, students and pensioners to reach places such as medical centres, schools, vets, and shopping centres. They usually do not have the possibility to drive. To abandon these villagers cannot be defended.
443	We use the bus service frequently
444	THERE WOULD BE NO RURAL VILLAGE BUS
445	We need a bus service in the outlying villages
446	a bus is essential for students and the elderly in our village especially as our shop is about to close
447	It will result in many people, who cannot afford to drive, or people who choose not to drive not being able to get around. It will also result in a rise in bus fares (if they still run) which will ruin the idea of using the bus over a car, encouraging more people to drive
448	There is only one bus from Gt Chishill to Cambridge in the morning and two back in the evening. This is vital link for people who do not drive and go to work or school/college and the withdrawal of subsidy would result in the loss of service.
449	these services are essential to outlying villages
450	villagers need transport, so taking buses away will mean more cars. As it is cars are already needed as the services provided are nowhere adequate. drivers should be encouraged to use public transport but cannot if it is not there.
451	Some bus services are poor already without the need to reduce them anymore
452	Rural areas need a reliable bus service.
453	Fowlmere is a village which has just lost its post office and now the last shop. So to get anywhere transport is needed and this will be a big blow for many residents
454	Don't know enough details of the proposal to say.
455	It will mean many people will not be able to go to work, college, University or simply just go into town and interact with people old or young.
456	It is very unfair for some members of our community who use the service daily when say travelling to college in Cambridge
457	Bus services should be subsidised for the elderly in particular, they deserve this, have worked hard during their lives and should receive something in return.
458	because the bus comes through the village

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
459	Just retired, I need the bus services even more than before. Any withdrawal is a catastrophe for us.
460	For people living in villages these buses are their only means of getting to shops, doctors, hospital and seeing other people outside their
461	No transport access for many vulnerable people. Will increase some car journeys for those who can drive and hence co2. Parking in Cambridge is very expensive. We are about to lose our village shop so no local shopping in Fowlmere.
462	Buses are invaluable to villages. Many people - especially the elderly and those without cars - would be stuck.
463	I need to read it up in more detail
464	Villages in Cambridgeshire would be completely cut off if bus companies kept only the routes that were profitable. Public transport should be for all.
465	The services being cut back are generally in rural areas. This restricts even further the ability of the poor, disabled and elderly to reach places of work, shops and hospitals, etc. I think it is generally incorrectly assumed that everyone has access to a car.
466	I use the No 31 bus from Fowlmere to Cambridge about five times a month. This is the only method of transport away from the village when our one family car is not available. Our post office has closed and our shop closes this weekend. We need an alternative means of transport to access town in the absence of these two facilities.
467	I live in a deprived village with no shop, post office, bank, doctor or chemist. Because of extreme short-sightedness I am unable to drive. I am totally dependant on what limited public transport there is at present.
468	Living in a rural area with no transport both young and old rely on public transport.
469	The bus is the only way older people can get to a shop - we're losing our village shop within the week - and young people can get to school/college
470	the village no longer has a shop.No p.o. and no surgery in walking distance
471	Many people rely on bus services to enable them to live healthy and independent lives. Removing funding to bus services may limit people's freedom and limit their ability to live independently.
472	The bus service in Chatteris is already depleted.A cut in funding would inevitably result in even less buses.I do not own a car and rely heavily on the bus to get around.It is already virtually impossible to get to Hinchbrook Hospital in time for afternoon appointments and get home again.My husband who was ill last year had to come back via Cambridge!
473	i live in the village of haddenham and am unable to drive due to health problems removal of this bus service would completely isolate me from and make staying in my home completely untenable causing me extreme hardship and mental distress with a strong possibility of homelessness due to this decision
474	vital amenity
475	It would affect older and vulnerable people and young mothers who could become isolated in their home villages
476	We have only one bus service running from the village to Cambridge. If this is cut students and carless people will not be able to get into Cambridge independently. We have no shop in Fowlmere from this weekend.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
477	Because if we are encouraged to use public transport but the services are continuously changed, made less frequent and even more expensive, there is no way we can rely on public transport.
478	It depends whether other funding could be found to keep the necessary buses running
479	Cambridgeshire is a rural area with residents that don't always drive or have a car. Bus services are crucial to the county for old people, people on lower incomes and working families who don't have car access.
480	Many people, including myself, rely on bus services in South Cambridgeshire to get them to school, college, shops, local villages, towns, hospitals and clinics. They do not have a car and cannot manage on foot.
481	Buses are vital in rural areas, particularly for the elderly.
482	my buses are my life line. Without them I will find it very difficult.
483	It will isolate vulnerable people (pensioners, the low paid) who live in outlying villages, contributing to social distance
484	It is not a money efficient way to provide mobility services to those that need it.
485	Many elderly people in the village with no other means of transport
486	The most subsidised services are invariably the ones that cover outlying areas and are the most needed.
487	FOR MANY RURAL LOCATIONS A SUBSIDISED BUS SERVICE IS A LIFELINE FOR NON DRIVERS.
488	I am unable to drive any vehicle due to medical problems. Have great difficulty in walking any distance and live alone. I am also on very restricted income. To have to pay for the public conveyance would cause me extreme financial hardship and cause further mental and physical problems. For me personally, it would be a disaster and I am dreading the prospect of the council withdrawing funding without safeguarding vulnerable citizens such as myself.
489	I believe that subsidies are needed to provide a minimum level of public transport service for those living in rural areas.
490	When the County Council can award its councillors pay rises of 25% there needs to be a careful look at its priorities. We all pay Council Tax, and are therefore, contributing both to transport services and councillors salaries. Shame on you.
491	buses are essential to avoid congestion on the roads
492	As a senior citizen of fixed income status, and living in a modest village, I see the availability of subsidised transport crucial to the quality of my future years, however many that might be.
493	Don't know enough about potential impact, but agree savings need to be made.
494	Bus services are essential to quality of life for those in the villages who cannot drive.
495	Without the funding a lot of services and for people like me with no alternative, cutting services makes getting around difficult.
496	There are not enough bus services from Little Eversden to Cambridge as it is (young people are trapped and dependant on parents driving)
497	Villages such as Little Eversden have a very limited bus service already. It is a much valued service and lifeline for many residents that cannot drive.
498	We have limited bus service to and from the village and this is essential
499	Cuts should not be made when the council has agreed to increase its own expenses in times of hardship.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
500	Worried about the elderly, school children and students - often the more vulnerable members of our village
501	not everyone owns a car. some households have one car but two people working. how will 2nd person travel?
502	Bus services are essential for dormitory villages. As there is no a priori way to determine whether a service will continue if it is not subsidised, removal of the subsidy may well cause cancellation of services. This would be discriminatory against those who can't drive (young, old, disabled etc.)
503	As a person who lives in a village and being without car transport, I am totally reliant on bus services.
504	It may be more apparent if this is a good decision or not when the proposals are put forward.
505	A service is needed to ensure commuters can get into work within a reasonable time. The Ely /Cambreisdge service has already deteriorated as commuters now have to endure a tour of the villages every morning and an unacceptable number of stops in Cambridge. Further cuts will make the siutation even worse.
506	Buses are environmentally friendly and don't cause parking problems or congestion. Particularly vital for disabled, elderly, young and disadvantaged.
507	A regular dependable bus service is very important to allow elderly and young people (non drivers) to access shops, work, school and leisure activities. Also the Council should be persuading drivers to use public transport to avoid traffic congestion and reduce effect on global
508	The support of local bus services should be a priority, and not removed as "easy pickings".
509	I live in Fowlmere which has a limited service. Futher reductions will result in isolation for those villagers who do not have any other means of transport
510	for those that are unable to drive will be left with no transport alternative leaving them with many problems not least the ability to get to work.
511	The bus service is critical for my wife and I as she is unable to drive for medical reasons. Loss of the bus service will cause further isolation of the village from other services.
512	Without the bus route the village of Little Eversden is completely isolated to all except car drivers.
513	They are important for access to services
514	This service makes it possible for me to travel and shop etc, on my humble pension.
515	one of the services is the only bus to run down Coldhams lane which gives access to all the Beehive shops and Sainsburys,asda,M&s Leisure park and bed and breakfasts.This bus is really important and SWtagecoach should provide a half hourly service in conjunction with either the number 3 or 1 in Cherryhinton.
516	It gives insufficient weight to the importance of 'Park and Ride' in helping the elderly and reducing the traffic in the City.
517	Although I now drive I know from expireince that having a bus service when in the rural villages is esstenial for those that don't -
518	I rely on the bus, and the cost of a ticket is already quite high relative to my salary.
519	These buses are a lifeline for alot of people, most of us rely on this service.
520	the bus service provides essntial lik between the non drivers in our village and all services and facilities in cambridge
521	depriving rural areas of buses is unfair to the elderly & non car users.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
522	Many elderly and younf people in this viilage who need this service.
523	I think that the two main services that i use to get to my Job wach day would be removed. I have already had to stop working sundays which has meant a slight drop in pay - purely becuase ALL buses were cut from Sundays in the area i live in. I am unable to drive and have to rely on the bus service provided by the council, and feel extremely angry and let down that there have been previous bus custs, never mind that there is a strong chance that you will take away all services and effectively cut me off from everything bar my local village shop.
524	I use the services and would have difficulty getting to and from work. I cannot drive due to eyesight problems.
525	As a non-driver and the parent of a son who cannot afford to run a car we are totally dependant on public transport, especially for getting to and from work. Th recent cuts have made this even more difficult and adds hours to the working day.
526	I appreciate that in the present climate there have to be "cutbacks" but as someone who relies on my local bus to get around I cannot support a decision that may deprive our villagers of in some cases the "lifeline". Without our bus we become cut off completely.
527	If the funding were withdrawn, you would leave many elderly people in surrounding villages isolated, without any means of visiting larger areas where there are facilities most needed by them.
528	I realise that the Council has to make cutbacks but given our aging population it is going to be a real problem if buses do not link villages with Cambridge - for both health reasons and leisure and also for the periodic need to access banks etc. Not everyone has a generous pension to fund taxis etc. Car drivers may not always be able to drive.
529	Because I use the bus service regularly. Sayign that I don't mind paying for my fare even though I'm a pensioner if it would help. I know my next-door-neighbour feels the same. I also need the bus to go to the hospital, opticians or dentist
530	We rely on our bus passes to get about.
531	I am 81 years of age. I don't drive let alone have a car! The 901/902 from Cheveley is the only means of transport to Newmarket to shop, for food. I use the service to visit the doctor - I use dial-a-ride to take me to the hospital on the Exning Road. Taxis are too expensive to use on a regular basis. I would use only in an extreme emergency.
532	As my wife and I are retired persons, we rely on a good bus service as we do not have a car.
533	Yet again, vulnerable people including sick and elderly who have no other options (especially in these rural areas) are to be penalised.
534	If you take the Saffron Walden bus off I have no way of getting to Saffron Walden.
535	Subsidised bus services are the only means of transport for those in rural areas who have no access to a car
536	I did not realise that this consultation was not considering people with no village bus. Surely there should be transport for everyone - that's only fair! We realise that often cuts have to be made. However, people's needs should be researched more carefully. You want to take cars off the road, a good public transport system and scross country is the only answer. The bus pass has to be retained, but used more fairly. Suggest that all bus passes are retained but only for the area one resides in EG Bedfordshire, Cambridgeshire, scross the country. If travelling into another county, the bus pass could be shown and half-fare charged to pensioners. So many are living on very poor pensions.
537	Some people have a bus pass but no bus - life is very lonely for them! We all desserve first class transport links.
	I live in Little Downham and use the 125 service every day to get to and from work, without this bus I would have no other way to get to Ely to

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
538	depends on how many buses/bus routes get cut
539	Because those of us without cars rely on buses. And if you want to ease congestion by tempting people out of their cars and onto buses, you need a decent bus service.
540	the bus is a vital link for us
541	Subsidised travel is a life line to the over 70s many of whom dont drive or own a car, and with the use of our bus pass encourages many pensioners who can drive to use public transport for visits to Addenbrookes or the city centre from their villages thereby easing road conjestion and parking. Cut the buses and increase the road chaos.
542	It will put people off using the bus service, resulting in more cars on the road, worse for the environment, worse traffice. Tickets are expensive as is!
543	We have a very limited bus service in the village and if it is taken away it will impact the whole community and cut us off from Cambridge.
544	Subsidised bus services reduce use of the car, reduce congestion and parking problems, and enable many older people to get out and about.
545	Because as it is now if you work in Canbridge you cant get a bus on a Sunday and you have to stay in a B&B,also the bus service to Peterborough is non existant again forcing people to loose there job as you cant get a bus during the day or Sundays and the train does not run on Sundays until late morning.
546	I live in a rural area where there are now no amenities (the village shop has recently closed), so the only way to acquire basic provisions is to drive. If you do not have access to a car rural life will be further isolated.
547	It will have an effect on the older user who have no alternative transport.
548	There are two sections of society that must be protected, the young and the old. Yes, savings have to be made, one does not have to be Einstein to see tha there can be huge savings to be made within the "benifit culture" so just do it. Working age? then work please.
549	Because this will result in further cuts to our currently very poor bus service. This in turn will result in further traffic congestion on our roads as more people take to their cars, and add to pollution.
550	rural residents are dependant on this subsidy to travel you are targetting the most vulnerable to achieve your savings
551	Nus services help those most in need and/or cannot afford to run a car. Often, they also feed other modes of transport e.g. the 61 in St Neots links into the railway station. Withdrawing some services will cause hardship to some and benefit few. There are other savings that could be made elsewhere e.g. ending cooking lessons for middle class dads in Sure Start centres springs to mind. It is also faintly ridiculous to cut rural services when so much cash was poured into the guided busway - how much is that costing in interest and MRP? I imagien the MRP alone is about three times this saving.
552	As a senior citizen who, due to circumstances, has to work, and living 12 miles north of Cambridge, where my employment for the past 11 years is based, the need to pay fully for transport would put it on par with fuel costs and the probability of me taking the car in each day again, along the A14!
553	Withdrawal of Service 31 from Hauxton would mean no access to GP, Dentist, Shop, Bank or to Cambridge for non-drivers or those w/out a
554	Allowing people who live out of town to get to their place of work is essential for the economy.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
555	Buses journeys should be encouraged
556	For lots of reasons, ranging from traffic considerations, through concern for the mobility of the aging population, to concern for the environment, we need more and better public transport not less.
557	it is totally unacceptable to leave people on rural bus routes without any means of getting to work (and therefore hold down a job or consider applying for one)getting to shops (local and into nearest town) and health services of any kind. This also means total isolation for many and no chance whatever for a social life, in a very short time this will also have a servere impact on the local economy which is already in dire straights. As a big percentage of bus travellers are the Senior members of the public (although by no means all) these are people who do spend quite a bit in the area and their spending habits will be missed. To sum up this has not been thought through at all and not what Central Government intended at all when demanding cuts in Local government spending.
558	Route 31 passes my home in Hinton Way Great Shelford. It is a very convenient service into Cambridge and Addenbrooks Hospital so avoiding the use of my car.
559	Buses are not a luxury. They're a necessity to many, many people who can't drive (whether that's for age, economic or practical reasons) and don't have an alternative means of transport.
560	Thriplow already has an atrocious bus service (31) taking nearly an hour to cover the 8 miles to Cambridge. Also, it has already lost service
561	local village bus services are vital for elderly people who wish to shop, visit friends/ relatives
562	I wholly rely on the bus services, both locally and to/from work. Furthermore, we should be expanding bus services at this time, not slashing them - for the environment [reducing the number of cars on the roads] and for the economy.
563	There has not been adequate analysis of the needs of the public, particularly in the rural areas.
564	As a retired person living in an outlying village with no private transport the subsidised bus service allows me to trim my budget for travel to places for shopping, etc.
565	I live in the countryside and buses are required to enable people,especially the retired and elderly,to travel for work (into Cambridge and the ever expanding Addenbrookes)shopping,visiting relatives,etc. The cost of fuel for cars is getting more and more expensive and roads are becoming more and more congested,therefore frequent alternative modes of transport,ie buses,are required. Also 'greener' modes of transport are required.
566	Withdrawel of the very limited 196 service would close Horningsea for anyone who is unable to drive completely as well as be contrary to transport policy to reduce car use.
567	There are many people, particularly the elderly, who are unable to drive a private car, who rely on affordable public transport, and who would be seriously disadvantaged if this was not available.
568	I haven't enough information to help me decide
569	because i wouldn't be able to get to work on time so would probably loose my job
570	I live in Haddenham, a village that is cut off from other bus services. without the bus service I would not be able to get into Ely or Cambridge as I cannot drive. My nearest other service is 3 miles away.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
571	bus services are already expensive and limited
572	Local people who cannot drive are dependent on the bus for getting into Cambridge from Great Eversden.
573	I do not support the decision as I use the bus every week day to get to and from work and on some Saturday's. I have been using the bus for nearly 3 years now. A lot of people are dependent on using the bus including myself due to either being too young to drive or because of the way the economy is; everything is going up in price which does include fuel prices increasing so not many people can afford purchasing a car let alone all the expenses on top of it.
574	The subsidised bus services are run in rural areas of Cambridgeshire, the removal of which, will isolate people without alternative methods of transport and prevents students from attending Sixth Form in Cambridge
575	We need buses to get cars off the roads, and to enable older people to get out of villages without services.
576	I believe that a number of services may still need some subsidy.
577	Without publicly funded transport private enterprise is likely to axe financially unprofitable services which would impact those who don't drive (elderly, young, disabled etc). A knock on effect is that businesses would lose these customers. A comprehensive publicly funded transport systems is a sign of a cultured and socially minded society.
578	The council has a statutory obligation to support public transport on non commercial routes. I fail to see how a decsision can be made before consultation with users.
579	its not fair on younger people
580	Important for rural villages to keep a bus service
581	Increasing cost of bus travel may hamper Cambridge's economy by discouraging peoples' use of bus services.
582	Because it will cause hardship on communities which rely on bus services that are not commercially viable
583	Many people rely on these services to get to and from the shops and just to relieve the boredom of their lives, as many do not have their own transport.
584	i use the bus often and how are the students who dont drive ment to get to school/college also alot of workers use this service aswell...a couple of times could be scraped but not all of them
585	This bus is the only means the elderly non-drivers and schoolchildren cn get to and from Newton. Removing the service is not acceptable. It is much more beneficial to keep this bus service than construct seldom used paths form nowhere to Newton and was done a few years ago.
586	Without use of a car and living on my own the 75 bus is my only way to get out of the village.
587	The bus services covering rural areas surrounding Cambridge are essential for those residents like myself who do not drive and for whom they are the only means of transport into the city
588	A very large number of people rely on bus services as an indispensible part of their daily lives
589	i use the bus to get to work
590	Bus services in rural areas are vital for those who do not/cannot drive.
591	we have no convenient bus service now

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
592	The buses are a necessity for the young and the elderly. Many people rely on them totally for transportation. People who live in the country would be disadvantaged by a reduced service. Buses mean less cars would be used in Cambridge.
593	Because it will mean that many older people will be once again left to find alternative arrangements to continue to live a life they know and above all deserve, cutting bus routes/funding from Villages into major towns is a complete non-starter. I am not elderly and indeed can drive but prefer to take the bus into town as I find it quite enjoyable.
594	there a lot of old and disable that need this service to get around
595	It would cut off people's independence of being able to move around the country and make it unaffordable, particularly for the young who are not able to drive. Could even effect their education
596	It depends on the service
597	only transport for the elderly and young people
598	Many people rely on the bus routes and cutting the services will make it much more difficult for people to lead their lives and travel freely.
599	Unable to get to and from work, had to reduce hours and income
600	There is no obvious plan to provide a decent substitute for people who will be stuck without transport, and many of these will be isolated or vulnerable.
601	I think subsidising bus services sounds like a good thing for councils to support.
602	Villages and elderly non-driving people's isolation
603	The planned withdrawal of rural bus services will disadvantage those less able to pay and those less able to travel in rural areas. For those who have cars it will increase traffic.
604	Please I rely of the 45 bus to take me to Huntingdon Station to I can get a train to work. Without this bus I shall become unemployed
605	Living in a rural community we rely on the bus service to get to shops, banks etc. Without the service many people would be stranded in the village.
606	The bus service is a life line to those without their own transport. Environmental concerns regarding one person in each car.
607	It depends what other provision you have in mind
608	Bus services to villages are the lifeline for people living outside the city centre. It is vital that public transport remains as affordable as
609	Without knowing which services are to be cut it is impossible to come to a reasoned conclusion. However buses are a vital link for some many people any cuts need very careful consideration.
610	I believe that money could be saved elsewhere (such as reduction or a freeze in pay levels for senior Council members). Transport around the county is vitally important and should you wish to withdraw services, you put an emphasis on individuals using private transport to travel. This will have a negative effect on the environment.
611	There are a large number of villages around Cambridge whose inhabitants would become cut-off if funding was reduced further. I know some areas are struggling already with out a bus service in the evenings or at weekends.
612	If the Council wants to encourage people not to drive into Cambridge centre they need to provide public transport

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
613	Dependence by poorer members of the community in outlying villages on this service.
614	we live in the country, we need buses to get to town
615	Many - especially the elderly - have little chance of local travel except by bus
616	The only possible way of achieving any progress in persuading people like myself out of our cars is to provide a reasonable and reasonably priced alternative.
617	The service is already poor, and Harlton is effectively cut off in the evenings; I am sure the same applies to many other villages.
618	Cambridgeshire has many elderly people living in rural villages and the bus is their only form of transport. I live in Harlton and there is no shop so where would the elderly be expected to shop?
619	although it may save the council money, the overall cost to society of this decision will increase as people use cars more or have to use taxis. This will also increase carbon emissions and road congestion. It will also leave some people unable to travel, often for work, and so may cause them to lose their jobs - very serious for them and bad for society. On the bus I travel on there is one passenger who cannot drive for medical reasons and another who is not able to have a car. What are they to do?
620	This will lead to a restricted bus service to villages where those who have no access to private transport will find difficulty in getting access to shops, health services and theatres, cinemas and concerts.
621	The 75 Whippet bus service is essential for residents of Harlton who have no other means of getting to Cambridge
622	The bus service in my area has been drastically reduced in recent years to the point of its not being practical to use.
623	If you live in a rural community and it's your only link with the outside world for shopping, Hospital etc you are isolated
624	I need transport into Cambridge for shopping, library and occasionally swimming. we have one car which my wife uses.
625	There are some services that are never going to be commercially viable and the County Council must ensure that all residents have access to a basic service - for shopping, health care and to be able to retain some independence.
626	I regularly use the bus service that goes from my village, I would not have any other way of getting anywhere
627	i have no transport so would not be able to go shopping pay bills or just get out of village.
628	If the subsidy is removed the route may close and I and my family use the route!
629	a lot of people especially in rural areas will be stuck. i myself will find it a problem to care for my 89 year old mother which i do daily.
630	Services are now non-existent to many outlying villages.
631	These bus routes are the only way that many people can access anywhere, without them they are stuck in their village often with no alternative transport, this really affects both the young and the older residents and those on low incomes who cannot afford to run their own car, leading to a feeling of being isolated, many of the smaller villages no longer have a bank or even a post office so how the residents can get to services is in question too.
632	Our bus service is awful, and cutting the funds will make it non-existent.
633	Providing and subsidising decent public transport in a rural county like Cambridgeshire should be one of the council's highest priorities.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
634	The bus services currently provided are currently the only way for some residents to easily travel around the county - particularly since many residents are unable to drive or can no longer afford to run their cars
635	Until the public are notified we will not know which buses are affected.
636	As a disabled resident in North Cambridgeshire the bus service is not optional - for me, and many elderly people who cannot afford to or are unable to drive, the service is our link to basic services.
637	If there is a necessity to save money so it may be the only option.
638	I live in Papworth which only has a subsidised bus service and I am concerned that the service may be reduced or taken away completely
639	During an economic down turn the poorer in society rely on "subsidised" busses to get to work, cancelling these services will only make it harder for the lower income families to cope and get to work.
640	We live in a small village in Harlton and the bus service is essential to people who do not drive to get around.
641	people need more local services rather than throwing money at guided bus. MAany villages have lost services to subsidise this.
642	It depends on the effects of the subsidy reduction
643	I use the buses a lot every day
644	Without this bus service, people who do not drive/elderly/disabled, have no way of getting to hospital (unless they can use the ambulance service which also is under threat at present) or of just getting into Cambridge for anything.
645	Has to be done...
646	Some people in small villages rely on the bus service, particularly the elderly and those with limited finances, ie no car
647	This is the only means of transport for some people and youngsters in the village. With an aging population rural communities will be isolated. Better to use public transport than lots of cars.
648	There are too many residents in rural areas who will suffer greatly if bus services are cut.
649	Because it will seriously affect the finances of the elderly
650	There are people in the villages who require a bus survey; that is, the elderly and six formers.
651	A community requires a bus service.We are being encouraged not to use cars. The elderly need to get to town, see friends and get to the hospital. How can they do this without transport?
652	Buses have reduced carbon emissions compared to the cars and taxis that would otherwise have to be used. People in villoages become socially isolated without buses.
653	I live in the Village of Gamlingay and work in Cambridge. I use the 18a bus service to get to work as do a number of other people to get on the bus daily between Gamlingay and comberton. The Council should be encouraging the use of the bus network, not destroying it!!
654	Bus subsidies are relatively low cost to the Council and are needed to support and encourage public transit, which is more efficient from an energy standpoint than private transit. The subsidy is also important for travel by many retired people for whom the expense of a private vehicle is prohibitive.
655	living in a village with no shop or doctors we need the bus to access services

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
656	Don't know what the implications are fully.
657	It's important to provide reliable and frequent bus services to reduce resident's reliance on private cars
658	i don't know the full details of what is happening
659	I am not currently aware of the exact impact that the proposed withdrawal will have.
660	I use the 61 bus service (Eaton Socon - St Neots Train Station) during the week days between 6.20 and 7.20 in the morning and 6.20 and 7.45 in the evening. Without the bus service being available; it will create severe difficulties for me getting to and from the train station in order to travel to work.
661	the bus service is a vital service for those in the village who have no access to a car
662	Rural bus services are a vital lifeline to to those elderly and young people who do not drive their own car.
663	I use a bus to travel to Cambridge for shopping. I avoid using a car. As a pensioner I find the service 'Citi 8' very useful.
664	The early morning service to the Railway Station is essential to many people who do not have any other transport for this journey and for those that drive it would give added parking problems as parking charges are astronomical at the station and so many would park in the street and by doing so cause much disruption to local residents around the station.
665	buses are a key social provision for those people without cars, especially those who live in rural areas and do not have access to community transport schemes.
666	Some people really need these busses. School leavers too young to drive but live rurally are just one group of my community! I think we only get 2 busses a day as it is!
667	I live in Lode. I don't drive.
668	try living out in witcham with its only one transport link to get the elderly to the doctors and shops. you keep banging on about not using your
669	Bus services are essential for a lot of people who do not drive and rely on public transport. Cutting bus services means isolating more and more people from their nearby communities. Instead, there should be more subsidy on bus services and more bus services should be
670	It primarily hits the poorest pensioners
671	I don't support this decision as it may affect buses i need to use.
672	I do not drive.
673	We do not know what the alternatives could be and if these savings really need to be made.
674	Because i live in the village of Whittlesford where my 16 yr old daughter rely's on getting a bus to Long rd sixth form, monday to friday, at present she has to go to sawston just to catch a bus , due to the long rd timetable, the very few we have come through Whittlesford are not
675	Not everyone has a car. Quite a lot of us rely on buses to get to work. It is OK if you live in the guided bus corridor but it would appear that no one else matters.
676	Residents in villages will be left isolated especially those without transport or limited access. More villages are loosing shops and post offices making local shopping impossible.
677	Pampisford needs public transport for those villagers who rely on it to get from A to B.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
678	Because the buses provide a vital service to people living in the villages without their own transport.
679	I believe public transport is very important and thi could discourage people from using it if services are reduced
680	To ease traffic congestion it is essential that viable alternative transport is provided
681	We do not know at this stage what impact the C.C. proposals are likely to have.
682	no comment
683	Too many people depend on bus services for domestic, business and pleasure transport
684	rampton needs a bus service
685	I moved to Cambridgeshire in March 2011. For the first 3 months of living in Cambridgeshire I found it extremely difficult to find a job. It was hard to attend interviews, report to the job centre to receive my benefits and take mandatory courses when required due to the lack of public transport. I have been in employment for six months now and hearing of these changes is very concerning. I have had to talk to my manager many times to adjust my timetable to fit in with unreliable public transport and now I may have to do that again or even worse, risk loosing my
686	As a daily user of public transport, buses and trains, in Cambridgeshire, I strongly believe such services should be publicly funded.
687	Many people have been affected by this and many more will significantly
688	I believe bus services, especially local bus services, should be provided for local residents without the need to consider the cost. Buses have historically been the transport for the less wealthy sections of our society and this remains the case. For communities, especially rural ones, to flourish, they need to be connected with the towns and cities in the locality. Without proper provision of public transport in the form of a network of regular and reliable bus routes, they quickly become isolated and the reserve of the wealthy car owners. Ther are already many villages in Cambridgeshire that are the preserve of the well healed, as non car owning residents either die out or move into town where there is plenty of public transport provision. Ruran routes do not need to be a drain on public funds. In fact with appropriate marketing they can become revenue earners, whilst at the same time helping to keep rural communities vibrant.
689	The bus service provides a vital service for those without other access to transport - especially in the villages where people could become cut
690	Bus services are a far more sensible way of travel locally than going by car - considering car maintenance, fuel and parking fees, bus travel is much more economical. many older people have no access to a car and would be stranded in their locality being unable to get to the major towns in the region.
691	I live in rural cambridgeshire, my bus service is vital but already barely adequate
692	Bus services are green transport and essential for many villagers, particularly elderly ones without cars.
693	Rural Communities in the main will be cut off from the rest of the County. Not everyone has a car or can afford the cost of a taxi
694	rural areas are suffering badly because of the lack of buses in the area. People have difficulty in getting to the City Hospital in Peterborough. When it was being built there was not an issue about getting to appointments etc or visiting those who are in hospital, now from March you have to catch the 9 am bus to get to Peterborough. There is not another bus in the morning. It takes all day basically to get to the hospital. Rural areas are always severely affected.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
695	I hate this decision and everything about it. I am a blind user of the bus service and rely on it for everything in my life. I use the c 7 route from wobourn place and have no way of doing anything without the service. This service was fantastic when I lost my eyesight two years ago. Moreover taxes are payed for things such as this for people who can't drive, who are elderly or disabled. Why not tax the bankers, the robin hood tax would wipe out our deficite within a year, with ease. Moreover I feel you are deliberately trying to stop blind and visually impaired people from voicing their opinion because this is not compatible with screen reading software. I am having someone sit beside me and read the form to me. So yeah, I don't like this decision and everything about it and anyone to do with it.
696	I am a pensioner living in Southoe and cutting the 67 67 has denied me transport to go to St.Neots for shopping and medical support
697	Too many services have been cut.
698	It is correct to review funding, but the impact needs to be understood *better* before the cut and alternatives (like community transport) fully explained. Travllers need good information and time to respond and adjust
699	Bus services are vital for those without private transport. I need a bus to get me into work and thus support the local economy by spending my salary.
700	It flies in the face of the need to encourage the use of public transport instead of cars
701	The service has been considerably reduced already - it is very poor to Peterborough. The subsidised section (around March) enables elderly local residents to visit doctors,banks,shops etc. I suspect that the town has a higher than average population of people over 60. Our current service is, I thought, subsidised by Tesco's.?
702	By reducing bus services more people are using cars thus adding to the already busy roads and increasing green house gases.
703	Withdrawing all funding for all local bus services while pouring millions into the guided bus which can only be used by people on that one route appears to be very biased
704	THE BUSES HAVE ALREADY BEEN CUT BACK TO THE BONE IN THE AREA, CUTTING THEM AGAIN WILL LEAVE MANY MEMEBERS OF THE PUBLIC STRANDED.
705	Insufficient consideration given to the impact on communities, including young people.
706	I haven't read the detail of the proposal
707	Insufficient information
708	The need for bus services in a rural county are critical to most villages way of life.
709	Cannot cut rural villages off. I live in Manea and have just been made redundant at the age of 68. Will not be possible to maintain the car for long not only financially but possibly medically. Only access is to March & Wisbech by bus. Already cannot access Chatteris where my doctor's surgery is for last 30 years and also my dentist & Halifax bank (March branch closed last year) now in Huntingdon. Could only visit my daughter with difficulty by train to Cambridge as station is about two miles away at either end.
710	the buses are vital for rural communities
711	Ifear that loss of funding will lead to the cancellation of services
712	Details are still unclear

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
713	In the current economic and environemntal climate bus and other public transport should be increased not decreased.
714	Until I know if it affects my commute to work I won't know what sort of decision it is.
715	Little Downham Parish Council wishes to express concern for bus services in rural communities and believes it is imperative to keep funding in rural areas.
716	We live in a small village with limited facilities. Without a bus service the elderly and young people (who need to get to work) can not reach a town.
717	You want to get people onto public transport yet you want to cut services and charge more. This mainly affects the less well off and
718	Many people rely on these services. In many areas they tend to be pensioners with no other means if transport.
719	So many elderly people rely on Public transport for various reasons. Not everyone in Cambridgeshire owns a car.
720	I use the bus all the time and need to go to Ely & march
721	I am disabled and rely on the bus service out of Wistow and Ramsey otherwise I cannot shop. You would be cutting off my lifelines.
722	The people who use them do so because of there relative wealth being lower than car owners.
723	The Council has to make cuts somewhere - a reuction in subsidy is reasonable, but not a wholesale removal of subsidies, which has had the (expected) result of services being cut based on whether or not they are subsidised rather than whether or not they are needed
724	Over the last ten years we have gradually lost most of our transport. We are now having to accept a 'service' which dictates which day we can travel and how long we spend shopping etc. Are we now to lose even this token offering?
725	Because it gave so many people pleasure in these times when money is not too plentiful. Living on pensions makes people isolated, cant afford travel.
726	For years it has been advocated to 'Leave your car at home and go on a bus' The withdrawal of the subsidies could see a loss of buses services putting people back in their cars and hence increasing costs of road repairs and having to build bigger roads advancement!? and what about those who have got rid of their cars to do this?
727	We dont have enough buses for pensioners, it can end up expensive.
728	Without the buses, villagers will be cut off. Both young and older people need to get to work, for medical and legal appoitments, clothing and other shopping. The 18 bus takes people to Morrisons Supermarket for essential items. We should not be taking cars into Cambridge and many of us who drive prefer to use the bus to save on fuel, parking and congestion.
729	The bus services provide a lifeline for those who work outside the village but live there. We are told that publich transport is the the acceptable 'green' face of council transport, ith is however, threatened, in which case the number of vehicles and pollution will increase.
730	I know many people who have no other means of transport out of the village and who will have to rely on others for transport, loss of independance is debilitating.
731	I need the local bus to access services (although I am not able to make much use because of age and infirmity) it is still useful for me and for the menbers of my family. Without a car to access Toft from Cambridge also services Camborne from Toft.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
732	Not sure which services are subsidised. Service 18 to Toft is one I have used. Concerned about elderly people. People who can't drive and can't afford taxi. Young People.
733	There is a possibility villages close to Cambridge will be cut off. People unable to get to work EG Horningsea. While we recognise need to economise some services can be maintained/ improved by Stagecoach re-routing either Citi 3 or services from/to Ely ect: 9or x9.
734	The subsidised buses are vital to those who use them, especially in villages with no other forms of public transport. Perhaps the free passes given to OAP's which I do support, should be replaced with a fare again. I am sure most people would rather have a bus service, than no service to use their free pass on.
735	Not sure if subsidy is reduced or totally withdrawn.
736	I'm retired and use the 106 twice a week for food shopping and meeting friends.
737	Many people in rural communities depend on their bus service.
738	The village has no regular buses and we want to keep the only one we have.
739	Rural bus services are crucial, particularly for young people and the elderly, who may be unable to drive or not have access to a car. I fractured my arm 3 years ago and realised how quickly you become isolated if you do not have access to a reliable, frequent bus service.
740	Small villages like Boxworth will be left with nothing, that is not the way forward. I know we are pensioners, but we need our 'outings' like other people and we need to 'eat', thus go shopping.
741	People are dependent on public transport for shopping and visits to the Doctor/Dentist and Hospital in this village. Although there is a station it's approx a mile from the centre, too far for the elderly to walk.
742	Some withdrawal may be necessary, but with some villages without any transport will be totally isolated. Rampton does not have a shop and relies heavily on getting out. The 106 to Ely is the only direct link. One to Cambridge without having to change would also help.
743	No9 Elsworth, St Ives- these are the only ones we have for shopping, bank, opticians, dentists. This elderly couple have no car and they live in Connington.
744	Cutting subsidised bus services will cause bus drivers to become unemployed, will make trips to town for OAP's and the disabled potentially impossible for both shopping and medical appointments. With less people visiting towns, the high street shops will suffer economically. Bus services should be encouraged as it is an environment friendly form of transport.
745	We will be very isolated to get to town which is only approx 4 1/2 miles. I am a senior citizen who needs the bus regularly to visit an elderly sister (80yrs) in Comberton to help her pay bills etc. We only have 2 buses a day 196 into Cambridge & back, except Saturday & Sunday. Please keep our 196 even if we have to pay half fare to help keep it.
746	Being a pensioner subsidised bus services help the pension go further.
747	In some cases it is the only means for frail mainly older people to get to the shops.
748	Because you will make people like myself prisoners in their own homes, as I have no car and limited bus services.
749	If the N/12 bus is withdrawn many old age people will find it hard to get to town at a reasonable time particularly on Monday the day of the

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
750	In rural communities, the bus service is often the only public transport available. Those people who are unable to drive or cannot afford to drive are left stranded.
751	Pensioners need these services, not every one has a car or can afford to run one.
752	It is one of precious little privileges we get for our taxes, without the funding many of us pensioners would be isolated. Actually stranded or reliant on neighbours kindness. Taxis are expensive.
753	Because I and many others will not be able to get to the shops for food. The idea was to get people off the roads and onto public transport, It also allowed people who could not afford to get out (over 60's) able too instead of looking at 4 walls. I know of at least 5 people on the bus that travel on it just to get out for a few hours.
754	I am 66 years old, do not have a car of my own, do not have access to a car. If the is taken off I will have to walk to Fison Road to catch No 3 the a taxi home.
755	The older generation rely on the service.
756	I live in a village and I am retired, buses are a lifeline for Doctors, shopping etc. I cant afford taxis.
757	I have lived in the village all my life. We always have had a bus, so hope it will stay that way, not only for me but for everyone else. We need it for shopping now we dont have a shop or Doctors. We all cant afford a Taxi.
758	I use the bus when I have appointments in town and want shopping. We only have 2 buses a day .196 in town and back no buses Sat & Sun. We are in the middle of 2 villages Waterbeach on one side and Fen Ditton on the other, we would have to walk 2 miles to catch it which can be impossible and would have to leave early and we have a few elderly residents that use the buses. My children use it aswell and I use it to get to work.
759	Unfair to elderly.
760	If our one subsidised bus is removed, the village will be cutt off from Newmarket, not everyone has access to a car. It will also affect local buisness.
761	Living in Boxworth the loss of subsidy could lead to loss of the VERY few buses we currently have. This could effectively cut my ability to get anywhere. Monday /Friday- Doctor, Dentist etc:
762	Buses are good for the enviroment. The high street relies on shoppers who arrive by bus. Bus drivers will become unemployed. Pensioners and disabled people will be unable to shop for groceries or attend Doctors appointments.
763	For older people like myself the buses are a lifeline. They enable us to get out of the village. We live in to do shopping, meet friends, have lunch out. The buses are sometimes which we rely on.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
764	The current service is grossly inadequate. An example is the No 9 bus between March & Cambridge has proved disasterous for the residents living between Latchford Road & Ely town centre. The 2 hourly service during the period when Ely college is session is reduced to a 4 hourly service because the bus is diverted onto the outskirts of Ely to take in the college, So on a weekday afternoon the service becomes almost noe- essential for those living in the Witchford Road area, a great hardship particular for the elderly & infirm. Those who make the descisions must have no idea hao difficult it is to arrange appoitments at Doctors, dentists & hopitals using using the current public transport arrangements. The hourly service badly needs reinstating and the route adjusted to enable everyone who needs service No 9 can be assisted. A further point to make, is some residents living in the Witchford road area, have no direct access to the POW Hospital in Ely & the rail station, a most unsatisfactory situation.
765	This is our only means we have to go shopping, We do NOT have a car so public transport is very important to us.
766	Removal of funding will lead to reduction in bus services. This will affect rural communties in particularly those with no vehicular access which will most likely to be the poor & elderly. It will increase cat usage when we should be looking to decrease the number of cars on our roads.
767	I aswell as the rest in my family need a local bus service to do shopping for dentists appoitments, also for shopping in Cambridge.
768	I do not have my own transport, so to be without public transport would make life very difficult as I need to get to work. Horningsea (Whippet 196) is only 4 1/2 miles from Cambridge.
769	Some people could become Isolated in the village where they live if they haven't got access to alternative transport.
770	No other means of transport.
771	I speak for the 199 service. This bus is a lifeline for many elderly (80-90 yrs old) who live in this area. Most are widows or widowers living alone without car who are too frail to walk to the service bus stops and certainly unable to carring shopping from the bus stops. Many do not have computers and are unable to shop online as most supermarkets now require. Many can not afford taxis fares except for doctors & dentist appointments.
772	It is my opinion that what you are planning is going to isolate a lot of elderly people who dont have any means to travel from getting to the shops etc and people who work in one place but live in another fro getting to their jobs. Many bus passes holders would willing to pay half fare to keep the services running.
773	We have very few buses in our village, we would welcome one around lunch time, not everyone wants to stay in town all day arriving back in our village around 4 especially now we are all getting older.
774	Perhaps some bus services could be cut to run certain days instead of every day.
775	We dont support it because we both dont drive, we dont want to feel isolated.
776	Being a pensioner I could not afford the high fares and rely on the buses to get around.
777	I believe what you are doing will stop me around, a lot of elderly people from a having a day out to Ely and other places, as we meet a lot of others who live alone, and spend a lot of time with no one to talk to.
778	We are retired now, but had transport problems when the children were at home. We use the local bus for Addenbrooks where I am unable to drive. The timetable has not changed so other people must have the same problems we had.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
779	It is short sighted for public transport to take the hit in a time of austerity. An improved, not reduced public transport system would lead to many eventual savings such as in road maintenance, improved public health through less pollution, less accidents and less economic costs through congestion. It is also good to be spending large sums on the successful busway whilst cutting many other bus services.
780	Cuts down car travel, pollution, congestion etc.
781	Need a bus service.
782	75 bus route- has villages without shops and no one can live without needing shop. Admittedly the only destination is Cambridge so people have no choice of place. Going to the Hospital should be cancelled. 18A bus route- Useful too but again Cambridge is its destination. There are plenty of buses to the Hospital and back-cancel the 75 route doing this. There should always be a public bus service, no need for a service or dial a ride when a good service should be provided.
783	We need the buses. I have no other transport, less buses mean more cars no buses mean can not go anywhere, just stay in the village.
784	For some the buses is their only means of transport into town and currently the buses service for me isn't adequate given there aren't buses on Sundays or past 6:45 back from town in the evenings. The prices have been rising steadily for a while anyway. To raise prices further puts pressures on households already affected by the recession. Transport is an essential area households can not cut back on.
785	Many elderly people have to give up cars for health or cost reasons.
786	Viable bus services are essential for work, education & recreation access for many communities.
787	Because some people can not use the train with its steps & also carrying heavy shopping, getting the bus you don't have this problem.
788	With an aging population bus use is becoming essential for many as the ability drive slowing is lost. Misguided schemes eg: Guided Bus and poorly drawn up contacts waste money and could be better spent on other services.
789	Bus services provide a way of life in rural communities for lots of different people, eg elderly people & people who can't drive and have to get to work.
790	This is the only bus service that is reliable to this area.
791	It will be unfair on those who rely on buses to go to work or visit friends & family.
792	I realise it is necessary to reduce the bus subsidies and understand your predicament. By cutting some services that are very frequent to less frequent, I think this can be achieved without too much inconvenience.
793	I feel that the buses are poor now. Everywhere else in the country the buses are every 10mins where as here they are every 2hrs which I think is very appalling.
794	Traffic & people movements vary a lot especially around the A14.
795	I live in a rural area with no rail station and no car. Buses are essential to my mobility.
796	Bus services are very important to keep rural villages linked with the outside world. As the future plans are to build more houses in villages to keep traffic down it is necessary to provide a good bus service.
797	I don't drive and rely heavily on buses.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
798	Bus service is gone all bus to be taken off round the village, Cheveley, Saxon St, Red Lodge, Mildenhall, Bury, Newmarket. Haverhill, Ely, Cambridge. ?
799	Because we live in Upton village we rely solely on our bus service the majority of people in our village are pensioners and a great deal of them have no transport.
800	It generally affect the elderly group to which I belong.
801	Bus services are essential, particularly in rural areas, for non-drivers, the elderly, aswell as workers, students etc.
802	Council costs must be reduced.Why cannot non-subsidised routes change to increase passengers.
803	Being 85 years of age, I rely on the bus services.
804	I have lived in Duxford since 1951. We had shops, buses every day now we don't have anything.
805	We do not want to lose our bus stop as it for many people a lifeline to go to the Doctors, do the shopping, get their pensions. There are many people who need this service in Spaldwick. Please do not stop these bus services.
806	as a resident of Pine Hill Park Wyton on the Hill the 1B bus is the only means of transport to St Ives or Huntingdon we are elderly residents who are not always able to drive and our only public transport to hospital appointments.
807	subsidised services are there for a reason
808	I am a commuter to london and I am not going to pay to park at the station I already pay £5K a year to get on a train that does not get me in on time. I think the bus service is too restrictive already cutting it will mean I will park in one of the residential areas. This is not green and will lead to higher CO2 emissions and more residents complaining about the parking in residential areas. If you want to save money then you should not have wasted it on the busway in Huntingdon and stop punishing the largest town outside of Cambridge itself.
809	we need a reliable bus service in Witchford - how are people without cars expected to travel, we chose to live in Witchford because there was a reliable bus service..bus passes for retired people will be useless without a bus service
810	because of disabled and oap's who rely on this service to get about
811	Because I have lots of close friends and family that rely on the service.
812	My father uses the town circular daily in St Ives, He is 89 years old. he can catch the bus 50 yards from his house, without this service he would have to walk 1.5 miles, he would therefore not go out very often. It goes around all the estates allowing all elderly people to catch the bus, it therefore could be said that we need more buses not less.
813	I have used buses all my working life (37 years) and until last year I could rely on a 'workers' bus to get from my home to Huntingdon to connect for Cambridge. I would leave Buckden just after 7 and could get to Cambridge for 9. No longer!
814	I use the bus to get to work
815	Villagers need a bus service. Not everyone can drive.
816	people depend on public transport like the blind and disabled

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
817	People (especially young) who live in places like Cambourne or Fulbourn would not be able to get to work, university, etc. if bus services are cut. I am myself 19years old and I already struggle because sometimes I have to walk to Tescos to catch the first bus, buses do not come a lot of times, they are constantly late. Mostly I have to leave my house extremely early to get to work, university, radio volunteering. Sundays are just awful already. Of course, I would love to live somewhere in the City Centre of Cambridge though I can't afford it. My parents do not have jobs, I have to send them money and live on my own. To conclude, I believe some of services must be improved rather than cut.
818	Thousands of elderly people rely on buses to lead full lives. Paying full fares would severely restrict them.
819	I PERSONALLY REGULARLY USE SOME OF THE SERVICES UNDER THREAT AND IT WOULD PRESENT TRANSPORTION DIFFICULTIES IF THEY WERE WITHDRAWN
820	Cuts need to be made however with petrol prices and car costs it is unreasonable to always use your car....
821	as i am a pensioner withdrawal of this service,(16 & 17) means i have no way of getting to sainsbury, beehive centre and the grafton from cherryhinton.As well as outlying villages on these routes.
822	The more you remove the option of public transport the more people will invest in their own transport (car) and then fewer and fewer people will ever return to public transport, creating increasing congestion on the roads
823	I don't know enough about how it will affect services close to me
824	It's a lifeline to some of the people in these villages. For work, school and shopping.
825	Some people living in villages may be isolated if bus service ceases due to subsidy removal
826	we have probably the worst public transport service in Europe. More third world . With high fuel prices, the public should be encouraged to use public transport, that means increasing numbers of busses.
827	Because I use the 106 bus from Cottenham to Ely and do not own a car. This service is the only bus service for many older people who live in the north of Cottenham
828	Implications of decisions can change
829	I cannot drive as I have epilepsy and rely on the bus service to get to Ely, esp for taking my children to appointments. I am out of work and the bus service is already low and has reduced my opportunities of employment.
830	Because I live in a village which even now is poorly served by public transport,with the result that we are dependent on cars in order to get to Ely or Cambridge.
831	Fen Ditton has only one bus service which enters the village.As we have no Post Office or shop and as a person with mobility problems I can either use this bus or my car and blue badge. The bus is greener and causes less congestion in the City.
832	There are people in remote villages or not so remote village who do not have the means (car/money) to get any where outside of these villages unless they have a bus service. some of these villages do not have shop facilities therefore they need to go out of the village in order
833	A subsidised service is essential for families/the elderly/disabled etc, who maybe cannot afford to run a car.
834	it will disadvantage rural communities, especially those who are poorest.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
835	Elderly and disabled people are dependent on subsidised funding on bus services. As we grow older driving into Cambridge becomes less of an option and parking in the city is difficult and the cost is prohibitive.
836	Bus services are an essential part of community development. To withdraw them precludes some vulnerable people from developing their full potential
837	Bus service is vital to both the aged, and commuters living in rural villages
838	As disabled OAPs, living on a pension, this is a valuable service
839	There are a significant number of people in rural communities who are dependent on bus services to be able to contribute fully to modern society. Removal of subsidies (and the potential complete loss of the route) will mean for certain people an inability to get to post offices, shops, perhaps even to work or school/college without support from others. Is this what we expect in one of the most-developed countries in
840	Life chances of people. People have no choice but to drive. Those that can not drive are isolated. Traffic increases on the road to major
841	Not sure how it will affect popular services
842	My feeling is that the buses should be subsidised, but I do not know the detail of where else funds could be cut.
843	Public transport is very important to the elderly and those without cars. It also helps ease congestion and reduces carbon emissions.
844	Living in Thriplow one is isolated if not driving a car.
845	I have lived in a village with minimal bus services and, given the lack of parking in the city and supposed focus on alternative forms of transport, removing further buses will be disastrous for mobility.
846	Increases dependence on the car
847	I understand that in the current financial climate the Council will need to prioritise
848	For example not all those over 60 need 'free' bus travel
849	It has been reported many times to Southoe and Midloe parish councillors that the new bus service "JUST ISN'T WORKING" As you may be aware the local loop service to Southoe and Diddington was scrapped this year, much to the distress of mainly the elderly residents of the 2 parishes that relied on this service to get in and out of St. Neots. Many of our residents now have to rely on taxis as the bus services that we now have are so expensive and totally inconvenient, as to get to St. Neots, Southoe residents have to head north to Buckden and get off the service there, then wait up to 2 hours for the next bus to come along. Thus 2 buses = 2 fares, there is no such thing as a return trip. So this incurred a substantial fare increase. I believe that very few people now use the 66/65 north bound services from Southoe as it is an unreliable service. Southoe Residents can't even get to Lt. Paxton to catch a bus to town as we have to cross the road at the Southoe accident black spot in order to access the foot path on the east side of the A1, which is a nightmare for a nimble youngster let alone the less able or
850	To reduce the use of private cars on the County roads the bus services must be comprehensive and available for all.
851	It will hit the most vulnerable members of Society especially those in rural areas
852	The elderly are liable to be isolated in the rural area along with students and other folk who have no other means of transport
853	It will affect the poorer residents in the villages who don't have access to a car.
854	Living in Weston Colville, the removal of the subsidy results in the removal of all bus services leaving the village without public transport

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
855	we need to encourage people to use cars less often
856	Many people in rural communities, far from basic services, depend on bus transport for day to day management of their lives.
857	Many people, especially elderly & disabled will be deprived of access to vital services, e.g Medical Centres, Hospitals, Shops etc.
858	vital for village populations to have transport. Some affected villages are only a mile from Cambridge city boundary (Teversham)
859	It goes completely against sustainability. For people who work, but don't live in Cambridge, it curtails their ability to socialise in Cambridge after work for example. Evening etc services are those most at risk of being cut.
860	The last bus to Brampton from Huntingdon is too early, shops are still open, the contact bus from Peterboro has not arrived, there may be others, but shop workers and those coming from Peterboro have to try and get a taxi, but they have all gone, Probably to the railway stn.
861	Public transport should be just that, transport for the public, to run a bus service purely for profit is wrong and all public transport should be subsidised as that is the only way to reduce traffic on the roads.
862	Discrimination against people who do not have the means nor ability to travel by car.
863	It has left people in my community without access to Cambridge on Sunday
864	Removing the funding will force many services to be withdrawn causing those in rural communities without their own means of transport to be totally isolated from what is regarded as the basic norms by those living in urban communities. E.g. ease of access to healthcare and
865	Any withdrawal of funding means fares will have to go up and this is bad news, especially at a time of recession and economic difficulty.
866	The decision to withdraw bus subsidies will have a devastating effect on the people that need to use the bus for work.
867	It is likely that services to rural areas will be impacted
868	I don't support this proposed change due to the effect such a change will have on the more rural communities where the old, the infirm and the non car users/owners will be severely disadvantaged.
869	Regarding Service 75 this will leave a lot of people with no means of getting to work, college or appointments as not everybody has a car and there are no other forms of public transport covering this route.
870	Withdrawing subsidised bus services outside Cambridge leaves local people with little alternative to the private car and not everyone has access to a car.
871	I view the service as extremely important for those who are less mobile and in areas lacking in other public transport options.
872	I am 43 years old and have epilepsy and can't drive, and can't afford to take taxis, so I depend entirely on buses for getting from place to place. Any restriction of my bus service directly limits my mobility, and the withdrawal of evening services to and from Cambridge, in particular, means that I can't ever go out in the evenings - can't go to evening classes, can't meet up with friends for dinner, or anything. It totally isolates me. It is quite a frightening prospect!
873	Council should support public transport to reduce car usage and help people without their own transport.
874	Rushed decision, inadequate process and consideration given.
875	I live in a rural area where subsidies are used the most. Stopping them will cause hardship amongst the vulnerable ie young and old
876	Use the X5 regularly to travel to Cambridge and also use the Local Buses

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
877	Without a bus service I will feel like a prisoner in Balsham
878	For many poorer people this can be their only means of getting about. For those over 60 with a bus pass & retired, it encourages them to go out & spend money in other villages, such as cafes, pubs & buying local items such as plants etc. This helps the economy as a whole, particularly rural employment. I believe we should be looking at the broader picture & this measure would be to shoot ourselves in the foot.
879	I think it effects vunerable people too much
880	It is not going to be a good decision if some communities are to be left without an acceptable level of public transport
881	Public transport is essential for the community. It encourages lower carbon footprint and should be affordable for all
882	I am concerned that rural, less profit making services will be cut even further.
883	Some subsidised services are crucial for the survival of small communities and for the disadvantaged
884	Many older people are on a limited income. If the subsidy is completely withdrawn they would be unable to afford commercial prices and their prospects would be very limited. This is particularly true for those living in the villages. Lives have already been limited by the reduction of bus services in place now.
885	Cuts to bus services affect lots of people. I would rather there be a less frequent service than the removal of a service.
886	People who use buses in Cambridgeshire are rate payers. So they are alredy paying for bus services.
887	I use the bus for getting to and from work and to go shopping and go to appointments
888	Due to the cost of private transport,using these services is essential to someone living on state pension or low income, gives easy access to Addenbookes Hospital, reduces congestion on roads and parking, give access to market towns which aid survival of the small trader and helps the economy. I would visit Saffron Walden if there were more frequent buses to and from Linton.
889	I don't know enough about the process or information behind the decision to be able to support or reject the decision.
890	Reducing the number of buses in a particular route, i.e. the frequency of the buses, is definitely not the only way to save money.
891	The bus services that serve our village are all subsidised. Whilst we do have and use a car, our whole family use them and we have frequent visitors who often make use of them too. If the service were to go, the greatest impact will be on the independence of our children who will not be able to get to and from sixth form college in Cambridge on their own.
892	Virtually no bus service remains and is un-reliable. A small distance over the A14 makes very little saving but affects many people.
893	Good public transport in vital for rural communities for the young and old and those who can't afford cars. It is wring to depend only on services where bus companies can make a profit. We need to reduce dependence on cars, not increase it.
894	The decision to live in a certain area is based partly on access to established public transport routes. The rising costs of car ownership and use mean we need access public transport.
895	scrapping CITI 2 means no buses to our home street. Have to use Park & Ride which means a long walk home in the dark.
896	Some subsidises are justified for remote communities. I would however support withdrawl of subsidies for routes with clear alternatives.
897	I am a volunteer driver for a community car scheme. I know of several elderly folk that use their bus pass in order to keep active and busy. One lady goes to Gt Yarmouth every week. Another goes to K Lynn to spend the day/have lunch etc.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
898	It depends on if they are going to cut service In smaller villages and towns
899	Bus services are already rather expensive especially for students who need to take it on a daily basis into the city centre, and withdrawing funding will make it far worse.
900	withdrawal is likely to affect most those without independent means of transport
901	If you don;t drive, you are completely alienated with the bus timetable that will be provided.
902	The withdrawal of the school bus in Toft has caused extreme difficulty to children whose parents are without a car. Many residents rely on the bus to collect their prescriptions from Comberton Surgery. The need to shop in Cambridge is impossible for elderly who are without a car.
903	I didn't realise that this consultation was not considering people with NO village bus. Surely there should be transport for everyone - that's only fair! We realise that often cuts have to be made. However, peoples' needs should be resourced more carefully. You want to take cars off the road, a good public transport system and across country is the only answer. The bus pass has to be retained, but used more fairly. Suggest that all passes are retained but only for the area one resides it - e.g. Bedfordshire, Cambridgeshire, across the county. If traveling to another county, the bus pass could be shown and half fare charged to pensioners. So many are living on very poor pensions. Some people have a bus pass but no bus! Life is very lonely for them. We all deserve first class transport links. I have already filled in one of these forms but so many will not realise the seriousness of the consultation and do nothing about it.
904	It would give the people living in the outlying villages the loss of the opportunity to get into Cambridge snd to attend hospital appointments etc
905	Because there is no way that i can get out
906	Elderly people with no other means of transport did use the service withdrawn
907	We would need more information
908	I am going to suffer as I have MS and rely on the bus service as a lift line. Some of friends who are elderly are going to suffer as well because there is no nak, post office going to close, only one shop plus we have got no doctors in Duxford
909	If you changed £1 return would it help on the free bus services?
910	It would leave lots of people without transport because we don't drive
911	Withdrawing essential transport especially for elderly people who rely on it can never be a good thing
912	The whole country needs to make savings if we are to get out of the mess we are in!
913	Because I will be isolated without a bus service. Assuming you are still keeping a service to the IWM, why can't the bus turn left into Moorfield Road instead of turning right to Whittlesford, continue through Duxford village and enter the IWM as it always used to? RJ Beard - 17 Carter Close, Duxford
914	My answers do not support the views I have for friends who are quite dependent on the lopcal bus service, which I may well be myself in the future. I know of people whose lives are being disrupted by worries at the threat of withdrawal of their bus service and so I very much hope this will not happen.
915	Should we have good reliable local transport then the use of the can would be minimised. When going away for a few days by train or coach, it is impossible to use the car because one can't park it, so a full bus service is vital. A taxi to my village from Cambridge costs £18+

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
916	Because it is unfair
917	Only 15 bus
918	An isolated village, it's the only connection with the City and surrounds.
919	It will make living in the South Cambs villages difficult, not only for those without transport or needing to get to work or school. It will hit those on low incomes very hard.
920	I take the bus to the City and back one or two times a week to attend U3A courses and general shopping trips. Without the bus services, I will not be able to get around. Haslingfield is too far for me to walk to the City.
921	You don't want us to use our cars to cut pollution, yet what else do we do. It is always difficult to park in Ely.
922	We need the buses we have now
923	Availability of Public Transport. I am given to understand that Little Eversden (The Eversdens) is listed second from the bottom with regard to transport availability in Cambridgeshire. At the first hint of these possibilities I promptly wrote to my MP Andrew Lansley suggesting that Free Bus Pass holders should buy their annual pass for public transport (buses) and I suggested £25 per annum. Andrew replied to say that he would pass my letter on the Ministry of Transport. I have subsequently found other bus pass holders share similar views.
924	Will have to see when give up car, soon.
925	Necessary visits to Banks, Opticians, Dentists and such will become even more expensive without free bus travel for those most in need.
926	Buses provide an essential life line to rural communities. On the one hand you want people to be able to live in rural areas. On the other you make it impossible by withdrawing buses. Also you should support greener transport.
927	It is the only way for getting to Ely for shopping. Dentish, optician's and bank.
928	Not everyone has access to a car. Particularly the elderly & the young. As a society we should be encouraging/facilitating people to use public transport rather than cars.
929	Because its unfair as there are so many old people use the transport
930	I am a old age pensioner. I rely on the buses.
931	Shopping generally would present difficulties as we have no village shop/post office.
932	The small & outlying villages of Cambridge need a reliable service. Many old people who never/no longer drive need buses to shop, see friends & relatives, visit post offices, see doctors, get to Addenbrookes. Young low income people, & those who do not want a 2nd car or to drive into Cambridge (& keep a low carbgon footprint) will not be able to get in to work & keep a job. In economic downturn a good bus service is essential for many struggling people. Regular & reliable buses are vital to enable Cambridge to reduce the clogging up by cars we see so often. This will never improve if car owners can see no alternative.
933	I live in a village (Stetchworth) & as I have no car am isolated enough as it is without further cuts.
934	For so many in this area the 75 bus is a lifeline as so many post office branches & village shops have closed. Food shopping would also present difficulty.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
935	Many people who have no other means of transport would be stranded in villages/hamlets without access to shops post offices etc as many councils have vast amount money in reserve, some of this could be used. Senior staff wages reduced so better use of Taxpayers money is made. Consult people where bus routes should travel between instead of being given no say.
936	Would like to see a modified system. No means of alternative transport. I am 88 years of age and suffer with arthritus and depend on public transport for weekly food shopping etc. Cannot walk far or carry heavy shopping.
937	Because the bus service is essential, for retired people, who don't have any other means, of getting their shopping, DR's Dentists & Opticians
938	Because I need to get to Ely some times. Have you already decided to cut the buses. Thats the usual way the councils run. Done deal
939	The withdrawal of our bus service would have a huge effect on the lives of those individuals that have no transport especially the elder members of our community.
940	No 31. This bus for the last 33 years I have been using it has been a disgrace. This village (Fowlmere) has no shop, no Post Office, no Dr, no dentist. We usually don't go to Cambridge to sight see, we go for the above and to shop. We spend a lot of money in Cambridge. People of all ages depend on this bus. The buses put on this route has been deplorable, dirty, wet and uncomfortable. Its not surprising passenger numbers have been down. But for lots of people in the village, young and old it is a lifeline, especially now that the bus to Royston has been axed. We have had buses on this route which haven't been fit for people to travel in. One old double decker with an overlay of dots over the windows (I think it was a training vehicle of some sort) and very dirty was only removed from the route when threatened with a Licence withdrawal and Health and Safety. once wehad an old ark & Ride vehicle with the No 31 scribbled in black felt pen and stuck on the front
941	People in Cambridge have it very easy, I think OAP etc - invalids - should pay a fair reduced rate. Too many people use this as a joyride.
942	This will impact on the old, poor & disabled. Those driving over 4WD's should pay for improving bus services.
943	cuts should be minimal because they lead to a decline in communal activities and an increase in social isolation. Innovative transport should be investigated.
944	Fowlmere already has a very poor bus service.
945	Fen Drayton completely left out - guided bus not serve village no car parking/cycle parking available at reserve "bus stop". Feeder bus only for Fenstanton. Late buses now cut. Competition between companies should be maintained. Not exclusive Stagecoach. Whippet give excellent service.
946	I don't agree with CCC reviewing the decision taken in February 2011. The wording above is not at all clear!
947	In a village with just one shop, it will be hard to go 3 miles to the next main shops and post office.
948	Buses are my lifeline - I do not have my own transport.
949	As you get older you do not like driving into town and fining parking space. Company on the bus when you live in outlying villages.
950	Because I cannot drive.
951	Most subsidised bus services are little used. Toomany people about here have cars - it's such a prosperous area.
952	How do you expect people to get to work, they want you to use public transport and they are stopping a lot of them. Not a happy customer.
953	Because if you withdraw the 31 bus you will leave me and all old and young alike. We wont be able to go anywhere.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
954	Some of the older people in Gt. Staughton have no other form of transport to enable them to get into St. Neots.
955	My husband and I do not drive, as a family we are totally reliable on the bus service (to which the Whippet No 75 does a very good service). My husband also relies on the bus service to get to work in Cambridge, basically if the bus service was to be removed altogether our family would be placed in a very dire situation.
956	I use the No 7 bus to and from Stapleford to Cambridge frequently and Stapleford to Sawston for shopping, post office facilities and banking.
957	Bus services is going to be taken off Rand village, Cheuly Saxon St Newmarket Bury Haverhill Ely Cambridge. Mr K Hancock, 75 Sommerset Court, Chevley, Nr Newmarket, Suffolk, CB8 9RL
958	You are condemning villages to open prisons. Bus services are vital to the economics to town & country. Not all people have their own transport espeically the way employment is. How are we supposed to get to Cambridge, Royston, Baldock etc. I'm willing to attend any forum providing I can get a bus.
959	I do not have a car, and rely on the buses heavily. We only get one bus per month for Peterborough. Please don't stop our bus services.
960	As I wrote in my letter of the 11.2.2011 our 127 bus is our lifeline.
961	If the 31 bus service is withdrawn the elderly along Hinton Way will have no bus service. Also children going to school in Cambridge from Fowlmere & other villages will have no way of getting to school.
962	For me this service is necessary. I cannot afford to run a car and there is no other way to fetch shopping. I am not on the net. (no computer) There are many others worse off than me. We have 2!! buses a week.
963	The Government are telling us to leave our cars at home, and go by public transport, so why cut the funding.
964	I live on my own and its the only way of getting into town to food shop visit dentist - chiropodist as I hve no car.
965	Many residents would be unable to get out of Manea if the bus service was withdrawn. The trains do not stop often enough at our station and the station is some distance from the village centre.
966	Reducing bus services will not encourage the public to use public transport. Cutting services will leave those without personal transport isolated in rural areas. If less money had been wasted on the new Cambridge guided busway, then more money would now be available to fund the existing bus services.
967	Because the 101 bus which runs from Whittlesford/S Walden is such an asset for me to town/market/Tesco's, its so convenient with shops within walking distance as I have a bad leg, & can't walk too far. Also I don't have a car!
968	The present bus service is the only connection available in this village with the local doctor's surgery (Gamlingay) and the local shops providing essential supplies (St Neots/Gamlingay)
969	I need a bus thats reliable to get me to work every day. I don't drive. If this bus service ends I will be out of a job.
970	I am retired and I will rely on the buses more and more as I get older. We are safer on the bus rather than using a car. We are being told to leave our cars at home. When planning permission, for new houses in Coates, is granted, the builders always say that there is a good bus route. They have no idea. We have very little in the village and transport is needed for the people who live here and not for those who use it

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
971	So many people young & old have to rely on public bus services, by allowing all the new housing estates to be built on the outskirts of Cambridge, unless something is done it will be more chaotic than it is now.
972	Because it will hit the elderly badly for shopping, appointments and meeting up with friends, also those with no car or cant drive.
973	With an ageing population buses are ndeeded more than every & provide a lifeline to some of our msot vulnerable people who without the present transport structure would be possibly housebound.
974	OK to withdraw funding as long as alternative public transport provided.
975	I will not be able to afford normal bus fares if the elderly bus pass is withdrawn. I would not go out at all, and be totally isolated.
976	Service to Parson Drove inadequate as it is now. Any reduction in service would be disasterous!
977	Lack of knowledge.
978	Totally impracticable for the amount of people using the bus. The bus is a lifeline for the elderly & those who do not drive.
979	Because I'm now unable to visit family, Dr & Dentist & do shopping.
980	There is no profit in a cure!! Do you? really think that this ruvey is not a done deal! Where is the money being borrowed from! is it China or Russia! Why is the question ever ever as kso! as a non political person - why not have the same on Wednesday - 30 NNovember - after all these children will have no work - ever!
981	I have no car and rely on the bus services to go to the shops, dentist, opticians, bank, building society, solicitors, & doctors & hospital.
982	1. Rural communities will be completely cut off - doctors, post office, railway, shops etc. 2. Roads are desperately overcrowded without additional/unnecessary cars.
983	I live in a village and many people have to rely on the bus to get into Camjbridge to go to work and school.
984	We have very few buses now, and this would affect, the elderly, especially who have no other way of getting around. People do depend on the buses. Can I suggest as Bottisham have a good bus service, why not do a detour to Gt & Lt Wilbraham to carry on to Newmarket or Cambridge instead of using a nother bus, or detour the bus from Fulbourn to Gt & Lt Wilbraham to go to Cambridge. I think this is worth considering, as both Fulbourn & Bottisham do have a good service.
985	I rely on the buses
986	Because it will be more expensive to travel and as wages are below the average I will not be able to afford to travel, this in turn will result in less people using the service. I just hope this does not cause the service to be cut.
987	With recession & rising prices daily it is already a struggle. By removing buses, especially aswhere I live there is only 1 bus to take me to the doctors 4 miles away per week and one bus where P.Boro Dila-A-Ride has stepped in and taken over the 415 route, for one morning per week. I cannot afford taxis!! and I don't drive.
988	Necessary cuts are appreciated, although it does not seem clear that this is the best way to achieve budget.
989	The bus I use is my only means of getting to work. it is what it says - 'A village link'.
990	As a non-driver I would not be able to get out of the village, and as I have to go to doctors and surgery weekly it would cause many problems.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
991	Buses are essential for Stetchworth residents to travel to Newmarket to shop or visit dentists and doctors. The following agree with the statements ticked in this questionnaire. 12 people use the bus service regularly.
992	It would be a great hardship on the elderly. This is a way that they can meet friends and do their shopping, otherwise they would be stuck at home, feeling very lonely. Also they would not be able to get to the bank to get their pension.
993	Concerned about changes that may be made and about losing bus routes and buses on the routes.
994	I think OAP's should pay a child's fare on the buses as we did years ago - or failing that OAP's should be restricted to just the area they live in to travel free - not over the whole country.
995	If the Service 31 is taken off how are people going to get into Cambridge. In particular the elderly. There is a distance of about 1/2 a mile for people to walk to Great Shelford opposite the Post Office.
996	Villagers need bus services that are frequent and reliable in order to keep car traffic out of Cambridge as much as possible. The elderly & non-drivers need buses as their link to services within the city.
997	Villages will be isolated with no means of public transport. There are still a lot of people who do not drive.
998	Public transport in my area is not frequent enough as it is.
999	The bus service that runs through the rural villages to Royston town (Service 127) is a life support to so many residents, young & elderly alike. It is essential for non drivers to get to the main town for grocery shopping, banking, and other services not available in villages.
1000	I rely on those buses. They are a lifeline to me. I have no car. Upwood village, as pretty as it is, has no shops and is 2 1/2 miles from Ramsey. The Peterborough bus takes me shopping and is the only bus that stops a block from my house. I am 72 years old. to walk to Ramsey takes me nearly an hour. Only the Peterborough bus goes there and that's infrequently but I am grateful for those times. Without the Peterborough bus I am a lot more cut off from the shops, medical centres, hospital, dentist, family and friends.
1001	People rely on public bus service. Orwell has no shop, post office etc. Bus service is essential for non car owners. Public transport should be encouraged - more people would use a frequent, good service and leave cars at home - good for resident and environment.
1002	There are a lot of pensioners who can only get around by public transport as cost of a car or health mean they cannot drive. Bus fares are very expensive with cost of living too pensions are not going up enough.
1003	Reason. I use bus every day to go to Cambridge from Duxford. If I meet a friend after 8pm I cannot get back as last bus to Duxford is 8.45pm. Last bus to go from Cambridge to Sawston is 22.45pm. He goes down M11. The bus could call into Duxford.
1004	I rely on buses for shopping, appointments at dentist, doctors and hospital.
1005	We don't own a car so the bus allows us to go into town to shop and visit friends.
1006	The loss of any mode of public transport is a negative in terms of effects on the environment. also it will negatively impact on the people who can least afford to see it go: The elderly, the less well off & the disabled community.
1007	I rely on local buses for shopping as I have not any transport.
1008	To us old people living in Pinehurst where there is no public transport or shops the 199 bus provides a lifeline both for shopping & for much needed social contact.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1009	Because the bus 106 is the only one that I can get to go and see my son in Haddenham and a lot of people rely on it to go to Ely as well, which I also do. Not everyone can drive or have a car.
1010	The service is well used by older people. Many in their 80's.
1011	No transport for doctors, chemist, hospital, post office or dentist.
1012	My husband is 92 and I am 88 - we have no car and both attend Drs and Hospital appointments - and have great difficulty to do this without transport. And also have to do food shopping as we both need good food to keep going.
1013	This service serves the communities in the villages between Cottenham & Ely which enables many people to go into Ely to socialize, work and shop and I'm sure it would effect the sales in shops in Ely too, if it was to stop running.
1014	It's the only way us old folks get out to meet friends as most of us have lost our partner.
1015	We need to get more cars off the road by providing frequent bus services from the villages into town.
1016	Because many people rely on buses, they have no access to other transport.
1017	I am 87 years old - I use the bus from Newton - Drummer Street and Addenbrookes Hospital and Trumpington and Shelford regularly. Without their bus service I will have no means of transport out of the village. The shop & post office closed 3 yrs ago and the bus service to my GP in Harston has already stopped & caused me many problems. I don't have the funds for private taxis or family living locally. I am also partially sighted.
1018	Should like to know more about the facts & figures before I make a decision about anything. In this eco climate.
1019	1. Gave up family car, persuaded by govt, to use public transport. 2. Hourly Citi 7 proved unreliable to keep appointments at first, due to facing central city traffic congestion both ways Duxford - Cottenham. 3. This problem now largely overcome now bus terminates in city but, 4. If hourly service cut as threatened - great hardship to workers, school children & other users, many elderly & hospital outpatients. 5. Weekly 101 Tues. service Whittlesford through villages to Saffron Walden is a godsend to users (mostly retired) & so, valuable that pass-users would make contribution to keep it (for shopping, bank, dentist, hairdressers market etc.)
1020	Frequently used evening buses to return from work & days out. (eg leisure & theatre). I had to retire when the 15 bus service was withdrawn.
1021	Frequently used evening buses to return from work & days out. (eg leisure & theatre). I had to retire when the 15 bus service was withdrawn.
1022	We bought our home on a retirement park (Bedwell Park) because we took into account that the park was close to and serviced by a bus route. If the service was discontinued the expense incurred for taxis etc. for doctor, hospital, dentist would cause a great deal of extra expense for those on a fixed income.
1023	Depends on the new ideas currently being investigated.
1024	For many people the bus is the only form of transport they have and to withdraw this will cause huge problems and difficulties. A friend of mine is constantly worried this may happen.
1025	I would rather pay more council tax etc. so that those who need a bus have a bus - and I am not a regular bus user other than park & ride.
1026	Withdrawing bus funding will lead to more cars on the road, which in turn leads to more traffic congestion + use of natural resources. The poor, young, elderly & infirm will become increasingly cut off & isolated. More funding for buses is essential.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1027	If it means losing our local bus.
1028	Because people in Cheveley without a car or near family would be unable to get into town to do their shopping. I am 75 years old and cannot carry a week's shopping in one go, so have to make several journeys a week. Without the bus service I would have to move house to be near shops!
1029	Service 9 is the only service Ely to March and March to Ely. This service only runs every 2 hours now. If this is cut there will be no public transport on this route.
1030	In a rural area such as ours public transport is especially valuable to the community and there are no alternatives. No railway in Chatteris or villages, distances too great for taxis etc.
1031	It may mean the withdrawal of our local bus service on which we depend. It would mean using a taxi, for those without cars!
1032	The buses are public transport for people, not a luxury. After all we pay enough taxes to deserve some privilege. As a pensioner, I got a free pass, but I would rather pay £1 - for my journey, than have a reduction in the bus journey & services.
1033	It is the only way to get to Ely on one bus from Cottenham for us, and we will miss it the 106
1034	I am a pensioner. I have no other means of transport and I use the 106 bus to Ely two or three times a week, and shall miss it.
1035	am 76 years old, cannot drive now as I have bad feet & leg. Only get out Wed to shop. I worked 48 years and got the bus most days instead of taking car as in the 50 60 70 not many car parks in Peterborough. All the people bus are in the same mind about bus. I have peripheral Neuropathy in my leg & feet is not amenable to treatment.
1036	The bus is the only connection many people have with the town. There is no Post Office, Shop, Doctors, Hairdressers, Dentist or Bank in the village. Many of the elderly do not drive and do not use the internet. Apart from the absolute necessity of going to town, this is a vital social occasion and they get to know each other by travelling on the bus and really enjoy the occasion. If there was no bus they would have to rely on other people and would just stay at home and vegetate.
1037	This is my only contact with the area around. Freedom travel is our local service and is very reliable.
1038	This form is far too long & some questions a bit suspect. (No 29 has no relevant at all). Norfolk CC have gone about it in different way, see attached.
1039	It penalises a vulnerable part of the local population by restricting their mobility. This will increase isolation & depression & may add to other disabilities as people become more dependent on others & less active.
1040	The local bus service is for some people their only means of travel.
1041	Frequently used later buses after visiting friends or theatre and cinema.
1042	There are no means of transport to do my shopping in Royston. Also visit optician & bank.
1043	We need bus services for doctors & dentist, visits and shopping. I like many of my friends have no car, and we always rely on buses, it would leave us isolated.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1044	I do not have a car and use bus regularly for food shopping, bank, opticians, dentist and clothing. Bus in question No 9 Elsworth to St. Ives on Monday and Friday. i.e. just the two a week. Also use No. 8 to Cambridge most weeks on Wednesday - These Cambridge buses could be cut and used more efficiently.
1045	I am disabled so cannot walk very far. So the bus enables to go out. Also I am 88 yrs old.
1046	Buses are the only means of transport for us, both to Cambridge and Saffron Walden
1047	No other means of travel from the village.
1048	We only get one bus a week & people rely on it to get to the drs dentis & the shops.
1049	No other means of travel from the village.
1050	The 106 bus service is much needed transport for me and many other people I have spoken to.
1051	No other means of travel from the village.
1052	Because rural areas need subsidised bus services for the elderly disabled and vulnerable, as this is often there only mode of transport to get to shops doctors etc.
1053	Thereshould be a charge for bus passes, as there used to be. This would be much fairer than cutting services to villages where buses are essential especially for those who have no other means of transport.
1054	Many eldeerly people rely on bus to get them from A-B. With the price of utilities and food go up, this is what keeps them mobile.
1055	As pensioners we rely on regular timetabled services for shopping, medical etc. needs
1056	The bus service is such an important mode of transport for many people who do not have access to a car.
1057	We have hardly any public transport in the village. If the bus is withdrawn then I won't be able to get out of the village to go to work and I don't
1058	I use the 106 bus to Ely every week to do my weekly shop as we do not have a grocery store in Cottenham.
1059	I use the 106 bus to Ely to do my weekly shop as there is no grocery store in Cottenham.
1060	This would be a devastating impact on some people - some in low paid jobs who have no access to private transport to get to work and others in communities where there is little shopping facility
1061	Buses are a lifeline to people living in villages, especially the elderly who no longer drive.
1062	Many older people do not have cars or any other means of transport apart from the bus and some villages do not have any shops, post office, doctors.
1063	No other means of travel from the village.
1064	If the No. 106 is withdrawn, there would be no transport to go to dentist, hospital, optician, bank and main shopping as I have no car and live alone.
1065	Because its my only way of getting out for a while.
1066	We have already lost our 139 service to Royston (April 2011) & if we lose the 31 bus to Cambridge, we have no bus service to and from our village of Fowlmere. I have already written to Cambs County Council on this matter (twice letters). I am in my 80's, have no car (like many others) no independence. I hope you will leave us with our Cambridge bus 31.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1067	No
1068	As I live in Cambridge it is a decent service to catch. I bus into Cottenham then on to Ely bus. So would miss the service greatly.
1069	Because I need to use the bus. Is it already a done deal.
1070	It will affect people with few other transport options. It will encourage those that have cars to use them more, increasing traffic and pollution.
1071	The bus is my only mode of transport.
1072	I don't think you realise how the old and inform feel, trapped when they have no form of transport other than a bus, which they could lose. Also how people who would care for their elderly relations if they could get to them if there was a bus. I have experienced this twice when the St. Ives to Ramsey bus was stopped before and I could not get to my mother other than a taxi which I could ill afford. The relief on getting a bus back was wonderful so think hard before you stop all of the services.
1073	Where I live in Isleham we only have one bus a week to Newmarket on Saturday morning & one on Tuesday. Without these buses I would be without transport and would not be able to get out to shop. However I would be prepared to pay the fare to retain the service!
1074	Firstly, I was not aware tht the bus service from Comberton to Gamlingay ws subsidised by the Council. To withdraw this service totally would affect those people who use the bus to go to work. Also a number of people go to Cambourne for shopping at Morrisons and from other villages. If one does not have a car and there is no bus service at all then it would make life more difficult for those needing this. There is a car scheme in Toft but this is only for those unable to use public transport due to infirmity and not if there is no other way to get there.
1075	We have no shop or post office in the village, therefore it is essential to have a bus service, thus enabling people to get to shops. also it is necessary for children to get into sixth form college & university.
1076	I am 84 & driving myself is a luxury that soon I will be unable to undertake for reasons of age, mobility, infirmity
1077	Rampton village very poorly served by buses. Rampton to Ely bus enables villagers to shop in Ely, or to catch the Cambridge Centre/railway station, hospital bus which runs every 20 minutes.
1078	We need this service cause we sit in this village and dont get out but with this service I can move about andf not just rely on local services which we dont all.
1079	Because without the service, we will find it hard to get to St.neots Bedford and Peterborough and Cambridge, so we will be stuck in the village having to rely on other people.
1080	As I am still in a position to drive, most of the enclosed does not apply yet. I would like to say for those less fortunate that if the buses from Fowlmere are discontinued, some kind of transport be used in its place, as now Fowlmere has no shop or PO. No shops would be accdessible. Perhaps a people carrier at certain times to connect with the Royston - Cambridge route.
1081	I am not in possession of all the financial details
1082	it is now a 24/7/365 lifestyle now for students, workers and ordinary people
1083	Our Village Witcham needs the bus service, we have many non drivers and older people. The bus is well used and is often full.
1084	with the big push to use public transport, this is the only public transport for witcham, and it's always full...
1085	Need more information

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1086	There are too many people who will be disenfranchised by the decision to cut the subsidies.
1087	Because i use the bus service to get to college every day.
1088	The country needs to save money. The subsidy cost is very high.
1089	I believe that the council should be doing all it can to develop public transport, reducing congestion on the roads and helping people who have less mobility due to age or other issues. So cutting bus subsidies is the wrong thing to do.
1090	how else will we leave the village if not on the bus!?
1091	vital local village link to City
1092	Because youngsters and the elderly and people that do not drive require a bus service to get to work, hospital appointments and shopping
1093	we are pensioners on limited income
1094	some people rely on them
1095	More people will use private cars and there is too much congestion on Cambridge roads due to private cars
1096	By definition, a subsidised route is one which cannot run commercially and is, therefore, provided to people who will be deprived of any public transport at all. This does not necessarily mean that it relates to very few people, more that they are scattered geographically.
1097	Bus services are very important to small villages
1098	as we only have one bus aday this decision means we now have non
1099	Do not know how local residents are expected to cope without the service. No clear idea of other options proposed by the council to reduce impact on communities. Have heard that volunteer services are expected to fill the gap, which is unrealistic.
1100	To have no evening buses to Burwell makes no sense. Can we have less during the day?
1101	I do not drive. I feel that you are isolating the villages turning back time. There is also not the option of a train service to certain places as in Wisbech the so called Capital of the Fens.
1102	This village needs direct bus service to cambridge for students,pensioners and people without cars.
1103	There are many people living in rural areas who cannot afford their own car or perhaps cannot drive. The services already provided are ppitiful enough without reducing them furter
1104	Council erred in that this decision hurts the most vulnerable people -- seniors, the poor, those living in rural areas. In a time when we're trying to reduce our carbon footprint, council encourages more use of personal vehicles instead of public transit. It was nothing short of foolish, even given the budget situation.
1105	I have heard that Stagecoach (operating in several countries)makes huge profits for its shareholders. Could there be clauses written in to future contracts for public bus services that put the requirement on the bus company to meet the shortfall on some routes?
1106	I live in Upton, I am elderly like a lot of residents here - we need the bus to get about and go to Huntingdon - many of us cannot drive
1107	This is putting under threat the No. 31 bus from Thriplow to Cambridge which my son regularly uses for his journey to and from school. This bus is currently well used during peak hours and since my husband and I both work, this is the only way our son can currently travel to and from school independently. Doing away with this service will cause major stress for our family and others who depend on it.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1108	I believe it is important to provide a cheap, reliable bus service for the villages which offers buses at reasonable times so that people can commute and also have a social life. It is also important to encourage to use public transport and reduce road congestion.
1109	I think it is important to support public transport, especially in a city like Cambridge which is not well-suited for car transport
1110	In a rural community such as ours, buses are essential for school children/ students to attend further education
1111	Bus services are a basic service necessary to the local economy. Public transport should be a priority for the county council. I am not against reform. This is an area where there should be expansion and the council should be looking at ways to make money out of it directly rather than selling it as a commercial opportunity to private monopolies such as Stagecoach. In short I believe in more initial investment rather than
1112	We live in a rural area - there are already no buses on a Sunday and our weekly timetable has already been reduced from one bus every hour to one bus every two hours. This is needed for hospital, doctors, dentist appointments and other types of appointments especially when retired without the use of a vehicle. This is so important as villages become more and more isolated. Our now only two hourly bus service is unreliable - it arrives very late or the driver decides to take the route down the bypass and avoid the village altogether.
1113	It will place those people already at a disadvantage even more so. I have been contacted by residents of Hauxton who use the 31 to shop in Shelford - removing this bus will have a significant adverse impact on their ability to use village services.
1114	Those who do not have cars need subsidised bus services.
1115	I depend on public transport
1116	no buses should be cut
1117	Subsidised bus services benefit the vulnerable members of our community and they should continue to be protected.
1118	The decision was made with minimal public consultation, also no views of hardship were taken into account.
1119	This is vital to the communities and in these difficult times you need to market these services to grow the user base rather than cancelling them and sending everyone and their children into cars to add to road congestion
1120	Many villages, such as ours (Dry Drayton) now have no shops or PO, and residents without cars are dependent on bus services that are not commercially viable - thus subsidies are essential.
1121	because I will be unable to get to work
1122	The local bus is essential for me to be able to carry on working where I do.
1123	There are many people who use their concession pass on the bus who would be extremely limited for transport if the Council take this decision. The older generation are already being penalised enormously and this action would restrict both their ability to shop for themselves and social interaction. I am sure I do not need to explain the long term implications of such restrictions.
1124	I do not live where the bus service is subsidised so cannot comment about specific routes.
1125	Because they will be getting rid of the Wyton service and as a resident up there it will be hard for me to get to the doctors, hospital, work etc
1126	The Bus service is the ONLY way to travel from our location. Without the bus service we would find it very difficult to travel to do shopping, visit hospital and doctors.
1127	can't drive rely on bus service

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1128	HAVE JUST MOVED TO CAMBRIDGE FROM DEVON I THINK YOUR BUS SERVICE IS GREAT
1129	don't drive so rely on bus to get to work
1130	the overall financial saving as a proportion of the County Council's budget is not large and this should be judged against the cost to the local community in what is a rural county. The benefits of having a bus service in a village community go beyond the simple question of a transport link. It supports the community by helping to make it viable for the future. it seems shortsighted to eliminate bus services when there are no realistic alternatives other than the private motor car
1131	I believe that the Council should support otherwise unviable services between and within towns, where there is major car use to travel those routes. This to reverse the trend for towns such as mine (St Ives) to become choked with cars. To be successful, these subsidised routes will need comfortable, modern buses and a blizzard of publicity, as was provided for the Guided Bus.
1132	By withdrawing bus services you are forcing people into cars. Even for short journeys, the lack of footpaths means that walking or cycling is dangerous
1133	The busway has only just opened and really needs more buses running in peak hours. A cut would be detrimental and would cause people to start using their cars again. The bus is only a fraction cheaper for me than driving, and an increase of fares to keep frequent buses running would also be detrimental.
1134	Subsidy is essential for the low income elderly and also for disabled people.
1135	It is important that non-car owners in villages such as Comberton are able to travel in and out of Cambridge for work, education e.g. sixth form college and leisure.
1136	I am completing this questionnaire on behalf of Wisbech St Mary Parish Council, which consists of three villages and two hamlets. Many of our parishioners are elderly and have no other transport other than public transport. As many of the local shops and post offices have closed public transport is a lifeline for many to enable them to get their shopping, pensions and get to the doctors and hospital.
1137	Causes overcrowding on existing services
1138	people in out lying areas need buses otherwise they cant get anywhere
1139	We are retired people and use the bus service at least twice a month to go to Cambridge and back out of peak hours.
1140	having subsidised fares means my husband and I go into the city more often and enjoy shopping there
1141	In these difficult economic times access to a regular and subsidized bus service is essential for the less well-off members of society.
1142	Some communities will be left stranded or else their social lives will be significantly effected. Many may not be able to afford their own transport. I personally rely on a subsidised route to get to work as I do not have a drivers licence, and feel I will struggle financially if I have to
1143	I support this decision in parts. We live in a rural part of the county. I see plenty of empty buses, that could be cut with little or no impact. The well used buses would maybe then be funded to continue.
1144	I take the bus to work. That generates tax income and enables me to pay my way. It should surely be encouraged. Traffic is a problem as it is and the service I use is extremely popular.
1145	I don't know the alternatives

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1146	In small villages like Fowlmere the bus is the only option available to people without access to a private car - inevitably the more vulnerable - the elderly, those less well-off and the young
1147	Unclear on the impact
1148	The bus prices from Cambourne into Cambridge are very high - in fact I believe any subsidy may have already been withdrawn?
1149	Villages need a bus service. The service also reduces carbon emissions created by the only alternative transport - the car
1150	though times are tough people need a reliable bus service, this also benefits shopping centres, at ends of bus routes.
1151	I do not drive so rely on bus travel a great deal
1152	i do not drive
1153	Many people in small villages rely on these bus services
1154	I am over 60yrs and I don't drive, so the bus is my only way to get into town for bank,post office, shops etc.
1155	It will impact on the sustainability of remoter villages. They will become undesirable places for further building and depopulated.
1156	unknown impact on residents
1157	Bus services should be improved to reduce the need to use cars on already dangerous and overcrowded local roads.
1158	the rural buses are not solely used by subsidised pensioners. Workers rely on this service too and they do not always have alternatives
1159	Buses are vital for the poorest people. They are also one of the few types of greener transport. And we've just spent millions building a
1160	Many people, young and old, will be unable to travel outside the village. Elderly people will become less mobile, lose social contact, and be prone to ill-health, both physical and mental, due to lack of contact with the outside world, and become more of a burden to the Health Service. Use of cars will increase adding to congestion and pollution. There will be redundancies of drivers, admin and maintenance staff, who may well need to claim benefits including Housing Benefit and Council Tax benefit.
1161	need to use public transport
1162	we feel this is an essential service to obviate the use of the car, and also for those who do not have an alternative form of transport.It helps keep the elderly on the move and independent.
1163	We want to support the bus services available because cutting the subsidies will either raise prices or cut services. it is mostly used by lower income people which will not be able to deal with any extra cost increases and any cuts to the services will cause isolation and impractically towards people who rely on the services for everyday needs and hospital appointments
1164	Buses are the only means of transport for many people, they are ridiculously expensive as it is WITH them being subsidised and i dread to think what prices will be when it stops. It jst encourages people to get out their cars and add to the polution and traffic in cambridge. Since when were buses supposed to be an inaffordable mode of transport?!! It is daft, visiting other towns/cities in Britain, cambridge stagecoach by far already runs the most expensive service i've seen! AFTER ALL, WHO PAYS THE COUNCIL TAXES? US! AND WHO USES THE
1165	unaware of the alternatives at this time
1166	Because I rely on a bus srvice
1167	the only bus which passes near my house is service 21 which will probably vanish forcing me to use my car more

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1168	You waste our money on the guided bus then withdraw other services
1169	Public transport must remain available to those who need it, and if this can only happen with subsidies then that has to continue. ~Otherwise, how will those of us without cars be able to move around? public transport is a vital service I consider it the council's responsibility to help support. I do not drive and if I cannot get to Gamlingay from St Neots by bus will no longer be able to assist my elderly mother who is in sheltered housing in Gamlingay.
1170	the money they use comes from council tax that we pay anyway
1171	As a regular bus user living in Ramsey, the withdrawal of bus services has made it very difficult for me, as I am sure it has for others. It appears that if you live in a main town centre you are catered for, however if you live in an outlying small town, you are not seen as important.
1172	Buses are an essential part of transport for Elderly people especially those living in rural areas. The bus pass gives them so much more independence freedom and enjoyment, which they would not be able to afford without the bus pass. I know from personal family experience how much having the bus pass means.
1173	It will mean no bus coming through Longstanton - how do I get to and from work.
1174	It is a bad decision to make for a rural district.
1175	many villages have no alternative form of transport into major centres
1176	In the case of Route 5, This decision has led to the removal of later buses, evening buses, which were very convenient when one has to leave work later than usual or would like to go out for a drink in town
1177	villages need this vital link
1178	I do not drive and am fully reliant on bus services to get to and from my place of work (Papworth Hospital), which i have been using for 20
1179	The bus services to villages is already limited. Removing more will have an adverse environmental impact by increased number of car
1180	Rural people need buses. You can't deliver rural transport for nothing.
1181	It will lead to increased reliance on cars, and put elderly, vulnerable and those on low incomes at risk of enhancing social isolation and deprivation.
1182	Buses are the only means of transport for some elderly people living in rural areas
1183	People need public transport all the more in times of economic hardship. The way towards a thriving city is not to inhibit sustainable mobility.
1184	Bus services are vital for all sections of society, and to keep use of cars to a minimum
1185	It makes life difficult for the elderly disabled and mothers. Elderly often need to be encouraged to give up their cars due to health this will make it more difficult. Public transport is better for the environment
1186	The bus services in Cambridgeshire are already too infrequent and not reaching all people needing them. Cutting the services down will make it even harder for people to use public transport. Also, it is a popular way for people to transfer themselves which shouldn't be cut, especially while giving council members 25% raise in wages.
1187	Because I need buses. Because attacking bus services is anti-social and contrary to the stated policy of CCC.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1188	If Cambridge wishes to become a less congested city, it has to continue to provide services that offer an alternative to the car. It's bus services are already minimal and expensive so cutting them further will be a disaster.
1189	I don't support this decision because the subsidised services tend to go through the villages and link them to the towns.
1190	It destroys many resident's only opportunity to travel for work, further education, health and social reasons.
1191	Would need more information
1192	Climate change, congestion, mobility for people on limited incomes, addiction to oil, Middle East, drink driving...
1193	This will greatly disadvantage people who are disabled or otherwise unable to drive. This will mean that they are unable to go shopping or access vital services such as hospital appointments.
1194	It provides for a bus service which is essential and might cease without the subsidy
1195	The bus service used is crucial to us as we were allocated a primary school by the council almost 2 miles away from our home and I do not
1196	Subsidised bus services encourage use of public transport and help the most needy people in the County who are already being squeezed disproportionately hard in relation to their income by central government policies.
1197	In the current economic and environmentally changing climates we need to make best use of our resources which means more use of public rather than private transport
1198	(i) Use of public transport should be encouraged for environmental reasons (ii) This type of cut hits isolated, rural poor people hardest.
1199	While there should be change, there is strong evidence that some services, while not commercial, are socially necessary and often quite well used.
1200	I have only just heard about it
1201	I live close to Cambridge but public transport is necessary as it's too far to walk for most people, without the bus a lot of people will be cut off and not able to keep doctors appointments, or go shopping. This will lead to more ill health in a large part of the population who rely on the
1202	It is important that I have an alternative to using my car.
1203	Bus services are essential for the elderly and the disabled, and the young and the impoverished. they are also vital to minimise the inevitable increase in traffic as Cambridge grows. It is also vital to reduce our carbon emissions, and public transport plays an important part in this.
1204	Bus services are vital for the local community. Reducing said services will force more people to use cars etc which are far more damaging to the environment. This measure will be extremely counter-productive for the nationwide campaign to promote use of public transport.
1205	Because many residents of small rural communities rely on buses for transport and will become "stranded" in their villages if the bus service is withdrawn
1206	If bus services are not subsidized, it means a lot of public transport infrastructure will be lost. This means that the inhabitants of villages around Cambridge will be forced to rely on car transport. Some older, younger and lower income groups do not own cars. Also car use should be discouraged where possible to help lower the UK's carbon emissions by 80% by 2050, in accordance with the Climate Change Act.
1207	residents in rural areas are penalised already because of high fuel prices, costs associated with travelling to shops, work, entertainment etc. Cutting the bus subsidy would penalise us further - unlike City residents we don't have the option of cycling to work/shops etc

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1208	Because rural bus links by their very nature are not always full and therefore do not always pay their way. However, they are a key feature for those of us who do not have cars.
1209	Vital that villages have some form of infrastructural support so that those without cars can access employment, shops healthcare etc. Co2 emmisions ever rising therefore withdrawal of bus routes not meeting any green agenda. Recession likely to mean that cars can be afforded less and less - what other options are there if public transport contracted.
1210	It is essential that funding remain - the service cannot operate on a purely commercial basis. The rural communities suffer enough with lack of amenities - schools/pubs/libraries/shops all closing due to commercial reasons. Subsidies must remain for the very people who need public transport in further-out communities, for whom a bike or to walk is not an option.
1211	The buses are needed but if the savings were not made on the buses what else would be cut
1212	It will lead to fewer busses, reduced services. Profit is not the best motive for PUBLIC transport, private profit will not provide a full service.
1213	I think a regular reliable bus service is vital to the well being of small communities such as Bourn where I live. Also, with falling real incomes and rising motoring costs, a reasonably priced public transport service is increasingly important.
1214	Any cuts of service to the elderly, vulnerable and least advantaged in our community will be a disgrace. Council should be there to protect such people.
1215	I don't know what impact the decision will have.
1216	The only bus service passing through our village is a subsidised service.
1217	1. we are meant to be reducing our carbon emissions - how can we if more and more people are forced to use cars. 2. there are many people who rely on buses (the elderly, low waged and teenagers) - my village has had it's bus cut completly in the evenings - if teenagers are bored and stuck in the village they are far more likely to commit crimes and damage property - all of which costs police time and public manoy
1218	The UK needs fewer cars, not more. How are people going to get around? There are plenty of people who actually don't have / can't afford cars. We need more and cheaper public transport, not less.
1219	If we are serious in the need to reduce climate change we have to provide viable transport alternatives. This will inevitably need investment to provide a good enough service for people to consider using it instead of cars. We are nowhere near this now.
1220	As pensioners my wife and myself rely on the services to do our shopping and travel round Cambridge.
1221	Buses clog up city streets
1222	Villages need their buses otherwise non-drivers will be isolated
1223	Cambridgeshire is a rural area, which needs buses to serve the villages. If not there will be even more cars on the roads, when we need less car use.
1224	to many people need the subsidised bus services to get to work on time.I myself have to get 6.30 am bus every day for work.
1225	I don't support the decision because rural areas like Balsham need a bus service. People need to get to work, children need to get to school and sixth formers need to get to college. Not everybody has a car.
1226	The villages contain people who rely upon the buses for all their transport. Pensioners and people on low income.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1227	we, as some of many, would greatly miss the free service new to the area we were planning on the bus service to help us manage our
1228	The rural routes that most need subsidies are generally the ones that will cause most hardship if they cease. This is especially true since the cost of using a car has rocketed.
1229	Cambridgeshire is poorly served by public transport. Cutting subsidies will make it worse.
1230	More and more people from rural communities are finding the cost of fuel prohibitive and for some, buses are their only means of transport.
1231	Public transport is essential to ensure lighter road usage
1232	This is public service. This is why we pay our taxes. Cut the military spending which nobody needs nowadays. Increase the frequency of buses, and more people will ride buses. So bus service will become more efficient, and the subsidies may go down.
1233	Bus services are a major source of travel around Cambridgeshire, to avoid the need to use a car where possible.
1234	Rural areas need transport connections
1235	to withdraw the subsidy would hit very many people, cause a decline in using buses just when we need to reduce the volume of traffic on the roads.
1236	It will cause social exclusion, unemployment and deprivation in the villages amongst those who cannot afford to run a car. Also it will force more cars on to the roads and I thought the County Council had 'green' policies, but this reduction in public transport will have the opposite
1237	Buses are essential for many people living in out of town communities, for access to evening venues and work. Also essential for anyone who is unable to use a car or bicycle, wherever they may live.
1238	We need to especially support rural users, and those on lower incomes with good affordable public transport. now more than ever with a requirement to cut carbon emissions we need to promote full public transport service enabling people (including older and less able people) to get out of their cars and share transport. public transport should be frequent, comprehensive in reach and affordable.
1239	Warden of elderly sheltered scheme, residents will have great difficulty to get around shops, hospital etc
1240	I live in a rural community and although I do have a licence, do not have a car. Therefore myself, like others would be isolated if bus services were cut/lost. This would especially affect the elderly.
1241	I live in Fenland where I believe that effective education in secondary schools and a wider and greater provision of affordable transport are the keys to improving and supporting the ambitions of the young. There would be a knock-on benefit to the general well-being of the populace.
1242	elderly people many of whom would lose their mobility
1243	Think buses should be more subsidised, not less.
1244	A number of Teversham residents rely totally on the bus service to get to work, and also to get to Fulbourn or Cambridge for the doctors, library, Post office and shopping, as Teversham has none of these facilities. Removing buses will be a false economy, as people could lose their jobs or be unable to take new ones up, and social care costs will rise as more people become isolated and unable to access services.
1245	Hits the poorest Affects people with disabilities Likely to increase private car use Will deprive people of access to other services
1246	Buses play an important role and the current level of service is not adequate

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1247	There are many rural areas in Cambs which would be lost without their bus service. Stagecoach has a monopoly (just about) in Cambridge, so they should pay for this by subsidising the routes themselves. Alternatively we should open the whole lot up to competition, and get another company in to do it.
1248	buses allow the most needy in our society to remain part of our society
1249	The bus service in my area has already been reduced considerably since April 2011, to do so more would remove the whole service and a vital life line to people in the village and surrounding area.
1250	Many people in the villages rely on bus services to get around and cutting the subsidies will do them no favours, particularly in the current economic climate, nor will it encourage people to use greener forms of transport.
1251	For those who live in villages where there is only one bus and no alternative, any further cuts to buses will prevent us from being able to travel to work/college etc.
1252	As a general point I think good/well supported public transport is an essential part of what the council should be providing. Particularly I'm concerned to read that towns such as Ramsey might be cut off altogether, as my Aunt lives in Ramsey, and uses the busses to and from Cambridge on a regular basis, to visit and to look after my Grandmother thus relieving me of full time caring duties for a while. Reduction in service of this amount will surely have substantial negative effects on mobility & social well-being on lots of people, particularly the already marginal elderly and disabled. I'm also concerned about the potential increased environmental impact from the counties transport altogether, making it more difficult for people not to drive on journeys where there were previously bus services, weakening the position of bus services in and around the county generally, and possible increase in vehicles on the roads.
1253	I do not own a car and am therefore 100% reliant on the bus services to get to the dentist, doctor, optician, hospital, shops for food, visit friends and family, etc.
1254	Bus services are an essential lifeline to people who cannot afford, or do not want, to run their own cars. Bus services enable people living in rural areas to access community services, shops and essential health care
1255	I wish thwe money I pay in local taxes should be used to keep a viable bus service to the villages particularly for young people and other who do not have access to other means of transport.
1256	The provision of public subsidised transport is essential in rural areas for shopping especially for those people who do not have their own transport.
1257	A minimal level of bus services are an ecologically friendly lifeline to rural communities.
1258	Subsidised bus services are essential to prevent isolation in rural areas and to enable people without private transport to access essential goods and services. Support for public transport therefore has an economic as well as a wellbeing imperative.
1259	I have just moved from the area in question (with great difficulty) because as a non driver I found the bus service is already inadequate..I now live in CM17
1260	We are encouraged not to take cars into Cambridge city centre and therefore need the buse
1261	You have not made the discussion open and available

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1	Appendix 2
2	Please explain briefly why you gave the answer above
1262	Evidence to provide the full picture/impact of people's lives is not yet available.
1263	will adversely effect peoples mental health and ability to get out and about
1264	Rural bus services at the lifeline to our rural communities and essential to avoid social exclusion in these areas. Services are poor now and any reduction is unacceptable.
1265	Some changes may be a good idea - others not
1266	Buses are essential for people not owning their own transport and need to reach towns and cities for their daily needs, particularly as post offices and local stores are closing down rapidly in the villages
1267	WHAT USE ARE CONCESSIONARY BUS PASSES IF UNABLE TO USE AS SERVICES NO LONGER EXIST? The replacement of buses with a request only and chargeable transport system reliant on volunteers OR private company wanting to make money is no acceptable alternative. People will be charged even if 50% rather than the full fare. Not a good decision and very unfair and I for one take exception to the way this is being promoted
1268	Too sweeping - needs consideration on a route by route basis, as some subsidized services are needed more than others.
1269	it is wrong.
1270	I use the bus everyday for work. If my service is cut I will be unable to get to and from work.
1271	this decision hits the most needy and vulnerable people.It may also lead long term to increased global warming.
1272	Teversham Parish Council are opposed as many Teversham residents rely on the bus service to gain access to shops/doctors/library/hospital etc as the village has no local services.
1273	many people cannot afford high bus fares and this is their only way of transport
1274	Providing bus services is one of the core responsibilities of local government in my opinion. Cuts to bus services will seriously hinder the most disadvantaged from taking part in public life. They will be barred from accessing education, the sphere of work, as well as social life.
1275	As a non driving license holder (due to poor eyesight) the service between Peterborough and Whittlesey is essential as is the Paston number 2 service. I use the number 2 most days of the week and the Whittlesey service at least 3 times per week including Saturday and Sunday.
1276	i need the bus for work
1277	Some people have to rely on buses to get round, like pensioners and disabled people.
1278	I have only just learned of the decision by an advert in a bus
1279	regular transport services are essential for rural communities
1280	As a disabled person unable to drive and therefore reliant on buses the benefit of having a free pass gives me an independence which would be unachievable and unaffordable if I had to use taxis to get about all the time.
1281	People without cars needs buses
1282	Because people need these buses to get out. where i reside there are alot of people who do not have their own transport and rely on these buses to get out shopping. a lot of them are elderly people,and they look forward to going out on their bus.
1283	I am a frequent user of the busses and find them overpriced as they are.

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1	Appendix 2
2	Please explain briefly why you gave the answer above
1284	I know money needs to be saved but I think this will affect those who are poorest and with fewest other transport options. I use the local buses and am in the fortunate position due to flexibility in my working hours and earning a decent wage that I have a number of other options. Most people who use the buses tend to be in low paid jobs which are already at risk and are often travelling a fair distance for a job that's low skill and low paid because that's all they've been able to get. Taking away subsidised routes or making them more expensive will hit some of those people very hard. I can't think of an alternative option that would enable them to keep their jobs as their employers are not flexible and see them as quite dispensable.
1285	Bus services, especially to outlying villages, are vital
1286	Whilst it is only an assumption, I assume that each subsidised route/service was fully justified prior to any subsidy authorisation. The withdrawal of any such justified service is likely to have a severe and deleterious effect on those it was intended to help, potentially rendering some (effectively) housebound. Not something of which anyone could be proud.
1287	Thriplow is so poorly served with public transport
1288	many elderly/vulnerable people will suffer, even to the point of not being able to access food in Cambridge if there is no bus.
1289	Local shops and post offices keep closing, and this may be the only form of transport for some people
1290	How much money does this survey cost the County Council? As I know little of other villages etc I cannot really understand their problems. I just know my own thoughts about country travel, having moved here from London. I should like to comment that a survey like this will NOT reach the people who are most affected - mainly the elderly and infirm, many of whom will not understand what you are asking for in the
1291	People above a certain age - those usually 65 upwards and who live in outlying areas - might not be able to walk to a bus stop a mile or so from a village where there is no bus that goes through there. These would normally be those that live in Upton Conington and Holme. Even the people living in the Hamerton area would be hard-pushed to get to Sawtry the same as those in Glatton
1292	Because I don't agree with your alternative proposals, community transport and dial-a-ride would be inconvenient and expensive. I think it would be better to charge bus pass users half-fare (as previously) and keep the scheduled bus services
1293	There is old people who use the bus
1294	How would someone without a car be able to get to the local doctor, shopping in Sawston and Cambridge very important bus most important any hospital appointments in Cambridge
1295	Because the bus is vital for me, as a pensioner
1296	I do not drive so I could never afford to learn. As I only contributed 35 years of 39 to the state pension, I only receive 83% of it. I need this
1297	The bus service is vital for the elderly, people who don't own cars. Also it helps to keep cars off busy roads.
1298	A trial period will I think be beneficial. Only then can you really know which services could be cut permanently.
1299	My husband and I moved to Pine Hill Park, Sawtry Way, Wyton, Cambs, because of the bus stops being outside the Park, enabling us to easily get to Huntingdon and St Ives. All the residents on this Park are elderly and need the bus service to enable us to shop etc.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1300	For me this servie is necessary. I cannot afford to run a car and there is no otehr way to fetch shopping. I am not on A majority of low income earner rely on public means. Village buses enable some of us to be able to attend our hospital & G.P appointments, work and shopping. We are also Council Tax contributors or payers
1301	It enables to get to shopping ie food and essentials if one cannot use the itnernet!
1302	Having recently been treated for clinical depression buses are my lifeline. Having no transport and family living near, I would find it very hard without buses.
1303	I have heard that the 1b route could be in jeopardy. I moved here 4 years ago there is a bus stop and shelter outside and the buses used to run every hour which was one of the reasons I moved here. The times have been reduced which is manageable. I know this must have been suggested before but couldn't the 1a go up and down mere way and go along sawtry way, there are no bus stops after Houghton so it wouldn't affect anyone just add less than 5 minutes to the route. Walking back up the hill is no picnic especially after 4pm when mere way is pitch black as there areno street lights. I hope this will be considered.
1304	As a carer to a husband with 'Alzheimers' whose driving licence has been withdrawn without public tansport I would be unable to get out to do even food shopping.
1305	There are many people who would like the Huntingdon route reinstated. There is so much more to din Huntingdon, for isntance you've got a good Wilkinson, Sainsbury's, Boots etc. whereas Ely, March. St. Ives are limited to what they sell. Going to March, Ely you've got 1/2 hr walk to the bus and 1/2 hour to come back which is worse when loaded with shopping. I'm a non-driver and my husband works very logn hours. So please take St ives off and go back to Huntingdon. After all St. Ives are covered by Whippet so they have transport. Please think about this very carefully as there is a lot more to Huntingdon, just two hrs there is a great break from home abnd the same faces and walls every day. Thankyou. All I and many Chatteris want is the Huntingdon bus reinstated going to St. Ives is a waste of time. There is so much more to do in Huntingdon after all it is a main town. Thankyou.
1306	Don't drive. Senior citizen with no family in the area. Need transport socially and to attend appointments, shopping. Living in a rural village with very few facilities ie shops, pub etc.
1307	Lost shop & Post Office in village. If We lose bus service we will be completely cut off, with no other form of transport for work and shopping.
1308	I have only one bus that I can catch to do any business in Ely. Also we visit our daughter in a care home (The Gables) in Littleport. We use the Dial a Ride service to do our weekly shopping.
1309	What will happen to villages that have no bus servcies at all?
1310	We have no car and rely on the 106 to got to Ely and back, mostly Thursdays for the market, visit bank, optician etc. Also to get to Haddenham & back to get to the doctors.
1311	To remove subsidy would isolate everyone who does not drive a car or cycle. This not only affects the elderly, remember - everyone has to give up driving eventually. Even if buses are not as now - we need services that are helpful to the customers not there to make huge profits for the bus companies - who surely must get good revenue from the busier routes. 16 - 2 hrs, 17 - 1 hr No. 1 - 20 minutes "spread the load". eg Why does Fulbourn have 16, 17 and no. 1 routes, whereas Balsham's 16 is every 2 hrs.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1312	Removal of the subsidy will lead to withdrawal of ALL bus services to certain areas, leaving many elderly and/or inform people trapped in their villages.
1313	Living in Chatteris, if you haven't a car or are elderly you are very isolated. I do understand money has to be saved but why not charge a yearly sum of £5 or £10 for each pensioners travel card?
1314	Because it will lead & had led to cuts in srvcies - notably Stagecoach 32 Chatteris - Peterborough.
1315	As a 72 year old woman I never learned to drive. The existing 2 hourly service is appalling and that is when it turns up!
1316	The Parsish Council do not agree with withdrawing subsidised bus services in rural areas especially those areas that are already deprived areas like Wisbech and surrounding villages of Wishbech St Mary and Parson Drove where public transport is vital.
1317	Its bad enough we only have public transport during mornings & once per day to Peterborough. Now you want to withdraw funding - thorough disgrave & you want to vote a 25% increase for councillors.
1318	We don't have a shop or Post Office in the village and we don't have a car, and we like to be independent and be able to get to do our shopping & to hospital appointments which we are able to do at the moment on the 31 bus.
1319	We no longer have a Post office or shop in the village & I gave up driving three years ago. We have appointments at Addenbrookes & the dentst regularly & would be unable to do any shopping. This will isolate the villages on the 31 route - Barley, Fowlmere, Thriplow.
1320	It will affect a lot of people who rely on the subsidised buses and encourage others who use the bus occasionally to drive more.
1321	It would isolate some of the most vulnerable people in our villages.
1322	Like many people who live outside Cambridge, I rely on existing bus services to travel to and from the City, both for work & to access amenities. Services to and from villages en route are already scant, and not 100% reliable. Fewer or no services would make living in these rural areas very difficult, if not impossible, without a car. Those with access to a vehicle would be forced to use it, increasing congestion, pollution & car dependency.
1323	If this decision is upheld there will be even fewer buses inisolated villages. Already to get to Peterborough from March is almost impossible for people in these out villages.
1324	subsidised transport often means accessible arrangements for a wide range of social groups ranging from the old to those in rural areas.
1325	We have a very poor bus service in Haslingfield so would be dreadful if what we have is taken away. I use the bus to get to work and my son, who has no other means of transoport, uses the bus to get to and from College. It is also very expensive for my son to get to CRC as he needs to get buses from both the bus companies. I would like to see the option of a night bus. We have also gone down to one car in our family because of the option of taking the bus. Husband uses the bus to get to Addenbrookes.
1326	You can't take our bus off because we need it.
1327	Subsidy is a necessary social support.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1328	This form is from Little Wilbraham & Six Mile Bottom Parish Council, on behalf of a number of older people (male and female) living in both villages, who use No. 17 bus to access Newmarket and Cambridge for essential shopping and social s well as other local villages to access the shop/post office nearest to Little Wilbraham. There have been no shops or post office for many years in Little Wilbraham; one shop may open some time in the future in Six Mile Bottom.
1329	Until recently I lived in Foul Anchor & was dependent on the bus to get to work. One factor in deciding to move to Wisbech was uncertainty about the buses. Also I've just heard the Leverington Common bus is stopping, inconveniencing many people.
1330	We all need a good bus service to go shopping and to get out and about. On the No. 50 service which I use 4 or 5 times a week. There are many people who get off at Asda or go into Wisbech to do their shopping and back on the next bus.
1331	Now that I am lviing at a remote destination, I would have difficulty in every visiting my friends and relations. Those that I moved away from when I retired all have children and multiple obligations so that they can rarely have an opportunity to visit me. I would feel isolated!
1332	Many older people do not have their own transport.
1333	It is important to survey the overall effects on communities of a withdrawal of services. It is also important to explore alternatives - e.g. dial-a-ride, minibus services to remote areas.
1334	Bus services are vital for commerce & community. In areas not served, or infrequently served, by buses people without cars are increasingly isoalted - this must have a negative impact on social life - &, of course, work options.
1335	Aswe are getting to the age when we will not want tio be driving so we will be depending on public services. Thank you
1336	Only means of transport froma village.
1337	In this day & age we should encourage more bus use. Think green!
1338	I live in a village which will not have a bus service and as I am elderly with no car this will leave me in a diabolical situation.
1339	Living in a rural community, we have very few, convenient buses at present, & as a rate payer, we feel our services will soon be non existent! If & when we are no longer able to drive, how do we access the nearest shops over 2 miles away?
1340	I use this service approximately 3 tiems a week. It is my only link to shopping/activities outside the village I live in. Thsi decision to cut the bus also has an impact on businesses in the town centre as we could not get in to spend.
1341	It is the only means some people get out. 1. To do shopping 2. To meet friends.
1342	This would have a very negative impact on the elderly who rely on these services for getting out and about to do shopping, visiting friends, appointments at hospital, and generally keeping independent.
1343	In Fen Ditton, this is the ONLY bus service which comes into the village. We have no shops or Post Office and thus need to travel outside the village to access these.
1344	Because I don't have all the facts.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1345	Buses are the life blood for villages. While many, many half-empty buses serving parts of Cambridge ply through its city at very regular & frequent times, there are villagers totally isolated, because they do not drive. They rely on a bus & it is high time that CCC had a better regard for its rural constituents. I do not know what is meant by "review its decision of Feb 2011". Does it mean more cuts or does it mean this Council will restore surplus of £2.7m? My answer above is based on £2.7m cuts.
1346	I do not believe that any savings could be made by withdrawing subsidies since a public service must be provided.
1347	At present we have one bus an hour from Duxford to Cambridge during the day. If the funding for subsidised services was withdrawn, this could result in even less buses running and people living in villages with few amenities becoming isolated.
1348	I do not drive. I have no access to any form of transport, including kind neighbours who have time to take me places - they work and I don't so free times/convenient times do not coincide. I am retired and my only income is state pension. Taxi fare to March - one way - is minimum £10. This is not affordable on my income on a regular basis. I value my independence. The bus service is my only means of maintaining this.
1349	Widow on pension credit. Essential to have subsidised service to enable to make journeys to shop for food.
1350	Subsidies should not have been removed so abruptly and without consultation. Bus transport is essential front line service in Fenland
1351	I think public transport is ESSENTIAL in villages, such as the one I live in, Balsham. To withdraw it now sets us back by 100 or more years. We would be virtually isolated - those of us without our own transport. I also thought it was to be encouraged to use public transport, rather than individual cars.
1352	Those most affected will be teenagers & the elderly. Teenagers will lose the opportunity to learn independence - an important stage. The elderly will be confined to the narrow world of their village. This will have implications on their health & mental well being. All of us who drive now could be affected in the future as we grow older.
1353	Teversham needs to have a bus, for anyone who cannot drive.
1354	I live in Little Shelford. We only have the 31 bus 6 days a wk with an already skeleton service. I work from home in a village with no shops. I have to plan to go into Cambridge as the service is sporadic with the first return being 2pm. Carrying shopping is no joke. I would rather get off the bus in Hauxton Rd, Little Shelford than Great Shelford with a half hr walk home carrying a lot of shopping. Plus not every customer I have drives. Some need the bus service to Hauxton Rd. I cannot afford to run a car so the bus is mandatory to my needs. As a diabetic I don't always have the energy to walk the hour round trip to Shelford.
1355	Total reliance on bus service: No other means of transport (registered blind)
1356	It is the less well off and senior citizens who will suffer from these cuts
1357	Without a bus I, and many more residents, of Wyton-on-the-Hill are stranded. We can't get to St. Ives' doctors or Hinchingsbrooke hospital at Huntingdon. We don't have any facilities on the hill!
1358	Withdrawal of the 106 would mean I would be unable to get to Cambridge or Ely on a weekday - the main places I need to go to. I do not drive. This service, altho' necessitating changing at Cottenham for Cambridge, has been reliable, and the drivers have been outstanding.
1359	The decision will disadvantage the elderly and is not in line with 'green' policies of reducing use of cars by supporting public transport.
1360	I live in a rural area and the bus is a vital link between house and the places where I work, study and socialise.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1361	To withdraw the subsidy would have great
1362	Im 82 & I rely on the town circular at least 3 times per week & if I have a Dr apt or dentist or hair apt also I use the bus, as I cannot walk very far & I catch it right at the top of Greengarth.
1363	Our local bus is essential for taking people to the doctor, dentist etc. Also for taking people to Royston. Withdrawing it will isolate people living in the surrounding villages. Also, it will mean less customers for Royston shops & the market. It will be a regressive step.
1364	Poem - I heard a rumour just today. In April they make take the village bus away. Ridiculous my friends all say. We got free passes just the other day. Around the village the news has spread. Filling all the pensioners with dread. Our freedom and our choices will be in vain. Why are we treated with so much disdain. And not expected to complain. Our meagre pensions don't stretch far, and few of us don't possess car, taxi fares are out of reach, to get to Newmarket FIFTEEN POUNDS at least. The dial-a-ride you have to book ahead, but that's no use if you are ill in bed, or if by chance you mean to go to town, upon that day you booked, the rain comes pouring down. We cannot trip around like young golk, to even try would be a joke, we cannot order things on line, to own a computer would be fine. If only our old brains could absorb and keep, the wealth of knowledge people seek, alas just as our arms and legs do shake, our ancient brains are only half awake. Wot no buses! Back in the forties when we were young, our forebears fought some battles and won, our blood ran hot with national pride! And so we grew -
1365	If you stop buses we will be confined to our houses.
1366	The extent of the impact is not known. Our Parish Council is trying to establish how many residents will be affected and whether alternative provisions can be made. As a pensioner who presently uses a car and lives in a remote village the loss of the bus service will mean more when I can no longer drive. As a parish councillor I am involved in looking at alternatives for residents.
1367	Because lots of village residents will become more isolated as services are inevitably removed. (Need to look at bigger picture).
1368	I know about the financial situation and realise some cuts are necessary
1369	In Waterbeach the service by Stagecoach-hourly-is pathetic-never on time-waits of up to 25 minutes on Thursdays, blaming Ely Mkt Day! Whippet gives an excellent service but only 1 into Cambridge each day at 9.20am.
1370	I live opposite bus shelter in Horningsea and notice how many pensioners catch the only bus into Cambridge (9.30am). These are people who cannot ride a bicycle as I can. A taxi fare into Cambridge costs £11 one way. Please note apart from the daily service 9.30am there is no bus on a Saturday & Sunday.
1371	We are both in our eighties and require a regular decent bus services. It is essential for shopping, doctors. etc
1372	My husband and I rely on bus services.
1373	Council should not part fund any private company!
1374	This is ridiculous to cut our services, as it will leave us tied to our homes without ways and means of getting about.
1375	I strongly believe that in order to reduce car use in the county whilst still encouraging economic growth the council has a duty to provide affordable attractive alternatives, and people will not be prepared to leave their cars behind if buses are not only much less convenient but also just as costly. Public transport MUST be made more attractive, not less.
1376	Our area is growing in population and needs a good bus service

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1377	It would have a serious impact on our village and my personal ability to get into Cambridge. I would welcome a viable alternative, but complete loss is very unfortunate
1378	because these buses form a vital part of the local community
1379	Because I use the bus service (150)
1380	Its my only means of transportation. With a young baby it is very isolating when there are already very few buses
1381	As I am required to work 7 days a week and I do not drive I rely on the bus service for my transport
1382	Rural services need to be expanded to retain people in village as long as realistic
1383	I use the 22 service run by whippet between st.ives to Ramsey to get to work. I have no other means of travel of getting to and from work. If this service is lost I shall lose my job which is in Ramsey
1384	Removal of subsidy from rural bus transport services will cause significant problems for people who cannot afford to run or own cars, those on low incomes who rely on public transport to get to work and school/college, and the elderly. It will increase their sense of isolation and prevent them from accessing services. It will lead to loss of quality of life and affect their health and wellbeing. Rural transport cannot be provided without a form of subsidy, and to remove the subsidy in a blanket fashion is a breach of their human rights!
1385	Don't really know anything about it.
1386	The services affected provide the only bus links to some places, adversely affecting those without other means of transport
1387	isolation of village dwellers leading to social/health/mental health problems; disruption of family life; inability to work due to lack of transport; rural services suffer while city/town services improved
1388	Loss of St Neots Service 61 before 0900 & after 1700 would seriously affect me
1389	It discriminates against the elderly, the disabled and the young
1390	The subsidised services provided the only means of public transportation for areas which otherwise would be without a public transport system, hitting the elderly, the disadvantaged and other vulnerable sections of society not having access to other forms of transport.
1391	I am an oap who does not drive, but I have been volunteering at Home Farm at Wimpole Hall for the past six years. This work has given me great pleasure and a real sense of purpose. Without the Number 75 Whippet Bus Service, which is subsidized, I would have no way of getting to Wimpole & would lose a valuable activity.
1392	I depend on bus journeys in Cambridge for all my shopping and visits to friends.
1393	As pensioners we rely heavily on our bus pass & in the current economic climate it is even more important so that we can get to the shops for our household shopping.
1394	Public transport be provided as an essential service. Councils should be encouraging their use to reduce carbon emissions & keep cars out of Cambridge & other major towns where there is heavy traffic & expensive parking. The elderly and less well off rely on these services, as do children at school in Cambridge as both parents work.
1395	I am concerned about the decision, because there are a number of people especially the elderly who do not possess a car, this applies to disabled people too. Added to which new bus passes are to be issued up to 2013/2014, what a waste of money, if we have no transport!!!

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1396	It is my only means of transport into Cambridge
1397	Subsidised bus services are usually in rural areas where there are often few if any shops and other facilities. With de-regulation of bus services the busy routes in towns have been taken over by private operators and the council are left with the rural services serving scattered populations, so people living in the country have seen their services cut as a result.
1398	If our bus service goes, there is no way that a lot of us, mainly older ones, will be able to go into St Neots and do our shopping etc.
1399	As a pensioner who has recently stopped driving thro' deteriorating eyesight, I have found the bus service through the villages to Newmarket an absolute life-line & witnessed the dependency of others on it on a regular basis.
1400	As a pensioner who has recently stopped driving thro' deteriorating eyesight, I have found the bus service through the villages to Newmarket an absolute life-line & witnessed the dependency of others on it on a regular basis.
1401	A bus service is important, to move around.
1402	It is the only way for the elderly to get out and about.
1403	I consider a bus service a right.
1404	My husband & I are pensioners, we don't own a car, & really appreciate the bus service, it was one of the reasons that we chose Burwell for our retirement.
1405	I have to attend Peterborough City Hospital. As a resident in Chatteris I have limited access to bus services. We cannot get to Whittlesey for a connected service. 2hr service to March is also not in keeping with appt. times. As an independent person it is frustrating to have to rely on people for hospital appts.
1406	Cuts should be made elsewhere ie. cuts to top salaries and staff numbers, human resources.
1407	As a pensioner I will be confined to the house due to other forms of transport being unaffordable. There are also other solutions but the bus companies do not seem to want to listen.
1408	Without our 106 bus which comes down to Aldreth up to Haddenham which is 2 miles away, I would not be able to get to Dr, Post Office and to Ely to do my shopping. I am 82 years of age, we have never been without a bus, and our life line would be gone. So please think of us oldies who have worked hard from the age of 14. Thank you.
1409	The bus service provides an essential means of transport for many people in the surrounding villages. Many using the service are elderly or mothers with young children who do not have ready access to shops, banks and post offices.
1410	Balsham isn't in easy walking distance from other villages, e.g. Linton for the medical practise or Cambridge for shopping etc. and many elderly people will be dependent on others to leave the village.
1411	It will leave people like myself, with no other means of getting about. Stranded in a village with only one shop for groceries with prices on the high side and mostly foreign, not British.
1412	No other way getting to Cambridge. Devastating without Citi7 bus.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1413	Because I cannot get out of Doddington to go anywhere other than March or Wisbech & Cambridge. March is useless for shopping, the 2 hourly buses are difficult to get dental & opticians appointments. I have not heard anything about this questionnaire until Dec 3rd, so feel it is very underhand. I cannot afford to move house so I am at the mercy of what is a very poor service already. There are at least 15 people that I know personally in the same position & none of them know about this questionnaire.
1414	We need bus service in this village for the elderly and the children to go shopping & dr, plus the children going to schools. You need to send this out to all householders in the villages because many old people do not have computers and don't know about this. So you need to do this so you get the numbers you want.
1415	Withdrawing funding means loss of bus services - a vital service for many of the small villages - not other way of leaving the village for shopping - work - doctors - dentists and other necessities
1416	Without knowing what the alternative transport will be, it is not possible to answer this question properly.
1417	Because the cost in full is too much to pay on a pension, and will prevent people taking much needed outings to nearby towns from their villages. If we don't have a car we rely on the bus.
1418	Rural communities need transport of some kind. Smaller vehicles to replace existing ones would be a logical decision.
1419	Found form very difficult to fill in. (more like a book than a form) Hope No. 114 stays the city circular is put back and others like Ely direct
1420	I live in a rural area and do not drive, so our only means of transport is the bus service we fortunately have. I use it for essential trips - like today for instance to visit my doctors surgery. I also use it for leisure trips to Cambridge and to connect to train services. I also use the 59 service (not run by you) every day for work.
1421	Cuts have to be made and the buses are not used very much
1422	If the buses are not subsidised services to villages will be cut, making travel difficult for those of us who do not drive.
1423	I don't support this decision as we will lose our bus which I and lots of other people rely on it for essential resource eg hospital, dentist and shopping and the social repercussions.
1424	They do not know how it affects the community yet.
1425	Because I want the No. 30 back round Sallowbush Rd, we do not have one bus round this route. There is no reason whatsoever we cannot have it back. The students for the college will still be able to get off at the top of Ambury Rd
1426	We have no bus service through Sallowbush Road Huntingdon anyway. It would be an advantage to re-route the No 30 so that this area is at least covered by one bus route.
1427	Hits the poorest most.
1428	I represent the Balsham ward on LEDC. Horseheath is the only village with a good bus service (non subsidised I believe) Castle Camps/Study Camps very poor service but both feed into the Horseheath service. The other village services into Cambridge is at the following times as leaving Balsham and return. If this service is withdrawn then there would be no public transport into Cambridge from these villages.
1429	I am 68 still working. Have taken nothing from the government, paid my tax put 2 children through university. Don't have a car because we are told to use public transport to save the environment. The bus is my lifeline, without it I am lost, and can't think how I would be able to live

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1430	The area in which I live is poorly serviced already. Some people need the bus to access work and to buy food.
1431	This decision was taken with NO public consultation. i.e. the customers and moreover taxpayers.
1432	A number of people who do not drive/cannot drive rely on these services, especially in outlying villages.
1433	Because a lot of elderly people will not be able to get out as much as they do.
1434	There are a lot of elderly people in Ely who rely on the buses, sometimes the people on them are the only ones they talk to. Also it is a way of keeping cars from the City, a thing you all want to see done.
1435	Many users are those affected by the current recession.
1436	Concerned that more bus journeys may be cut but very interested in the idea of coming up with new & innovative ways of delivering a better service all round. Until plans are more solid I cannot say if it is a good decision but potentially very good.
1437	Living in Toft I am not a bus user (only Park&Ride). Whenever I see a bus in the village there are very few passengers on it, so it is not a surprise that the Council plan to withdraw funding. I notice that all the buses are double decker, very old ones at that. Would it not be more cost effective to use much smaller vehicles for the job? As my wife does not drive she would have to rely on public transport to shop etc. if I
1438	Being over 84 years old, this is my only option of doing my weekly shop for provisions.
1439	I think the Council should spend more on public transport in order to provide frequent & good services.
1440	I do not know other possibility to run the buses.
1441	Because the effects of the withdrawal haven't been felt yet.
1442	Our village lies in between two major bus routes, & is just a few minutes extra for the buses to travel, cutting this easy extension. Will leave the young and old stranded from Dr's food & work. Some of our villagers of which worked and paid a life time of taxes.
1443	Perhaps it will be possible to reduce some services, but in the St Ives area buses are badly needed
1444	Because in lots of cases the bus is the only means of transport people have, especially pensioners who cannot afford to own a car. Also sick people who are not allowed to drive.
1445	people that live in rural areas will have no bus service at all.
1446	We would be confined to the village
1447	Buses are very important in the community. I live in a village but work in Cambridge and would prefer more buses especially at peak times. If there is a need to cut bus services, consider when my bus now doesn't run after 6.30 which makes it hard when I'm on later shifts at work. Having to arrange someone to pick me up. Isn't always possible.
1448	I consider public transport to be a necessity not a luxury. Not all have the use of a car & taxi's are v. expensive so what happens to those people if the bus service is removed.
1449	The funding for subsidised bus services would be missed greatly by the elderly people. To have to pay full fares now after not having to pay for the last few years would make a huge difference to the amount of income they have. I know a lot of people who live in Wichford who cannot get on the No. 9 bus, because it is always full when it reaches there. So instead now they go all the way to March to shop there, instead of going to Ely which is nearer.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1450	It will make people isolated who do not have access to a car ie disabled. Old people young families.
1451	If many more buses are taken off we shall be shut in the villages. I don't have a car. We only have them now every 2 hrs. We rely on them.
1452	Anything that penalises pensioners is not good, burt some pensioners are active, some not.
1453	I do not support this decision because I do not have a car and really rely on the bus, we can only get into Royston by the 127.If we want to go to Letchworth, we have to change at Ashwell the 127 takes us to Ashwell on a Wednesday only.
1454	I hae no information about how much saving has been achieved. I also have no evidence of the impact of the cut in services on the communities affected.
1455	Many elderly & disabled people would be unable to get out and about without the buses and would become isolated.
1456	I have got a disabled bus pass because of my mental health problems and I live in Elm and travel to and from Wisbech everyday to get met out in the community, and I would not be able to pay the full fare becasue I am only on benefits.
1457	In a rural area such as ours - buses act as a life line on top of which they take many motorists off the roads.
1458	I rely on the bus service
1459	You need the buses for shopping. People who don't have a car. Taxis cost too much money. People who live in remote villages will find it much harder.
1460	Would be agreeab le to part pay fare.
1461	Being unemplouyed I cannot keep a car so have to use public transport, if the buses are cut even more it will limit my choice of areas to look for work.
1462	Have not got the means for a car, due to depression. "We have to rely on the bus".
1463	Take bus services of Fordham where they have service every hour to Ely Nmkt Cambridge. We only get two a week. We pay ur council tax but get nothing for it.
1464	We only get two bus services to Newmarket a week. Plese dont take them off. I'm 77 yrs its my only outing.
1465	For 20 years I have fought for our 402 asnd 409, Daily papers pulled this togher with our local MPs. Are trying to destroy local policies, comment setc. For years you have ignored the bus inspectors and you lot want a rise. We need our 402 and 409.
1466	Because cuts in bus services add to the isolation of the elderly that for a variety of reasons are unable to drive, the young and less able and in some cases make visiting hospital expensive and extremely difficult.
1467	For those who live in rural areas and do not own their own transport it would be impossibel to get to essential shops and services if the subsidy was cut.
1468	Horningsea has no shop, no surgery and for those without cars, a bus is essential.
1469	Our bus service (the 106) is the only link we have to travel to Ely, and via Cottenham, to Cambridge. It is a vital service not just a triviality to be cut on a whim.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1470	Living in Sutton, I am on the No. 9 bus route (Ely-Chatteris-March). The service has been reduced from an hourly to two hourly service since April 2011. Many people who do not have their own transport use this service, young as well as the elderly. The route is very well patronised as it is a direct route to Cambridge. Thursdays (market day in Ely) in particular is always busy. Taking this service away many will find it difficult to get into town and subsequently Ely City and Market will lose out on business brought in and around Cambridge further afield. The new guided bus is brilliant from St Ivest to Cambridge but you need a car to reach it. Suggestions - a community bus to go round neighbouring villages to connect up to the guided bus may be one suggestion. I am sure many of us with bus passes would not mind paying a nominal amount each time we travel to keep our bus service on the road.
1471	No public transport to Ely/March. March/Ely if service 9 is cut.
1472	Bus fares would be too expensive if the subsidies are withdrawn.
1473	Because it will stop me doing my weekly shop.
1474	I am a disabled war pensioner & I rely on Dews Coaches & Drivers to get me to Ely for my shopping & I find them very good & helpful.
1475	People who have bus passes have them for a reason. e.g. old people have a pass as some of them cannot walk long distance and don't work, disabled people have them for medical reason like people who have epilepsy cannot drive so therefore cannot get around. In all both groups need bus pass or they would not be able to get around.
1476	They are a valuable service which local communities need, especially for the 'aged' and non car owners.
1477	It seems to me as if the most vulnerable people are having to face these cuts, surely there must be other ways the council can save money
1478	It would cause great hardship to many people who do not have access to a car and would isolate the elderly.
1479	To give us much encouragement to the use of public transport, and thus take cars off the road. This would also decrease the number of accidents, since the volume of vehicles would be less.
1480	A lot of old people in the villages need the bus services it is their only lifeline.
1481	I don't drive and need buses to attend doctors, dentist and to shop. With a taxi costing £15 return, I would be unable to go to Newmarket as I do know my meeting friends would have to stop.
1482	It is approx 2 miles to the A1 service road from the village to catch an hourly bus to either Peterborough or Huntingdon. There is no footpath and is difficult for a 70+ to walk along the grass verge with lorries and cars speeding past.
1483	We have no means of transport only buses. I am 76 years old. My wife is 78.
1484	We are a small village off the main bus services route. All are O.A.P. to get to the bus stop on the main road is over 1/2 mile to walk. Most weeks there are 9 to 10 people on the bus. Also you can see the Huntingdon to Peterborough bus going along the main road with very few people on. May be better to cut some of those.
1485	I am not very good at filling in a questionnaire, so I will write all down. I live in Litlington and I use the 127 bus to go shopping in Royston. I hope you will keep it running. I have to use the bus to go to the doctors in Bassingbourn, there is a lot of old people like me in Litlington use the bus (127). This is only way to get our shopping. Thank you.
1486	I am very aware difficult decisions have to be made. But I would find life exceedingly difficult without a bus service.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1487	I don't like the buses going every 2 hours and it is getting a bit dear.
1488	We have no other means of transport to do my weekly shopping.
1489	I believe that priority should be given to promoting & supporting public transport in an aim to reduce car usage & provide services for young people & the elderly in particular in rural setting.
1490	The duty of any Council or government, is to look after its citizens. As the population ages, public transport must remain in tact.
1491	We live in a small village at this time. We only have 2 buses a week Mon. & Friday. This is a lifeline to get us out of village. We are too old to drive and this is our only way to get to shops.
1492	The continuing need for a scheme via County Councils is so self evident. I appreciate it is expensive, but I am sure than making a "break even" point ?? in the expenses petrol/diesel for the private user - meaning, I contend that a system of public transport both conventional bus & small bus/taxi size vehicles & taxi & a supported volunteer can ???? of groups will be found to be ??? for rural areas!
1493	I am 83 & I have no other way of getting out, other than walking.
1494	You are going to make a lot of us O.A.P. housebound. We have no way of getting to any other shops than Cambridge which a lot of us can't buy what we want.
1495	As a retired person I am on a fixed income and cannot afford to pay the bus fares. Without the bus I won't be able to get about as I don't have a car and I can't walk very far.
1496	My age is 84; I live alone, but feel compelled to remain to the best of my endeavour active and independent for as long as possible. Due to circulation problems I am unable to walk for long distances; therefore, the No. 1 bus is vital to most of my requirements. Its removal from service would make a great difference to my life and well-being.
1497	I don't agree to the withdrawal of funding as we already have a very limited service through Stow Longa and if funding is withdrawn we shall be further isolated if services cease. On 15 February 2011, Full Council voted to phase out funding for subsidised services over the next 4 years & agreed to a reduction of £654,000 in subsidised services in 2011/12.
1498	As we only have a bus in Chippenham twice a week. It would make it very difficult to get any shopping or to get to the bank or blg society when money is needed.
1499	My wife and I live in Steeple Morden - we have no car - we are in our mid 70's. We use the bus at least twice a week for shopping in Royston. Both of us need to visit the doctor at regular intervals during the year - our nearest doctors surgery is Bassingbourn - about 4 miles away and we need to use the bus to get there. For us, and quite a few other old people, life without the bus will be very awkward and stressful.
1500	I am very aware of the need to make huge savings. However for the environment and road congestion around Cambridge to improve we need public transport rather than cars, and the elderly & less well off don't have cars. It may backfire if we cancel public transport. Can we not do something cleverer? Buses are county level - why can't you cut through the city/s Cambs politicking over budgets & get the 1296 (& other routes shared? Add the 196 to some Citi3 routes (Citi 3A) twice a day each way? Make that route attractive because it's quicker. Parking costs. Make sure the bus is just cheaper and reliable - help us use it! We who work can pay.
1501	I know they have got to get money from somewhere.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1502	Because a lot of people will be very isolated if there is no bus service at all. We, who live at the bottom end of Fen Ditton only have one bus a
1503	Buses are the only transport I have for shopping, doctors appointments etc. As a widow withdrawal of buservices would isolate me.
1504	a) Buses are good for the environemtn. b) Bus drivers will become unemployed. c)Pensioners & the informed will be unable to shop for food or visit the doctors. d) The High Street shops will suffer economically.
1505	Difficult to see what hardships this may cause. Our doctor is at Waterbeach a distance of 2 miles, a taxis costs £15 each way; fixed rate.
1506	In an area of low population a bus comapny cannot expect to make profits. I feel they should be supported to provide a service for pedestrians as well as keeping cars off roads.
1507	Its the only way I can get into town.
1508	When we first moved here we checked that there were local buses which are important to us.
1509	Villages like ours with no shops or PO need to get to town. Not everyone has someone to take them.
1510	I need the 106 service for work shopping hospital & library. With no bus daytime it just means isolation for me and many others.
1511	Being isolated from shops & banks
1512	The bus services are essential. Without them people will be isolated. Not able to get to certain destinations. Public transport shouldb e encouraged to dissuade people from using their cars.
1513	It will isolate further the needs in the small scattered communities of Cambridgeshire. (I am not needy personally)
1514	Theres no way for people without transport to get shopping, chemist, doctor etc.
1515	The investigation of new and innovative replacements (which I do support should be much further advanced before the existing support is withdrawn.
1516	The withdrawal of subsidies will almost certainly result in the withdrawal of services. The majority of people using my route are not car owners/elderly or inform. No bus will lead to isolation and an increased dependence on other services. Those able to get a car would then add to Ely's every growing parking problem.
1517	It depends how much is cut.
1518	As a pensioner I appreciate my free pass but object to the fact that many of my age are using the guided bus for free jollies to St Ives - is the council paying for it. This takes monies from valued city service.
1519	having limited mobility due to a stroke, my husband benefits from kaing two trips a week from Elsworth to St Ives for necessary shopping and meeting people. We also are able to use the Elsworth to Cambridge bus for various appointments and visiting family & friends as we can make connections with other buses en route. Elsworth is very limgted already for those without a car. Withdrawing any more services would be disastrous.
1520	Buses are essential to people who do not drive, and live in a village without shops. How can we buy necessary items if we can't get to the shops to make the purchases.
1521	Subsidised bus ervices are a lifeline to many elderly men and women. They enable them to get out and about regularly, being good for their morale and general well-being.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1522	This service would make peopel suffer; escpecially the elderly.
1523	A blanket decision is unfair. One size does not fit all cases. Different routes may be viable or vital, with just a small subsidy, while others with a minimum take up need to be looked at & linked to those that are viable. Some people are using buses instead of cars & this cuts road use & pollution down. Subsidised bus services help those who could seldom afford to travel otherwise & gives the elderly a social life which keeps them healthy & out of doctor's surgeries!
1524	Transport is essential, particularly for the elderly, who rely on it to do essential tasks such as shopping, attending medical appointments and generally getting about. School children also depend on this service.
1525	I don't have enough information to make a judgement.
1526	We need buses in all the villages. Any rate please keep our 2 buses a week to St Ives.
1527	Because I like to travel to different places example - from Upwood to Peterborough then catch a bus to Kigns Lynn, Spalding & Stamford, also six times a year I catch a train to Scotland from Peterborough rail station.
1528	Buses are our lifeline for shopping, doctors, prescriptions, chiropodist. Every srvice that helps us.
1529	Only means of getting to Cambridge
1530	Too many people (especially elderly & students) reliant on bus services in rural areas for them to be taken away.
1531	Living in a very rural area the only way to get to shops doctors hospitals dentists etc is by car if you have one or buses. If buses are withdrawn many people would have to rely on lifts or expensive taxi journeys, people live in towns have frequent buses yet can also walk to shops doctors etc. Buses are a lifeline to many & should be available still.
1532	I have to otherwise use expensive taxis.
1533	I believe it will result in a loss of essential services s Stagecoach will not run some services into rural areas resulting in a cut off for people who are reliant on buses because they are elderly, or don't own a car and use buses for work, children and young people use bus for school or college. Personally I work outskirts of Cambridge and don't have a car. if the bus service is reduced even on 18, I would have problems getting to my palce of work as it involves either 2 buses or bus & walk.
1534	As more and more cars are appearing on our roads and more and more people are settling in our County, I believe that we should be expanding not decreasing our public transport.
1535	This is a rural area and a lot of people rely on the bus services. We are supposed to be encouraging people to use public transport.
1536	Because we need a bus in this village.
1537	I am very old adn the bus pass is my lifeline.
1538	I find it hard to support a decision that may in many cases leave people who have no other transport options. Many villages - my own included - have little in the way of services and the bus service is very important. Elderly people do not like relying on others for lifts all the time. It would just take away independence.
1539	I rely on our once a day bus to do my weekly shopping, and why a bus pass and no bus?! I would prefer to pay at least 1/2 fare than have no bus at all.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1540	People like myself who do not drive , need buses to get to St. Ives for dental appointments and banks also shopping etc.
1541	Depends on what alternative cuts are (ie order of priority)
1542	We have to accept current subsidies are necessary and cuts will be made, there is a case for reducing support than cancelling completely. Lots of people I have spoken to (elderly bus pass holders) would agree to pay some cost towards travel (i.e. £2 per journey). I don't doubt this dea would be too difficult to opeate & costly to set up.
1543	People rely on the service for a variety of reasons.
1544	As a pensioner I rely heavily on this service.
1545	Because I am a user of buses now especially the guided busway which is so useful in getting to Addenbrooke Hospital.
1546	This would mean some people (who do not own/drive a car) would be cut off from essential services eg doctor, chemist, food shops
1547	Many older and less well-off residents would find it impossible to travel into Cambridge for work, social or medical appointments.
1548	Our community is getting older. Those who drive now may not be able to do so - either physically or financially. Moreover, traffic levels continue to grow and local shopping is becoming more limited - empty shop sites etc.
1549	To avoid congestion we need to make public transport affordable and more frequent service at times when people are travelling to and fromw ork. Also at other times when the elderly/retired need to travel for essential services due to the lack of post offices/local shops, especially if you do not have a car.
1550	It all depends where cuts are made. rural bus is vital for elderly & disabled people to get out. Some buses must be cut in the large cities as well, as often these are not being used on all routes as I have noticed some almost empty at the middle of the day.
1551	It is essential for senior citizens who hve no othr way of transport to have a bus service to town or village.
1552	My wife and I are both pensioners. We rely on the buses as we do not have a car.
1553	As a mum with two young children I find the service very useful.
1554	The reason is it is called a bus SERVICE and it is not much of one.
1555	We need these services a not everyone can drive, and you also want people to use their cars less so you must give them a choice. As the village is growing and the school has been enlarged to cope. We also need our fire station.
1556	I consider a bus service reasonably priced, a necessity for the village, especially for those who have no other means of transport i.e. those who income is among the lower paid.
1557	Rampton only has 4 bus services per day. Stop the Ely 106 and that leaves 2 - Stagecoach. We are isolated from Cottenham and Willingha. Though most households in Rampton have 2 cars or more there are residents like myself who do not dirve. The evening Stagecoach service does not take passengers out of village. Early bus arrives Cambridge 0900 hrs ish. No good for work. Returns too early people leaving work. Cannot use bus pass until 0930 hrs and not in return peak time.
1558	I have not looked closely at which buses will be cut. My main worry is for old & young people who do not have any alternative transport. We do not want more cars on the road in an already overcrowded city.
1559	Because the bus to Newmarket is the only means of transport from Isleham.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1560	A lot of elderly people living in the village will be unable to go out of the village to shop, see friends, go to the hospital if the service is
1561	By cutting the bus services, you are isolating more and more people in the community. Transport should be a social benefit provided by the whole community. We as a family do not drive. If cut backs are made I would consider leaving Cambridgeshire.
1562	Due to medical reasons I am currently unable to drive so the bus service is invaluable in getting me to & from work.
1563	We have only recently, this year had a new contractor for our area (West Cambridgeshire). The company are providing a very good service for our out-lying villages and drivers and passengers are only now settling down to the service provided. I feel it would be wrong, and worrying, for our elderly villagers (some of whom have only 2 buses a week) to cope with, yet again, more change.
1564	I would miss the bus services very much. I live alone - its my only way of getting out.
1565	This will affect many old people and all young ones too.
1566	Where there are no buses, taxis are very uneconomical for people on fixed incomes.
1567	It is very important to the village & our outlying villages to keep our service running 31. People who have no transport have no way of getting to services that they require.
1568	Have always thought that perhaps me having a bus pass, its helpful, I would not mind paying a small charge towards each journey, 'and for having given yourselves a very large pay rise,!! Money is very tight at present for us all.
1569	The 199 provides invaluable service to those elderly living far from the bus route (18) which only runs hourly.
1570	There are too many people in Newnham - especially those in Gough Way, who are unable to get into town if the 199 bus is withdrawn. Many of us have physical disabilities & even getting to Newnham Road to catch the 118 is difficult - for some impossible. Please be advised that this bus provides a most important service & would be a great burden if withdrawn.
1571	The bus is the only way to go to Cambridge for me, we do not have a car any more as my husband is unable to drive owing to ill health, and there are no shops in the village.
1572	Elderly people in villages will become too isolated & find it difficult to shop & get to hospitals, clinics.
1573	Its the only way I can get my medical pills and shopping as Graveley has no shops, bank or Post Office, plus I can meet people at Huntingdon and talk.
1574	Young people need a way to get to town, medical appointments and educational resources/schools.
1575	I pay £142 a month council tax for extremely low benefits in return, road full of holes. I use bus No. 75
1576	As it is taking travel away from people who have no other form of transport.
1577	Lack of public transport means more private cars on the road, congestion, delays, deterioration of roads, inefficient use of the road system.
1578	1. I haven't read the rest of the form yet!! 2. I think it should be a potential withdrawal.
1579	To stop this will be making a lot of OAP prisoners in their homes!
1580	We need the bus to Royston & St. Neots because it puts us off near the market & shops. Cambridge is not good because Drummer St. is too far from the market & shops. We have not had a shop or post office since it was burnt down. When it is rebuilt we will still have to go elsewhere for meat, fish, fruit & vegetables and chemist.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1581	We do not want the bus to stop. as we will not get out.
1582	I do not support this decision because I am a pensioner and I solely rely on the bus service. This is my only means to see my family and
1583	Public transport use needs to be encouraged not restricted. Council roles are to develop communities.
1584	I am a pensioner and rely on the buses all the time as I live in a village.
1585	Impact on my life.
1586	Since the termination of some bus services already it has had a great impact on our family. My 3 children who work weekends in Cambridge have to be driven separately by car into Cambridge increasing more congestion on the Cambridge roads and adding to more pollution and parking problems. Also the 18A late night bus on a Friday and Saturday night which has stopped has forced our teenagers to resort to taxis & high costs to pick them up from Cambridge.
1587	Toft has a high proportion both of elderly people and families and young people who require the bus to get into Cambridge. It is not in the interests of the environment to use cars on this occasion. There is a danger of rural communities becoming isolated, particularly its most vulnerable members.
1588	The bus provides a much needed source to enable village people with few amenities to get into Cambridge. Without this service people will feel isolated.
1589	When we are encouraged to use public transport, why on earth would they stop local buses which are relied on by a lot of villagers both young and elderly alike, and when I've caught the bus it's always been busy. We don't have buses every hour anyway, so why stop the few we do have. I've caught the No. 75 Whippet buses from Orwell to Cambridge for the past thirty years and have always found the service reliable and perfectly adequate with staff courteous and friendly. We will really miss this service if it is stopped. As a non driver it is relied on for shopping, appointments, etc. dentist, opticians, hospital. I actually enjoy travelling by bus. To remove this lifeline from the elderly is appalling.
1590	Buses are the only means of transport for us both to Cambridge and Saffron Walden.
1591	Do not own a car making it difficult to reach Ely.
1592	Because if there is no bus how would I get to Newmarket.
1593	If there are no buses I will not be able to go out or shopping to doctors as taxis are too dear.
1594	I want to travel on bus not car
1595	Because in the rural areas we are dependent upon the public transport to travel out of our villages. Having no train stations means we are very dependent upon the bus service. In the rural areas we have many less amenities than can be found in the towns and so the buses provide a vital link in order to access services which are not provided near to us. To remove the bus subsidies will isolate a large part of the Cambridgeshire population. Already I cannot go outside my local villages on Sundays, and now, due to cuts already implemented, without warning, I can no longer stay out Saturday early evening, or leave the village early Saturday morning since changes made this summer! To then remove most of the daytime buses during Monday through to Saturday is a very draconian measure. We do not even have a footpath to the nearest town that is how rural it is out here.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1596	I need to use buses because I gave up using my car, (I sold it). I am elderly, could not afford to keep using my car, also it seems we were being encouraged to use public transport.
1597	Losing the 32 Chatteris to Peterborough cut our life line from Benwick. People living on their own and not driving are being isolated.
1598	I need the bus back to Whittlesey & Peterborough as I now have to have a taxi for my doctor & visit my family.
1599	People who don't have a car need a bus to get into Cambridge. St. Ives, Huntingdon get 2 lots of buses going every hour we don't have much.
1600	It is essential that rural bus services are maintained. There are people in the village who have no other means of transport.
1601	This is one service people rely on for their livelihood
1602	Strongly feel that people should have access to transport if they live in a village. Not fair or equitable not to be able to live in a village if you do not have own transport.
1603	Affecting rural areas where alternative methods are largely unavailable.
1604	Too much is wasted on other non essential things.
1605	Service 9 Elsworth - St Ives is a real lifeline for me. Service 8 Elsworth - Cambridge is important to me for the times I have to be in Cambridge
1606	for people who are disabled or part disabled cut the 31 village bus is a total disaster for everybody concerned.
1607	The matter should be reviewed from time to time, to take into account public requirements.
1608	We wouldn't be able to afford an alternative. Our bus only runs once a week anyway.
1609	Service means to serve and should be upheld for the greater good of all.
1610	Because I do not own a car & depend on our bus service.
1611	For some people the bus service is the only way people can get to shops, or even meet up with friends.
1612	Need to have transport. I live in a village, unfair and discriminatory to those people who do not have own transport or wish to be more efficient with own transport. The need to be able to live in a village without own transport is not good.
1613	I am not a car driver, so have no other way of getting to hospital appointments, shopping or social visits.
1614	This is a vital service to & from some of the smaller villages (eg. Rampton), who will be left with very few or no options of public transport.
1615	Don't drive, couldn't afford bus fares.
1616	Living on the outskirts of March I rely on the subsidised bus service to do my essential shopping, to keep doctor's appointments etc & to attend day centres & elderly social clubs. Without the subsidised bus service I could become a prisoner in my own home, as taxis would be too expensive to run on a regular basis for essentials. Also I need a regular fast service to Peterborough to keep hospital appointments.
1617	I am now over 80 & as we are on the outskirts of the town I feel when we can't drive we would be out on a limb.
1618	You have already cut our bus service No 33. If you cut it any more I won't be able to get around I rely on my bus.
1619	My wife and I rely on this service, No 33. We do not have a car, and I cannot walk far. It is a very good service to Peterborough.
1620	Bus services provide an important and reliable service, especially for elderly people and for disabled people and for people who don't drive to get around to go to work and go shopping. It is a vital line to the community.
1621	The bus services are a vital part of the transport programme. If funding is withdrawn it will once again be those most in need who will suffer.

	A
1	Appendix 2
2	Please explain briefly why you gave the answer above
1622	I need the bus most days as I do not drive.
1623	Some people would feel very isolated and not tget out anywhere. Some pensioners wouldn't be able to afford the alternative like a taxi.
1624	Less people ie pensioners would not be able to afford to use public transport.
1625	The proportionally large number of elderly people inToft who have no access to a car.
1626	Withdrawal of funds will result in cuts in service. We should be encouraging bus use to keep cars off the roads. Many people without cars will be cut off in rural areas.
1627	The only bus service we have at Wyton-on-the-Hill is the Whippet 1B. There is a housing estate opposite our property, who also use this bus route. This bus route enables people to travel to St Ives, Huntingdon and Cambridge. This is the only bus whcih enables people to get on the busway, should they so wish.
1628	Village communities rely on the availability of public transport, particularly for non car owners and the elderly. Most village shops & P.O.'s are now closed and medical services are centralised. Service should continue without subsidy even if it is reduced.
1629	Living on the outskirts of March we rely on the subsidised bus drvice to do our shopping - to go to Doddington, as taxis are too expensive. To go to Peterborough we need a good bus srvice to attend hospital appointments.
1630	Our local bus service is not very good NOW! let alone cutting it!
1631	I need the Tuesday bus to get to Littlebury. From Whittlesford very important.
1632	It will deprive low income pensioners like me of the use of our bus pass - with no phone line - no spare money - we will have no access to: food, medical care, family, friends and no independence to come and go when we please - just because it is a nice day and we want to go out and have no access to - or money for a telephone.
1633	It is my vital transport to St Ives town and back to 8 Greengarth, St Ives. I do not drive a car.
1634	I live in Benwick and we haven't a bus to Petrborough at all. We ahve to get a taxi if we want to go there. The bus we had which you have taken off came from Chatteris, Doddington, Benwick, Whittlesey. We need that one back. If it only came Wednesday and Saturday would be
1635	I have used the 110 bus weekly since I became widowed 5 years ago. The driver is so helpful with our shopping. I feel safe on this route but would not got to Cambridge
1636	Living in Study Camps & no car, would be very difficult for me getting out. I use the bus most days. Could just one No 13 pass our villages first once a day say 10am return at 3pm - just a thought.
1637	I will miss the market and minister pub

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
3	Increased costs and time inconvenience of hospital visits.
4	If the bus service was withdrawn we would be faced with the expense of running a second car - on my current salary I'm not certain that this would be possible. I would therefore be forced to look for work elsewhere.
5	If the cuts go ahead I will not be able to go to Peterborough, Cambridge, Ely or Chatteris. In fact I would not be able to go anywhere unless it was in walking distance. I cannot drive and cannot afford to learn. My family live in a different part of the country so I cannot rely on them to drive me places. Hospital appointments would be out of the question. If the bus services go then something needs to be in place first.
6	My concern is for the people who use the Bus Services to get to work from the rural areas.
7	I write as chair of the Parish Council The withdrawal of bus services has given the old and infirm in the village a real problem
8	We choose to live in a rural area with some links to neighbouring villages and towns you are now taking away these resources. You are going to kill the rural villages completely making them isolated from all services. The only people able to survive in these ghost towns will be the rich
9	The bus service is not important to me
10	The bus service is not important to me
11	The bus service is not important to me
12	The bus service is not important to me
13	The bus service is not important to me
14	The bus service is not important to me
15	My partner has mobility problems and we cannot afford a car. My children are entirely dependent on bus to get to school because at 2.9 miles the county judges they need no help. I am dependent on the bus to get to work, station is over 3 miles away.
16	I understand the need to reduce funding but don't believe a total withdrawal of subsidy is the best way. Stagecoach who are the main bus provider deliver a poor service and are only motivated by profit so no subsidy means no buses which will impact severely on many rural communities adversely isolating people and contributing to the demise of some communities in the long term as folk move away to be closer to work. The bus pass concession is great but without buses it is meaningless. Why not levy a charge of £1 for example for return journeys for all holders of a concessionary pass - better to pay something and keep the buses going.
17	The bus service from Easton is almost non-existent anyway. I would like to have the option to travel by bus, but even when they do run the journey time is so long that it is not practical. My most-used bus route is the park and ride service in Cambridge.
18	Isn't it enough that it will reduce my social life and the £3 I give to local businesses?
19	it would restrict my ability to visit relatives and get out and about
20	I would use the 196 if it were more convenient in terms of frequency and stops (I would have to walk a mile to get to a bus stop) so I do not use it. I would be sorry if it were withdrawn as it currently serves many people who work in Cambridge
21	I use buses to travel to and around Cambridge and these are therefore important to me. I cannot walk well for long and would find it hard to walk to the Grafton centre and back from the main area. I should also very much like to see a service from Newton to Trumpington Park and Ride on occasions when we are going away for a day or more. Or a safe area at the P & R to leave the car for the period we were away!

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1	Appendix 2
2	Please tell us anything further which would help us under...
22	Withdrawal of services in my area would mean: that the likely users would be stranded in their village without the means/funds of getting out and about. There would in time be a dwindling of population in the small villages and hamlets. That's after a generation of poor people had
23	Withdrawal of services impacts on peoples private and social lives. There are no evening bus services to and from the village of Fenstanton and this has an impact on people wanting to socialise in Cambridge. More and more people are using cars to get to and from Cambridge and this is surely against all thinking on reducing carbon emissions.
24	Loss of important service
25	I am concerned more for others rather than myself as I have an alternative mode of transport. In rural areas isolation can be detrimental to the general well being of people who rely on bus services for whatever reason, whether it be for work, shopping, leisure or medical appointments.
26	Bus services from Cambridge to Cottenham are very frequent and have been seen to be little used at times. Four buses have been seen lined up empty in Lambs Lane, Cottenham during the day. Even if one bus was diverted every 2 hours to RAMPTON, 1 mile down the road, it would give us a bus service whereas now we have none!!!
27	The Lichfield/Neville area in particular and the Coleridge area in general have a high level of elderly and disabled people. Many of them can no longer drive so are dependent on buses or taxis for transport. The 114 service is a lifeline enabling them to get to Sainsbury's, Asda, the Grafton Centre, the city centre and Addenbrooke's.
28	The impact on me personally would be small as I do not use many bus services but I do help co-ordinate and organise a Car Scheme in Burwell for those mainly elderly people with no car and with mobility issues. Already the withdrawal of bus services has meant our services have increased. For example people in the Burwell area can no longer get direct routes on the bus to the Newmarket hospital.
29	No real impact
30	You talk about withdrawal of services but not curtailment, as with the Citi7. Is that a mistake?
31	There is no other public transport linking our village to Cambridge e.g trains etc. The withdrawal of evening buses is inconvenient and to lose further daytime services would be very detrimental.
32	Some of the links were accessible - got diagnostic error or something like that relating to list of buses subsidised - but then next part of question showed buses! If we are to try and reduce car travel and encourage use of public transport it has to be at a reasonable cost for users otherwise those with a car will use that and cause even more pollution. Those without a car will be more isolated. I know this question does not relate to bus passes for the OAPs - but once introduced essential they are not withdrawn. Majority use buses off peak when buses are
33	Withdrawing certain services would have a negative impact on my leisure & work time for a start, as I would not be in a position to travel very far at all, being a non driver & living in a rural area, who at the same time, cannot afford to move to a urban environment where the transport maybe more frequent.
34	the 12 service should be re-routed through the villages of Isleham Chippenham and Snailwell to enable those villages to have public transport. At present there is no through the day service and so the elderly and teenagers and those with no personal cars are trapped in these villages.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
35	The removal over the last two years of virtually all services from Fenstanton to Cambridge has been calamitous for many living in that village and close by. a disaster. The Guided Bus can hardly be argued to be an adequate alternative. A journey by public transport of around 15-20 minutes duration now entails travel to St Ives (approx 15 mins) + Guided Bus (approx 45 minutes). The new link bus from Fenstanton to St Ives is not sufficiently frequent to provide an adequate start-end destination service.
36	Withdrawal is low impact now, but I won't be fit to drive forever. One day buses will be all I have. Some in the villages are already in this state, eg my father-in-law. He cannot go anywhere anymore.
37	I myself do not use the 31 very often. However when I was a student, I used it all the time. I am mindful that we are not within cycling or walking distance to any train station, our sixth form education is based in Cambridge and if we loose this service we are limited our children to how they get to college on a daily basis. Car insurance for 17 and 18 year olds is incredibly expensive so the bus is relied on. I asked the driver and he said it is well used reguarly. Just because we are on the edge of the County, why should we loose yet more services. The bus enables freedom to some older folk who do not drive.
38	The withdrawal of the 196 Waterbeach to Cambridge would leave residents of Horningsea isolated yet this is the 21st century, there was a better service when stagecoaches were in use.I am a great believer that public transport should be subsidised and if the balance sheets were looked at in greater detail I ma sure that there are savings to be made. i.e. paying officers wages to the extent where the man at the top earns more that the prime minister is surely wrong.
39	It is evident that the service through Hinxton is important for the Genome Campus and one or two people who use it regularly for food shopping. I would like to suggest that all pensioners should pay a flat rate of, say 50p for one-way journeys and £1 for return journeys along with their bus pass. This should be within most people's reach and would make a significan difference to the financing of bus services.
40	Bring back services to and from Southoe
41	i live in a small village where many residents need the bus service. A large proportion of which need to use bus passes.
42	Although not personally impacted to any great degree I am concerned about the effects on the elderly, the young and families without access to a car.
43	I am much more concerned for the many other users who have no alternative means of transport
44	I am concerned about the withdrawal of bus services because of its impact on sixth form students who need to get into Cambridge; also the impact on elderly people who have no access to private transport. Even now it is all but impossible for local residents to use public transport to get into Cambridge to work. South Cambridgeshire is a rural area with very little public transport at present; any further reduction would be harmful tp the community
45	You made no mention in the bus subsidy cuts for Burwell where we have lost all the evening services to and from Cambridge. I used this service only about once a month and find that I can no longer meet up with old work colleagues in the evening.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
46	I am typical of the residents of this village. I work in Cambridge, I go for my entertainments and shopping to Cambridge (or actually now I go to Peterborough for shopping because it is easier to access by car and cheaper to park). The bus services from this village are totally useless to me to enable me to get to work on time. I can't use them for entertainment because I can't get back on them I can't even get a bus to Cambourne to enable me to access the transport to Cambridge from there. It makes me mad when Whippet buses rat run through this village to Cambourne but can't provide a service for me to get there. Neither can I go to work on the guided bus at Swavesey (3 miles away) because I couldn't possibly cycle there with e stuff I have to carry to work and anyway there is nowhere for me to park. I am not going to drive 6 miles back to St Ives to get on the guided bus or risk the A14 to Longstanton - might just as well continue to drive into Cambridge by the
47	Our village has no shop or pub. Also no access to any other village with a bus, as there is no pathway out, only directly on to the A1. This impact for the young and older people of the village puts us into isolation. More houses have gone up for sale because of the isolation this
48	Impossible conundrum. If there were more buses people would not need to use their cars.
49	The Guided Bus is no alternative for my journeys.
50	I will strentghen the prportion of two car famillies in South Cambridgeshire (Over 50%?) and it willmake a mockery of building any more affordable homes in villages not served by a strongcommercial bus service. As housing is not a County responsibiliy this may not be relavent to your review but then is a "holistic" approach. (Is that the correct curreny terminilogy?
51	I am concerned that the use of private cars instead of a bus service would damage the environment and lead to more congestion on the
52	I live in a village very poorly served by buses yet the adjacent villages have good services. A better interlinked network would get more people back on buses if it took people where they want to directly. The shops on Newmarket Road cannot be reached without going into central Cambridge, similarly for Addenbrookes.
53	Citi 2 to Milton is not listed! Now that the Citi 2 doesn't come to Milton I have to get the 9, however the buggy space is already full by the time it gets to Milton to have to wait for next bus, not a fun experience with 2 small children. I now no longer take my children out of the village. And to rub our noses in it the Citi 2 now just sits at the science park because it is running ahead of schedule!
54	Most people travelling on the 106 bus during the day are people with bus passes and nearly all have said that they would be willing to pay a charge for the service to continue as there is no alternative.
55	Take the opportunity to cut all subsidies, period. Use the resulting savings to cut council tax. The money that goes back into hard working, taxpayers' pockets is then theirs to choose how they spend it - if taxpayers need a bus service in a particular area, then market forces will ensure a bus service is provided at a price that's right for them. It doesn't need local government intervention, which only encourages
56	People from Wilburton and Haddenham normally work, shop or study in Cambridge or Ely and are very badly served by public transport. One of the reasons I bought my house was because there was a bus stop at the end of the road. I have never seen a bus there in the 8 years I have lived there. Luckily I have a car most of the time, but my son does not and it has affected his job prospects and social life during a particularly bad economic period. There are many more like him in these villages.
57	I work for CCC on a casual basis and I often get asked to work at sites across the county. If I can't cycle there or get a bus then I can't work. I gave up a job a while back as the bus service was so unreliable that I had to allow 2 hours to travel but only 40 minutes by cycle.
58	We feel very isolated without any convenient bus service to use.What happens when you can no longer drive or walk long distances??

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
59	The ultimate effect is fewer and fewer bus users, resulting in a general loss of culture of using buses. It's a vicious downward spiral.
60	Withdrawing the buses to Long Road Sixth Form is an awful idea. The buses were overcrowded at the best best of times, and now you've taken more of them away, it'll only make the problem worse.
61	Retaining a small sample of subsidised services - say 25% - would keep the most essential and most well used journeys whilst disposing of the remainder. I guess around 75% of passengers use 25% of subsidised journeys - these should be retained.
62	The frequency of the Citi 7 both ways Sawston to City has been cut by 50%. This results in very long waiting at times and crowded buses. It is not conducive to getting people out of their cars onto buses when they are so far apart and unreliable, with waits up to 40 minutes in the
63	If Stagecoach didn't insist on running every bus service at regular intervals all day, they'd have some free to make journeys to otherwise stranded villages. Their entire approach to route design is rubbish (assuming there is any kind of design principle behind the routes at all).
64	I shall not be able after daylight - roads dangerous in places
65	I am concerned about the travel choices for young adults accessing college/university/work, ie apprenticeships etc
66	There is a very limited bus service that comes through Earith where I live, i think maybe one a day. If there was a more regular bus service I would get the bus to work as I work in St Ives
67	The service I use has not been withdrawn, but its frequency has been halved (the citi8). As a result it is very difficult to take my son to music and language classes which are important for his education. The bus service is far less good than the timetable suggests: I have recently written to Stagecoach to complain that the citi8, although supposedly running at 20-minutes intervals, actually has a frequency closer to 40-
68	Withdrawal would cause more people to drive in to work which would cause more congestion in the city which is exactly what you want to reduce. Will cause problems to residents in the city as people driving to work will park on streets nearby. Some people living in remote parts of Cambridgeshire may be unable to reach their workplace without having to get multiple buses or taxi. If you provide better more direct routes to areas of the city where a large number of the population work, people would be more likely to use the bus as it would be convenient for them. You should be encouraging people to use the services that are being provided rather than threatening to take them away.
69	I used to use a bus service quite regularly, but not longer do so since the frequency of the service was cut to approximately one third of what it was (the number 10 from Cambridge to Newmarket). I realise now that this was not on the list of subsidised services, but it has left us in the position where all the residents on the route effectively need to have a car. We are back to the position we were in when we first moved into the area in the 1970s. I missed the last bus on my way home from my holiday in August (6.45pm) this is an appalling level of 'service' to an area of the dormitory for Cambridge.
70	You you should be subsidising more bus trip not taking away funding
71	I recently switched to commuting by car because the bus service (no 26) was unreliable and increasingly expensive
72	I said in response to an earlier question I emphatically disagreed that this is the right time to change services, since I suspect you would have misunderstood my real answer: this *is* a time to change bus services but emphatically *not* by reducing them. The CGB could have been a trigger to improve services in the northern fringe villages; instead it has had the effect of isolating many people in them. As a pensioner I find buses an occasional convenience as they are free: I am aware of friends who do not take trips when they want to because it is just too expensive: so they use the car. This is a mindset we must address.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
73	Curtailment of routes, such as the shortening of Citi 4, had a much larger impact on me.
74	I would like to bring to your attention the change to the no 2 bus route which you do not include. The service to Milton should be reinstated as it is disgraceful to have the bus destination to the science park only. I think it would be much more logical to schedule buses every 15 minutes rather than 10 mins if you want to save money.
75	There is lower Internet use and there are lower incomes and less mobility in the more rural parts of the County and among many of the groups likely to be most affected by these changes (eg. older people). Are you confident that this survey is really reaching the groups most
76	I am unable to use the buses for all my journeys in this area, as I would prefer. instead I have to use a car, make my journey at a time when the buses run or not go out at all.
77	there should be a bus from Cottenham to the cambridge science park. there should be a more direct bus from Cottenham to cambridge - why does it take 40mins to travel 6miles(!).
78	Yes we know savings have to be made but - your Council has spent millions of taxpayers money ie my money, on a guided bus system that has no impact or is of any use to people who don't live on that route! So if you live in another rural area like me, we have been totally neglected by the County Council. In addition, the Stagecoach Company has a total monopoly in our area so there are no alternatives and no competition to keep costs down. You do nothing about this, you don't seem to want to serve your other constituents. There are plenty of other savings to be made if you looked more carefully. Dont cut services to places where there is no alternative transport. My daughter cannot get to and from work or work on Sundays or Bank Hols. The roads are full of cars because the bus service is so poor. We are all taxpayers and we deserve better, we already suffer because most money is spent on the urban areas. On top of that my daughter has to get to College and buses are often late or don't turn up at all, so she misses lessons.
79	Stop wasting money on the guided bus, then you could afford to carry on running decent bus services like the 55 to Cambridge from St Ives!
80	While I am not one of the people most affected by the withdrawal of the specific services, the cutbacks in transportation opportunities are reducing the life-chances for me in Cambridgeshire as I cannot operate my own car, cannot afford taxi or similar provision, and do not have friends or family members from whom I can obtain regular lifts. As I consider everything from future educational or leisure opportunities to job applications to the potential of obtaining more adequate housing, I am limited in scope most by whether or not reliable, affordable public transport exists in particular areas. In specific, I am terrified of accepting housing in more outlying areas only to find a bus route is chopped, thus cutting off the opportunity for even basic participation in society. I know that this is happening for others, and it makes me highly
81	It would make it difficult to get to hospital and grafton centre and mean an expensive taxi ride
82	Poor visability therefor returned my driving licence no desire to kill anybody
83	Now reliant on other people
84	Please see my earlier comments.
85	My village has no other public transport connections available - the nearest station is in thenext village 2 miles away.
86	Bus service is important to get to work. I get on at Longstanton (not guided bus as I need to be able to drive to get to it!). Another bus in the rush hour would be very useful especially when colleges are open as the regular bus is full by the time it gets here. I feel that bus passes for the over 60s has a lot to answer for. If everyone paid then there would be plenty of money to cover the service.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
87	The impact of withdrawal of the No 12 St Ives Town circular bus would require a walk of 500yards. For me and my wife (76yrs and 73yrs respectively) this is disappointing.
88	I currently use my car to drive to St Ives and catch the guided bus to Cambridge (and back) but if sufficient encouragement were given to use public transport, I would reconsider using my car. The apparent trend to scale back on the viability of bus routes seems to be potentially counter productive if this is still one of CCC's priorities.
89	There is gross discrimination in Cambridgeshire. Wasted money on the busway (when other alternatives would have been significantly cheaper) means that subsidies are withdrawn in other parts of the county. Do politicians realise the amount of inconvenience caused to communities by reducing the frequency of buses from hourly to two hourly? As usual, it's one rule for Cambridge and forget the rest - nothing
90	There is now no late evening (after about 7pm or Sunday service serving the villages between Cambridge and Newmarket - Quy, Lode, Bottisha, Swaffham Prior, Burwell etc. This means workers, teenagers, pensioners or anyone without a car is virtually trapped at these times. From a personal point of view, this has greatly increased car journeys into Cambridge to take my teenaged daughter to work and collect her. My son will soon be going to sixth form college and if he wants to take part in afterschool activities, he'll need to be collected - more car journeys. The county should be creating a public transport service that reduces car journeys not increasing them. You've spent £100 million on the folk west of Cambridge, how about helping those of us to the east.
91	I have low vision. I work at Addenbrookes three days a week, and have a taxi, paid for by the Government. Totally unnecessary if there had been a bus, but a journey as it is now would take me 1.5 hours on a good day to travel 4 miles!!!!!! I am over 65. I use the bus on my days off to go to the gym.
92	Would be unable to visit my mum often who lives on route 400. Transport cost would go up. Would have to use a taxi.
93	The needs of working people and those going to college are of course different to those who depend on buses for health/wellbeing reasons. Some sort of service to enable the elderly and infirm to reach shops, hospitals etc is vital; it doesn't have to be a bus, as long as there is some way of them getting affordable travel. Commuters etc need services which are reliable and work at reasonable times, and this is key to reducing traffic, enabling more remote towns and villages to thrive, but there the costs can be higher.
94	I am not affected so I am not sure my opinion is particularly relevant but I would re-iterate that punctuality is key when bus services are infrequent as is a service that runs at an appropriate time. I am mindful that the people most likely to use the services are the elderly and the low paid so they should run giving prioritised need to these groups.
95	Burrough Green has a poor bus service at present, children travelling to college need a reliable service and also commuters need the service to be maintained.
96	I use the town busses to go to the hospital so save on parking. When I go to town I cannot carry my shopping home so must get the bus. Why not give out 2 or 3 less taxi cards, to people who have taxi cards as this would help to save some money, without penalising the older infirm people. & over a year 3 taxi less has to be a good saving.

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1	Appendix 2
2	Please tell us anything further which would help us under...
97	My bus pass has broadened my life far beyond my expectations. I relish the fact that I don't have to look in my purse to see if I can afford to go out. I love it that I can visit friends and family when I choose to rather than when I can afford to. During my lifetime, money has often been tight. I have scrimped and saved and admit I have found satisfaction in doing so. But now I am older and I haven't the energy, desire or ability to do so. My bus pass is a Godsend.
98	I don't drive, and unless my partner is available, there is no other obvious form of transport.
99	If you cancel this bus I will not be able to get to work. However, a bus from Haslingfield linking to the Trumpington Park and Ride/Guided Bus site would be a reasonable alternative.
100	My daughter is not the only school pupil relying on this service - which is already inflexible. The service only gets her to and from school, it does not operate to allow her to get home after a club or activity once the school day is over. If she misses the bus there isn't another one to Gamlingay for two hours. The weekly ticket is more expensive than a day return - as it assumes you will use it for 7 days, not 5.
101	The bus service is needed for everything as there is nothing in Southoe shops etc. The taxi fare is £7.90 each way to St. Neots and even more to visit my doctor in Buckden, (It is nearer, but that is the area price structure according to the minicab office). I e-mailed a complaint Mr Djanogly about the cuts when they were first implemented and never received a reply. He will not get my vote in the elections.
102	This questionnaire is about the impact of withdrawing an already inadequate service. As it is already not a question of relying on it, its withdrawal would personally have little impact. To generally conclude little impact would be false as people have learnt to do without. One has to have a car so as not to be isolated. When we are no longer able to drive a car, we will have to rely on lift schemes which are already generally necessary because of the poor bus service. The bus services need generally improving not withdrawing. A damaged limb needs to
103	High housing costs in city locations have pushed people into surrounding villages where people accept additional travel times on the ASSUMPTION that continuing bus services would be available. Village catchment areas also depend on regular bus services and any reductions in services will impact the wider community. The reductions in services particularly disadvantage people incapable of driving for reasons of either health or cost, and cuts to village services impact villagers more than city dwellers as only limited services are available in those locations. If these services are withdrawn, not only will elderly and infirm people be significantly more cut off, but there will be additional environmental impact if individuals are left to find their own alternatives.
104	I'm very concerned about the impact on the community of the withdrawal of these services. This village will be cut off from doctor, shops and leisure activities. Life will be impossible without a car and when residents become unable to drive, they may be forced to move.
105	The reduction of frequency in the Citi7 from Shelford to Cambridge has already had a big effect. It is difficult to rely on the bus service into Cambridge before 10.30 as buses are often late or maybe cancelled. It now means allowing an hour and a quarter to get into Cambridge from Shelford for a timed appointment. People with cars have commented that they now drive into Cambridge again, rather than take the bus, because the service is too unreliable. Buses are now also very full during shopping hours.
106	With increasing pressure on us to stop using our own cars, through high fuel prices, global warming, green energy reasons it is crazy to remove bus services. All you will do is increase the number of car journeys in the county, whether they are private cars or taxis/hire cars

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2	Please tell us anything further which would help us under...
107	My 90 year old neighbour, who does not drive, currently uses buses but has to walk a good half mile to the next stop because the flag at the nearer stop is missing since a car hit the telephone pole (about 5 years ago!) on which it was mounted and although the pole was replaced by BT the flag never was. We really, really REALLY need that flag back. Although the service has not been officially withdrawn, in effect it has been withdrawn to those people living (or visiting) near me because no drivers will stop there to pick up and only some drivers, very reluctantly, to allow someone to get off.
108	Reducing bus services would affect the viability of our market towns as some people would find it difficult to access them. I understand that pensioner's bus passes are valid on the Whippet coastal services and therefore supported by the County Council. This is poor use of limited resources. The recent withdrawal of the 1A Sunday evening services between Cambridge and Huntingdon means that I either have to drive to the station or get a taxi if I travel by train on a Sunday.
109	The withdrawal of services on bus route 18 impacts severely on my teenage children. I would consider moving out of my village if the service was withdrawn entirely making independent travel for them impossible.
110	When parents are working or no car available for a lift I am unable to visit friends, go shopping eg clothes, books, meet friends for social activities, cinema, swimming etc. Sometimes I would be stranded in Cambridge and have to walk home.
111	I frequently used Services from Cambridge to Bottisham later in the evening, the one leaving Cambridge at 22.45 was particularly convenient.
112	May have an effect on businesses if access is difficult
113	I prefer to use a bus rather than my car for ecological purposes.
114	We must keep the cars off the road, both for the environment and safety. It must be understood that both the young and the elderly need transport that is subsidized, The young need to attend educational establishments and the elderly need to have a degree of independence that will both benefit local business and health (mobility) the social implications must also be taken in to account.
115	My job would suffer, I wouldn't be able to pull my weight within my team, and could face expensive taxi fares (which I do occasionally pay when unavoidable). I need my job, it would be disgusting to lose my job due to the bus service being reduced even more or worse still - axed. Also - Ramsey is a struggling area, desperate to be the town it should be - reduce/axe bus services even more - and the town would be even
116	I travel from school on the 31 to barley. It is very convenient for me as it goes from outside the school to very near my house. I already have transport in the morning so I would either have to walk (about 2 miles at least) or cancel my morning transport and cycle. When it gets dark in the evening this would become tricky. This bus goes to a lot of places others don't and a lot of people (not just myself) need it as it takes them close to their house. No other bus stops near my house and the closest any others get is about 3/4 of a mile. I strongly disapprove of cutting the service of this bus as it is part of the community!
117	I am registered disabled myself and my thoughts are what about all the disabled people these cuts will effect not only that all of the able bodied people this will effect
118	Citi2 was withdrawn from Milton. Why wasn't this included in the previous question? This questionnaire is rubbish!

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1	Appendix 2
2	Please tell us anything further which would help us under...
119	I live in Chatteris, it is bad enough since the last cuts to bus services but with 1,000 new house planned for the area it would be catastrophic. It is bad for local businesses. We also have a new Tesco planned so buses would encourage people to come into the area. My son has special needs and I would be unable to take him to hospital appointments, my dentist is in Ely, how will I get there?. There are many old people in the area who do not drive. Also businesses would be less likely to come to the Fens, there are alot of software companies in Cambs. We should be doing our best to attract companies such as these and an area with an excellent transport system would be a bonus.
120	Section 3 didn't include Citi 2, which no longer comes to Milton. If this service could have been limited to every 30 minutes rather than cut completely, that would have been prefereable to it coming out to the Science Park but not into Milton. If the issue is to save money, then surely the income that could have been continued from Milton bus users is worth more than cutting us off in this way. I know that the bus had difficulty in getting over the A14 roundabout, but I believe that the ducting for traffic light control at the Milton exit was added at the roundabout refurb, so the ability to speed up the bus exiting Milton could be installed.
121	Live in milton , childs daily school in Ely. Only alternative is train from Waterbeach or driving him to school. Both involve parental help and using the car. Not good for the environment, childs independance or attempts to reduce car use. Other child, private school in cambridge. Why no link up with Trumpington park & ride school services? Why no council school services from Milton P&R or indeed north cambridge?
122	I live in Milton. A few months ago there were decisions from Stagecoach and the Council respectively to stop running the Citi 2 to Milton and to cancel the subsidised no.9 route. Since then, I have been using the buses less and the car more to get into town. We still have the 99 P&R but this is a longer walk from our house and does not stop at many of the places we frequently go, which the Citi2 did (in particular Chesterton and the Mill Road area). Also, we no longer have a late-night bus service (apart from the one evening Citi2 Milton stop which we negotiated from Stagecoach), which means if we're going into town for the evening we have to either drive or get a bus in and a taxi back.
123	not everyone wants to make arrangements with someone to take them somewhere or wants to plan things in advance
124	Some journeys of our local bus could be withdrwn but others are well used. The future of this service (75) should be decided in the light of usage figures. It should be pruned, rather than withdrawn.
125	The loss of our last bus service would mean that the village is virtually totally dependent on cars.
126	It is diabolical that people in Fenland are as isolated from decent public transport. It is nigh on impossible to move around without a car. In a council area that pretends to be green and caring, to cut the services is disgusting,but, i'm afraid, only expected from Fenland District Council. Those who use the bus are elderly, mothers, and those too poor or unable to use a car (like myself). Obviously, we don't count.
127	It seems unfair that the route out of Cambridge towards Newmarket is so badly served compared with routes to Huntingdon, Haverhill and the Citi routes. Since the loss of an evening and Sunday service on the 10, 11 and 12, young people have lost their employment opportunities in Cambridge. They cannot get into/out of the city for late night and Sunday jobs in shops. My husband works late once or twice a week and now he either has to take the car (therefore losing custom for the bus in the morning) or get a taxi home.
128	Both my wife and I use the bus service as we are concessionary pass holders. However, having said that, in the years to come we will eventually not have the use of a motor vehicle. It is for this reason that I believe good, efficient, and affordable bus services shouls be subsidised and provided by the County Council.
129	No direct impact on me - but I am thinking of those it will affect

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2	Please tell us anything further which would help us under...
130	I don't have the benefit of a subsidised service, I've responded to this survey out of principle. The job of local government is to safeguard the mutuality of communities, and plan for future needs, democracy isn't about benefiting the majority at the expense of the minority. The marketisation of local government is abhorrent, I have responded as I will need this type of service more in future, being near retirement. As we are being reminded the population is aging, we will need to move outside our homes, everything cannot be done via the internet!
131	My apologies for the tone of my response throughout this form but I live in Milton and rely on public transport. The Citi 2 was withdrawn in spite of it not being subsidised and the Ely to Cambridge bus is inadequate as an alternative. I could cope with a half hourly service but I need to be able to get back at night. As a family, we like to go for days out and now have to use taxis to get back. I've finally got to the stage where my kids are old enough to leave alone and I can't go into town for evening classes or nights out. If my girls want to go out, I can't be sure that they can get home safely and I don't have a car to pick them up. The park and ride is useful but finishes too early and isn't safe for a teenage girl on her own in the dark. (If you think it is, I'd be glad to walk the route with someone to point out the danger spots). I was unemployed for over six months over the past year and was unable to consider several jobs because of poor transport - it took me nearly 9
132	on behalf of everyone else, I believe that this money should be used for dial-a-ride not for subsidising a profit-making company like Stagecoach. community transport, dial-a-ride and other shared vehicle services planned and booked ahead and co-ordinated across the county would cost far less and produce a better result than simply subsidising fixed routes at fixed times.
133	The no. 10 bus service was not listed - it is the withdrawal of the evening and Sunday buses that has had a great impact on many people. It may not have directly had a subsidy but has been withdrawn by Stagecoach probably due to the general withdrawal of subsidies and to the great cost to them of the guided bus and its delays although they had paid for new buses and more drivers. I used to work in Cambridge until 7 p.m. and also work on Sundays as do many people and schoolchildren (sport practices, etc) now. I write for the village magazine on public transport and people report their problems to me.
134	The 127 and 128 bus routes really do help people in the villages in our area to get into Royston and use the facilities there and this also gives them the chance to meet friends and socialise and should these services be cut, this would leave a lot of elderly people especially, pretty much cut off from their friends and left isolated. Again, the independence this gives all of us is important to us too and does give us the freedom to come and go as we will. This may not seem so important to the Council, I know, but it is important to the Community.
135	I use the 16 to visit my father in Fulbourn. He's nearly 80 and lives alone so I like to see him regularly. I would see if much less often if the service were withdrawn
136	Bus services, particularly in rural areas, are vital links for some of the more vulnerable and poor in society to the community at large and to services they require such as healthcare, help finding employment, food/clothes shopping and other important social/community services. The cost of local services is already prohibitive, but further reductions in the services would make it impossible for many to remain mobile, independent and healthy and would increase the isolation of the poorest in society
137	I am a city councillor who has spoken to many city centre shuttle users. Many have no other way to get to places like the market from their city centre homes. This might explain why shomobility has had so little extra demand.

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2	Please tell us anything further which would help us under...
138	Personally, it would not affect me as I use routes not on your list. But it will affect others, and the council should plan for the long term and not be short sighted. We should discourage driving, and encourage sustainable methods of transport to prevent the expensive effects of climate change and health risks of a sedentary lifestyle we build up for the future, and the unpleasant impact of traffic now. We should be encouraging more people to get out of cars and use buses, which means increasing the service to create momentum for growth. As many people cannot afford to live where they work and cannot find work where they live, they have to commute. Those who cannot afford to drive instead will be consigned to penury if they can longer get to work when they need to, and retired people who use buses as a lifeline to society will be exiled from people, goods and services in towns.
139	The withdrawal of these subsidies does not affect me very directly, but it does affect many members of my workforce who cannot afford to live in Cambridge, but equally find it almost impossible to find a job outside Cambridge. They are forced to live a good way outside the City, but can only (just) afford to commute by bus. The County Council, City and its residents need to grasp just how many of the people providing the daily support services essential to the running of the City actually live a considerable distance outside its boundaries. The failure to provide efficient, affordable public transport contributes directly to the major problems with car and other motorised traffic.
140	Chatteris is already an isolated Town & the High Street is suffering. If buses in, out & through the Town were frequent, reliable & well run, I believe it may play a part in bringing a bit of extra trade into the Town from surrounding areas.
141	I work as a Public Transport Consultant who carries out projects, writes and presents extensively on traveller needs, other user needs, travel information, the socio-economic impact of public transport, and aspects of bus planning and operations. My comments about my own use of buses relate to commercial bus services serving my village, as well as evening and Sunday services to my village which were withdrawn in April and which I understand were operated commercially by Stagecoach prior to that time. I also have an occasional job as a part-time bus surveyor for Cambridgeshire County Council, and have travelled on several of the services withdrawn as part of that job, and therefore have views on them. My views on those specific services are not included in my answers to this questionnaire.
142	I have had a Heart Bypass and find walking over half a mile too tiring. If you do away with the free pass I would have to use the car.
143	I regularly use the bus to get to work in town - and it is always full in the mornings. Without the convenience of the bus many people would simply get in their cars. During the day when I don't have access to car I regularly get the bus - which is usually busy and seems to be a social lifeline for the elderly - always full of chat and banter. Removal of this service which provides independence surely puts strains on other aspects of society. I also use other services to visit family in North Cambridge which are quite often near to empty for an entire journey and can see justification for removal of some of these services.
144	I use the bus for work - without it I will have to take my car, which will make the traffic in town worse. My teenage children rely on the bus for visiting their friends and going into town for shopping and for sport. They also use the service bus when they have stayed after school for sports and are unable to use the school bus. There are no footpaths or cycle paths from our village, so it is not safe for them to walk or cycle. Without the bus, they will be stuck and I will end up using my car much more to take them where they need to go.
145	At the moment I can still drive but I do fear that may not be true quite soon, then my answers would be different
146	Without public transport and concession passes village life will become a real hardship for the older. The local MP gave me personal assurances that concession passes and rural bus services would not be affected! He will most certainly not get my vote next time around.

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1	Appendix 2
2	Please tell us anything further which would help us under...
147	I do not drive so would find it very difficult to cope,I have a small pension so would find it impossible to pay for taxis
148	You have no idea what is it like to be living in a fenland town without access to a car if you have to attend a hospital appointment or go to get an education You can talk all you like about a dial a ride _ that won't take an ordinary mum and pushchair to rely for a dentist appointment - or a teenager - dial a ride does not take you back from the cinema in Peterborough on a Saturday night- or a person who attends a school thin Ramsey out of catchment area but only about 6 miles away as the crow flies. Out of catchment means you get no guarantee of a seat on an education dept run bus and there is no other bus. You are isolating this part of the county even more by the cuts you have already made never mind the ones you might propose. SHAME ON YOU AND YOUR COUNCILLORS WHO ARE ONLY CONCERNED WITH THE AFFLUENT SOUTH OF THE COUNTY WHERE YOU ALL RIDE AROUND IN CARS ANYWAY.
149	I wouldn't be able to get to and back from work so will have to quit my job.
150	The No 19 Service links with the No 13 Haverhill-Cambridge bus service. The gaps in the schedule, particularly around the middle of the day mean that it is very difficult to plan a morning or afternoon trip to Cambridge.
151	The impact that the withdrawal of the Service 31 will have on me is that, being a 67 year old woman needing to work part time in Cambridge and having no other means of transport, I will be forced to give up my job and will be unable to live on my pension. Furthermore I will become isolated and unable to leave the Village; I will not be alone in this situation as it will impact upon others in similar circumstances to me, also on young teenagers reliant on public transport to carry them safely to and from Cambridge.
152	the service was reduced to two hourly - more buses at peak times would seem sensible. the Sunday service was withdrawn - some buses should run the guided busway is proving popular - more routes should link up to this along its route say Long Stanton
153	Being a pensioner I need to, like the council, watch the pennies. Getting to around locally on my Bus pass allows me to get to medical appointments and shop free of charge. This is a major saving to me. I do have a car which I use sparingly.
154	Like many OAPs my life would become restricted not only because of cost of alternative transport. The ability to be able to travel on one or more buses to get to appointments
155	More use of buses would stimulate the take-up of public transport with a reduction of pollution and traffic congestion.
156	I have no car, therefore I am totally dependent on buses for anywhere which is not in immediate proximity to where I live.
157	The Coleridge area of Cambridge has a very high population of older people. The 114 service is the only way many of them can get to Addenbrookes, Sainsburys, Asda or the Grafton Centre
158	Subsidised transport is a godsend to all senior citizens in Stechworth. Well done again to freedom travel. E.g. doctors appointments, dental appointments, shopping, hospital appointments, Addenbrookes hospital, West Suffolk hospital. idea: Senior citizens pay £1 before 9.30am. 9.30am arrives you then produce bus pass. This would help fill buses.
159	Service 199 is well-used by older residents, including myself (I am 80), many of whom cannot drive or walk very far. Other services are almost all too far away from where most Newnham users live (IE services 18, Citi4 and Uni4). Our twice-a-week shoppers' bus is therefore a lifeline for many. The bus is an essential means of getting to banks and shops, it reduces congestion (taxi/car use) and not least it provides a social service by keeping old people in touch with one another and the wider community. The service runs on Tuesdays and Fridays only, one return journey on each of those days.

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1	Appendix 2
2	Please tell us anything further which would help us under...
160	I am a widow of 78, do not drive and not able to walk far. I therefore have to rely on family and friends to get about. We do have car care in our village but these drivers have lives of their own and naturally need at least one or two days notice. But living on my own it's nice to be able to go out when you feel like it, if you are feeling a bit down and want to get some company. Personally I would be quite willing to pay a concession on fares like we had to before.
161	I am 92 years. Until recently I could walk to Newnham and back, where there are excellent food shops, post office and pharmacist.
162	I have two teenagers, both of whom have normal interests and social lives. Due to a back injury, I cannot chauffeur them around. The bus service is the only practical way for them to visit friends and access the facilities both locally and in town. Withdrawal of the last evening service has already dealt a serious blow to their independence. There is no point providing facilities if people can't get to them. I use the bus to get to work, and to access medical treatment for my back and would be limited in what I can do without a bus.
163	at this time i have a car so am able to travel to wisbech for my shopping but as a pensioner the car will eventually have to be done away with and i am not happy with an unnecessary carbon footprint if we had a bus if only once or twice a week
164	now semi retired use the buses frequently.
165	The no 9 (previously x9) provides an essential service to villages between March and Cambridge. The reduction to a two hourly service has a huge impact on the service in Ely South. The bus has a scheduled change in the afternoon to pick up passengers at Ely College resulting in a four hour timetable gap in the service along Witchford road.
166	Visiting Hospital
167	The 12A was extremely useful for me. I use to take it when I worked in the centre of Cambridge on a Sunday morning. I worked in Cambridge for about a month before the bus was withdrawn in April. Because of this I had to leave my job and find another work placement somewhere else. This was extremely inconvenient for me. I also use to use the 12A night service when I had been out late in Cambridge. However now as this service doesn't exist I have to find other means of getting home to Burwell.
168	I cannot comment personally on the impact of the withdrawal of these services. However, a more proactive approach would be to review the most favourable routes to include. Perhaps local business would be able to assist you here. With guaranteed commuter travelers an increase in income from Bus travel would be beneficial to the council. Rather than seeing it as service costing money it is an opportunity to use this public service to increase revenue if bus routes are matched to the peak users. I am certain many local businesses are currently reviewing their travel plans and would encourage the Council working with them to arrange alternative travel for their employees.
169	We are a one car family, I carry out research on local history and use the local library service, (St Neots, Huntingdon, Cambridge) If either of us tie up the car the other is left with the rural bus service.
170	what is the point of reducing buses? less buses = more congestion = less economic growth
171	I am unable to drive, so removal of regular bus services to/from Chatteris would be a major blow. I would lose a large part of my sense of independence and would have to rely on my partner/friends to get to Ely or March. If I were to lose my job, then I would be unable to attend the Job Centre, and this would have a huge impact on searching for jobs. Also Chatteris does not have the range of shops that are needed, Ely/March/Peterboro are the only really viable options for clothes shopping and anything other than basic groceries

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1	Appendix 2
2	Please tell us anything further which would help us under...
172	My primary concern is for those who live in villages which would lose their service and leave the car as the only alternative. If they have one. I live on a commercially viable bus route
173	Bus services to the hospital are most important, my late husband and I used the service frequently while he was able last year, saving us expensive car parking fees and the added trauma of finding a space to park the car near enough for him to access the hospital. Addenbrookes gets larger and larger by the day and car parks are inadequate when people are ill and frail. They cannot walk the distances required and the carer is unable sometimes to leave the patient to get a wheelchair for them. Shopping in Cambridge is so much easier for everyone if they can use the buses. The car parks are expensive and the traffic so busy, we are encouraged not to use the car in town centres. The shops need the custom to survive and village shops are fast disappearing. What a pity Dr Beeching did away with the Railways in the 60's, Linton where I live had a thriving railway I believe. The land used has gone back to the farmers, how short sighted. Councillors should listen to local opinion more. Often locals have lived in an area all their lives and know their area well, where as most Councillors have moved into the area within the
174	the route I use 13, 13A, X13 doesn't appear to be subsidised so it wouldn't affect me. But it must affect lots of other people.
175	I'm fed up of my taxes being used to subsidise commercially non-viable enterprises, merely because those people who use such enterprises won't pay for them themselves. If people want something, let them pay for it, rather than expecting me to do so.
176	With us now having a 2 hour service and no Sunday Service our family life/freedom has been greatly reduced, my son is no longer able to work on a Sunday at the job he loves so his wages have been cut. When we have appointments in Ely around 10am we now have to catch the 8.01am bus (if it turns Up!) and then have to wait until 11.40am to get home. My daughter uses the 9 service to go to school and on a number of occasions the 7.57am from Sutton to Chatteris has failed to turn up so I have to ring from friends to take her to school, and again on a few occasions the 4.43pm from Chatteris to Sutton has failed to turn up meaning unless I can get a lift for her she has to wait in Chatteris on her own until 5.43pm and she is only 13 ! Stagecoach seem totally blind to the situation in our area they are putting on single decker buses which are very overcrowded and always running very late which I think is because they are trying to get 2 hours worth of passengers on to
177	I live just inside the 3 miles limit from my school and there is no school bus for us. It is unreasonable to have to walk 2 3/4 miles each way and my mother is disabled and can't drive me every day.
178	I am disabled. I can only use the bus once a week, but I need to have just a little bit of independence
179	I can't get home late at night as I work shifts
180	Presently I use company 'W & M' which only goes from I believe Parsons Drove via the village of Murrow on a Wednesday collection 0935 returning 1335, which is a fair amount of time to do shopping in Peterborough, a more frequent bus route either two or three times a week would be an advantage to the villagers and surrounding roads.
181	We have been trying to encourage our autistic son (18 yr) to be more independent. We had some success getting him to use buses. Now they are so infrequent, especially to & from St Ives, which is a journey we do frequently, his confidence in using them successfully is gone. He spends more and more time at home alone.
182	more buses less cars
183	I use the trains a lot and would change from car to bus if buses were run to and from the local stations at convenient times.

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1	Appendix 2
2	Please tell us anything further which would help us under...
184	I have an over 60s bus pass but it is of little use to me as the nearest bus stop is 2 miles from my house. I would definitely use buses if they ran within, say, a quarter of a mile of my house and if I could hail them from the roadside instead of having to go to a bus stop.
185	I depend on buses as I cannot afford the running costs of a car now, and know that there are others in this position. Also Saffron Walden no longer has a rail station, so I need a bus to reach Audley End Station. I do have a cycle but do not feel safe on it except at quiet times, e.g.
186	I am an Incapacity Benefit claimant living in Linton. Without a bus service I would be trapped as I cannot afford a car.
187	I was only allowed to click one service but I used to use many of the buses that no longer run and I use several of the threatened routes
188	If you live in a village and are unable to drive the impact of not having the buses is very great.
189	As stated above, I feel that the withdrawal of subsidy for many routes will result in more drivers coming into Cambridge city centre. As the city already suffers severe congestion, this does not seem sensible. I think the council should be trying to encourage greater use of public transport, rather than making this more difficult for many people.
190	If the 19 bus route was withdrawn from service it would have a devastating effect on my family. I work at Addenbrookes Hospital and do not drive so I rely on the bus to get me to and from work on a daily basis. I also have 2 teenage children one of whom goes to college in Cambridge and one of whom will go in 2 years who rely on the buses to get to and from College.
191	I only occasionally use buses myself, so am most concerned about the effect of withdrawal on, in particular, elderly and vulnerable people; young people who need to travel to education/work; geographically isolated people whose social lives may be affected; one car families where the car is needed for transport to/from work etc.
192	As a car driver the bus services do not concern me directly but as a citizen I am concerned about the impact on others. In my volunteer work with the unemployed in Ramsey I know that one of the biggest obstacles to many of them getting a job is the lack of convenient public
193	For the reasons given above
194	Comberton is 6 miles from Cambridge. It is more of a suburb than an outlying village. Removing any regular, reliable bus service would result in more car journeys, resulting in more traffic jams around the roundabout from the M11 junction (Coton junction) and through Grantchester, and increased congestion on the road into Cambridge, around Newnham. There is already too much traffic on these routes, resulting in delays, congestion and pollution.
195	The reason we use the bus is that we do not have a local butcher post office or decent shops in our village and the cost of driving is going up on a regular basis it will be the only way we will be able to shop
196	The bus services are not of great importance to me but they are to many members of society and they will be of use to me as my children grow up and need to go into Cambridge for College
197	The Citi 7 service to beyond Sawston is absolutely needed please. There is no alternative available. I would be happy to pay a nominal charge of say £1 extra to my over 65 bus pass, if it would help maintain the services. Why not charge all bus pass holders £1 a trip to keep the buses running? Also only local people should be able to use the bus pass, not from outside the area.
198	I am 64 years old and have never driven a car so bus services are essential to me to get into Ely for all my needs.
199	bus route was not listed, it was the regular service from Wisbech via Murrow
200	i am a pensioner, i shant be able to drive for ever and i try to be green

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
201	I have epilepsy which means that i am not allowed to drive. I am able to do voluntary work in Ely and if i were to lose this the impact would be severe. the village shop we have is very expensive so being able to get to the larger supermarkets is vital.
202	The guided bus is useful - but journey time, although pleasant. is longer.
203	Im would have to use my car if the bus service was withdrawn, especially as the local Co-op burnt down limiting available shops in the village.
204	Duxford residents need to travel to Sawston for banks, shops, Health Centre, dentists, opticians. We have lost our bank in the village, the Post Office is likely to close. We need to get into Cambridge for hospital appointments & larger shops. Without a car there is no other means of travel. We need to keep a bus service running.
205	The withdrawal of selected journeys and/or services creates problems for those who have no other means of transport. All bus services should be regulated and operated by state run organisations such as the National Bus Company or local authorities through the Passenger Transport Executives or municipally owned bus companies. This is how things were operated prior to the disastrous Transport Act of 1985 which not only prevented cross-subsidy between services but also butchered the entire industry by passing all companies to the private sector to be run by asset-strippers who would not have known a social service if they fell over it.
206	Without the number 18 bus, I am unable to travel to work.
207	Withdrawal of Sunday services means cant get to work out of the village. Lack of services means cant get by bus from Ely rail station. Have to use car. Lack of evening service means have to take and pick up young people if out in Cambridge. Last bus was too late anyway, after first
208	We haven't a stop in Wood Ditton. Taxi costs too much. I've never had a car. I only ever travel by bus.
209	Service 199. This twice weekly service is used predominantly by older people with some mobility problems requiring shopping trolleys and needing some help in getting on/off. (I am the secretary of a Residents Association)
210	Social isolation is a problem when you are disabled. A reliable bus service with wheelchair access is essential for most of my day-to-day domestic and social needs. To have any of these cut or the price increased impacts my life disproportionately in a negative way.
211	I have stated my views on page1 - I am nearly 81 years, and cannot get to St Ives, for my doctor, dentists and food shopping, without the No12 town service bus.
212	No job = no money - having to try and get another job in the village or Royston not Cambridge
213	If the 75 bus is stopped I will not be able to go to work, buy my food, or have a social life. I will be cut off completely as will many people in our village. We live in the 21st century and our government and councils want us to go back to the dark ages. Stop the bus passes and keep the buses.
214	Local buses St Ives. Local buses Huntingdon.
215	Our bus service has been reduced at the moment this is manageable, if reduced any further or withdrawn for many elderly, young people, young families who in the present climate have no transport of their own, this would cause real hardship. I have arthritis, am a pensioner, I have to shop, visit the doctor regularly, without a bus service I would have to pay £14 for taxi fares every time I needed to do this - which means half of my food allowance each week. Community transport has to be booked 48 hours in advance which in medical emergencies isn't always possible - it also costs.
216	Socialising. Getting about etc.

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1	Appendix 2
2	Please tell us anything further which would help us under...
217	The reduction in our buses has had a severe impact on my life. All through the summer I have not been able to get into Ely to shop in comfort then have a coffee or my lunch out as I did previously. If I now go out I have to try to rush round (I'm disabled). The way the timetable has been altered only allows 50 minutes to go round the shops, which is not long enough for me. Or I have to stay in Ely for 3 hours, which is far too long for me as I become very tired. I think most people would agree especially on market day and the bus then becomes overcrowded. The other problem is the ability to get to hospital appointments at the Princess of Wales hospital from Littleport. Patients are not able to dictate when they want their appointment because of bus times and the cost of taxis are at least £9 each way, which is out of a pensioner reach. The Council have allowed 3 different building firms to build in Littleport with a vast increase in housing in our area, and yet have
218	If the 16A was withdrawn then I would not be able to get to work at the University (on the Addenbrooke's site) or anywhere else if the 16/17 is also withdrawn as there would be no buses in Teversham and I do not drive and am unable to cycle for health reasons. I find it awful that the county council has wasted money and time on the guided bus improving transport links in certain villages like Histon and not caring about villages like Teversham which will have no transport links. Teversham is where there are many elderly people, college and private school students and workers who rely on the bus to get in and out of the village (it is bad enough that we have no evening/night or Sunday service but withdrawing all services shows a complete lack of disrespect for the residents of the village)
219	A lot of people use it and rely on the bus service
220	I and my relatives use the 8 bus to meet up with each other. Service reduced. Otherwise as a pensioner I use diversely different buses to get around to the countryside, market days or whatever
221	The Sunday services on all bus routes are very poor and it is very nearly impossible to travel after about 6 p.m. unless you drive a car or have a taxi. Train services are available but then it is not possible to get from the station to home. Unless you have long suffering friends and relatives or can afford frequent taxi journeys you would probably be marooned within walking distance of your home. I do live in a village with fairly good local services such as shopping and doctors surgery within walking distance but if either of these disappear then I would be reliant on someone else for nearly all my needs.
222	The bus service does not run to the set timetable. Unable to get a seat and have to stand for 2 hours as the bus is full when on a single decker. Unable to attend evening classes as no bus in the evening. Have to wait 2 hours for a bus. Waiting for change of driver sometimes up to 25 minutes, take the number 9 at 2.40 from Cambridge and see how long you wait at Ely for the changeover. Having to walk 3 miles in the rain as the bus has not come or is too packed to pick you up or wait 2 hours.
223	As a disabled person subsidised bus travel is extremely important. I do use the bus most days as the stop is quite close to my home.
224	As a long retired person I travel into Cambridge to the University and Central Libraries to do research. Being unable to do this by bus I would have to use my car and in time to come this will not be practical.
225	I would use the car more often
226	Although this doesn't impact directly on me, the impact of reduced public services does impact - it leads to an unhappier society which in the long term will cost us more - in terms of public health, crime, lack of hope.

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1	Appendix 2
2	Please tell us anything further which would help us under...
227	Public transport is a vital service for many people, especially those without their own means of transport, yet as soon as a route is deemed unprofitable it is removed - regardless of the effect it may have on potential users. Public services like these ought not to be driven by the need for profit.
228	I have a car bit it makes no financial sense for me to drive into Cambridge and either Park and Ride or park in the city centre.
229	As a non driver pensioner I am unable to keep in contact with friends and family outside my home town of Chatteris without begging lifts from family or friends. Should my husband, who is the only driver in my family, be admitted to hospital I would be unable to visit him without the expence of a taxi.
230	Two weeks ago, a Christian couple in Chatteris were about to get the bus - however we (myself and the couple) had to wait a good 10 minutes for the bus to arrive. They were constantly asking me when it was going to arrive and how often. They were shocked when I told them the bus arrives once every two hours. I have lived in Treforest and Tongwynlais for the last 5 years and their buses would come and go every 30 minutes to Cardiff.
231	As I have said, I am a non-driver and therefore rely upon public transport for business and social travel. I moved to Warboys last year for the very reason that it was well connected by buses: primarily to/from Huntingdon but also to/from Ramsey and St Ives. If you remove these bus services then you (a) remove a very important lifeline for masny of us, and especially those advanced in age, and (b) create an environmental impact because of the forced alternatives eg cars/taxis.
232	The service 106 is only a very small route, but it collects passengers who would have no other means of getting to Ely for ongoing conections, so should be viewed in a much larger aspect.
233	if the 125 bus service was withdrawn without some suitable and flexible alternative having been put into place it would have a severe impact on many of our local elderly population who would find it extremely difficult to shop or get into ely to attend doctors dentists appointments as we have no alternative means of transport eg rail. The operators of the service ESDAR do a very good job and are very reliable and most helpful most customers would be willing to pay more or even half price for those with bus passes to continue to make sure the service
234	The impact personaly would only hit if I could not drive any more, then big problems.
235	There are many older people who use the 106 bus as their only means of transport. Without it they would be confined to their homes.
236	I think the immobilising people and forcing them to use cars for local transport will only bring further problems to traffic in cambridge. Pensioners rely on these services heavily for regular daily transport to and from shops, hospital etc. I think it would be devastating if services were cut any further.
237	The City 7 service between Sawston and Woburn Place has been reduced from every 20 minutes to half-hourly and are now hourly. This has forced me to reduce my working hours with resultant loss of earnings. It has severely impaired my independence at a time when I am becoming older and have to rely on public transport much more. I do not drive and my physical disability prevents me from riding a bicycle that
238	Why do children over 16 have to pay adult fees - most are in full time education. They should pay the child fare, which instantly makes bus travel the best option. Bus should not cost as much as driving, yet it does for us in Balsham to get to Cambridge - this makes no sense. Any service has to be reliable and timely, the Balsham service is always late - you simply cannot rely on it which means a huge risk to take it. We therefore frequently drive 5 miles to Abington to get a service you can rely on - this takes away all the independence that bus services are

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1	Appendix 2
2	Please tell us anything further which would help us under...
239	I am 82, my husband is 81 and disabled. He is unable to drive the car.
240	My son has additional needs and I had been teaching him to travel using this service. How can you expect people to learn a skill 'using public transport' if you withdraw ot! This will greatly change how or even IF my son learns to use public transport.
241	I would be a prisoner in my own home. I don't know how I would get food shopping or get to the doctors, or hospital.
242	The guided bus has created a wealth of new towns for many pensioners to visit using their bus pass - good luck to them. Please do not forget that many in other parts of South Cambs are unable to access the bus unless able to reach a boarding point. Some villages have no buses throughout the day and nothing on a Saturday or Sunday. Evening travel is out of the question. When considering public transport systems please do not forget that the bus pass was offered to all over 60 - it is no help if there is no bus! It is only right that one should be able to at least access easily their own city.
243	Impact not very serious. I can use my car, which is more convenient. I use the bus on a matter of principle
244	The bus service in the morning is generally busy getting students and people into work/college/schools
245	Unable to get out of village to go to the doctors/hospital and shopping, the bank.
246	Husband post-op - unable to drive. It should be illegal to abandon villagers without transport
247	The withdrawal of the Town Service (No12) - I have noone to give me a lift into town to do my weekly shopping and to take a taxi every time would be too costly.
248	If my local bus No12 was taken off I would no longer be able to get into town. To collect mine and my husband's pension at the post office. Collect our prescriptions from the chemist in town. Even get out of the house for a couple of hours. 3 times a week.
249	The impact on my family personally of the withdrawal would be relatively minor but I believe that their withdrawal will damage many communities both by isolating the vulnerable and worsening traffic conditions for many.
250	Its quite simple. If I cant get to my hospital appointments, particularly with the eye clinic then I go blind. THATS NO EXAGGERATION!
251	I use the two hourly 75 service from Barrington to Cambridge and back. Without this service I would have to resort to the car contributing to pollution and to congestion on the roads. Furthermore, there are people in the village without access to a car for whom the lack of a bus service would leave them isolated. The 75 is the only public access to Cambridge.
252	If 31 withdrawn, no safe and economic way to get to 6th form colleges for this year and for the next 3 years for siblings. Possible rearrangement of working hours could release one parent to drive - adding 10 return journeys (20 single, c 140 miles driving) per week to already overcrowded roads through TRumpington.
253	We are a one car household, which at times can be difficult to juggle, and we therefore rely on the bus service as a back up when one of us has to be somewhere different to the other. This is not leisure travel, but juggling between working, caring for an elderly parent with Alzheimers and volunteer work as a Special Constable. My Sister does not have her own transport and lives in a rural village, where withdrawel of the bus service would mean she could no longer work as she has no alternative. She earns minimum wage and shares the joint care of our father with Alzheimers, loss of the bus would mean she would have to live on benefits and not get out of the house which would be
254	No bus means isolation. There are no alternatives to the car.

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1	Appendix 2
2	Please tell us anything further which would help us under...
255	I am a pensioner and although I have a personal car, the time will come when I may no longer be able to drive. Buses will then be essential for journeys. I live in one of the villages (Horseheath) & rely on the current very good regular bus service to get me into the wonderful city of Cambridge. I moved to this area so that I could make the most of what the city has to offer.
256	I used to go to peterborough for a day out [cloths shopping] +hospital now i have to go by bus +train which is costly + takes 3/4 times as long if not hospital i just dont bother
257	I would be totally issolated as there are NO other means of transportation from Cheveley where I live
258	Withdrawal of services in villages affects those that work here and especially affects young and old people who have no transport of their own so cannot get into Cambridge and Newmarket for shopping, socialising or appointments.
259	withdrawal of the 106 would have a massive in pact on my mother (72) she would become a virtual prisoner in her own home with no way of getting about, i worry about her being on her own as it is and that is why i try to visit for a week or weekend every month but i know she can get out and about, if there is no bus she will be stranded and i would worry constantly about her welfare.
260	Trying to be green I like to use the bus instead of the car and also I do not want to drive, but withddrwal of any services puts more people back on the road in their car creating co2 and congestion and for some people a safety hazard
261	I have been traveling to Little Downham on a regular basis for the past several months and will take up residence there in 3 weeks. The local bus service is very well used and often full, and it will be rather sad to have this valuable resource to the local community lost. Not everyone can afford to run a car, nor take taxi services everywhere, nor are physically able to travel by bike or walk great distances.
262	Total social exclusion. I am a pensioner on a low income (c£7000)and free buses help to keeps a smile on my face. If subsidies are under threat for lower income pensioners, then high earners should pay a significantly greater amount of council tax - many families have 2 or 3
263	The withdrawn service between Wisbech and Holbeach Drove which passed through Gorefield took away the opportunity to return from Wisbech in the afternoon later than 2o'clock thus prohibiting any activity in Wisbech in the aftrenoon be it pleasure, essential support to aged parent or essential health consultation. In an age when most appointments with doctors can only be booked on the day it makes for an almost impossible situation.Thankfully I am very halthy and rarely need to visit the doctor but this is not the case for every one.
264	I depend on the 20 bus to get into st ives and without the bus services I wouldn't be able to get to work at the required times or I would have to spend more money and be later than required of me.
265	I spend 2 to 3 days a week travelling between Buckden, service 65, and other parts of Cambridgeshire, mainly St. Neots and Huntingdon, with occasionally Cambridge and St. Ives. I also use the X5 service to and from Milton Keynes for work and leisure purposes. Connection to the X5 is therefore fairly essential. As I stated at the beginning, I am attempting to use my car less, so withdrawal, or reduction of services will result in me reverting back to the car for all my journeys.

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1	Appendix 2
2	Please tell us anything further which would help us under...
266	All the reasons I previously mentioned in the comments boxes earlier in the questionnaire. For someone, like myself, who depends upon the bus service 18/18a - as well as other buses - in order to get places, including work - it would be a nightmare if the buses were cut further. At the moment, the late night bus for the 18/18a was cut - which means that my husband and I are no longer able to go for a night out in town - as we cannot afford taxis. I can just about live with this. However, I depend upon the bus to get from a village into Cambridge for work. Personally, I believe that timetables need reviewed according to passenger usage. There definately needs to be more early morning buses between 8 and 10 (at the moment there are only two at strange times) - either you get into work late or too early). Also there should be more buses in the evening, enabling folk who have to work late to catch a bus. The current situation means that there is a hourly service during the day when hardly any folk are on the bus. On Saturday, the service should be regular throughout the day. A city such as Cambridge that
267	Withdrawal of services would mean that my wife and I would rarely have the opportunity to leave the village.
268	By having the bus services withdrawn this means I have to use my car. If the government is to encourage people to use public transport then we need a better public transport system!
269	I am having to work reduced hours as there are no buses on the 30 service after 1845, also i am no longer able to travel from Warboys to Huntingdon on a Sunday since this service was removed.
270	I have recently retired and travel by bus as i am a non driver. I would be confined to the village if the services were withdrawn from here
271	During weekdays I do not usually have use of a car and rely on the bus in order to shop in my local town of St Ives, something which the local Chamber of Commerce actively encourages us to do. I am approaching 62 years of age and, whilst I can presently walk and cycle reasonable distances, I could not do this if purchasing any amount of shopping from the town. This would inevitably result in having to use the car when available at weekends and for some products to be purchased from out-of-town stores, thus depriving St Ives of its much-needed income at a time when more and more shops are closing down.
272	It would help if the link at the start of Section 2 was not broken! `Firefox can't find the server at www.ccc.cambridgeshire.gov.uk/' Probably the major impact on *me* of withdrawal will be the increase in motor traffic all around me, as people in general realise that bus is not an option.
273	I have been talking about the bus services within Cambridge City.
274	We live in the middle of the Fens and withdrawing bus services, there will be many who cannot get out of town and will be totally isolated because the cost of other public transport ie taxis are extortionate. The council will be creating a little island. It is difficult enough at the moment to get anywhere at the times you want to and with petrol and diesel costs being at an all time high, I feel that the council will be making HUGE mistakes withdrawing bus services and it will be a serious political blunder. Charging more to live here but cutting services to the bone is unwise if the Conservative party wish to remain intact in our council. More council tax for less services??????
275	I would probably end up unemployed if the service (mo. 30) was cut any more. I work 11 miles from home, I cannot drive, taxis are expensive. I use other buses throughout the area to travel to do my job when at work ie. services A & B from Huntingdon to St Ives and 65 to St Neots and occasionally go to Sawtry - more cuts just cause more misery. Already people in Ramsey have to have a car to go to the cinema - Ramsey is supposed to be a town, all the other towns have much better bus services - somehow Ramsey gets left out a lot - even Warboys has a better service! I and others like me are certainly discriminated against due to not being able to drive.
276	Public transport should be operated as a service providing a viable alternative to the private car.

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1	Appendix 2
2	Please tell us anything further which would help us under...
277	The 55 taken off to accommodate the busway left a gap in the early service and 7.25 pm onto the Huntingdon Road route, A bus before 7.10 would help and half hourly after 7 not hourly
278	Route 10/12 Cambridge-Burwell lost all Sunday and evening services. Due to this we have a second car. Outside of the remit of the county council there is a legislative question about placing a minimum level of service agreement on bus operators.
279	The 31 bus is the only reliable means I have to get to college to study for my A levels. The bus is very busy at 7.30 am and 4.15 pm, as many passengers are young people attending sixth form colleges or schools.
280	To be honest I am fed up of seeing completely empty buses running through Whittlesford pumping out toxic fumes and making noise. I suggest that at least some of them are cut. Also - people are more likely to use small buses and surely they are cheaper to run? If you withdraw the subsidy then it will force people into car-sharing and cycling which will help the environment.
281	When moved to West Wratting 15 years ago, we chose the village because it had a shop and regular buses to various local destinations. Now, in our late 70s, we fear being cut-off from vital services when we can no longer drive
282	I don't use buses because there are none that are any use to me for work. When I retire (soon), I would use them if there were a more frequent service, and I would like to do so. For me personally, the cost is not a major factor, but withdrawal of subsidy probably means withdrawal of the service rather than just higher fares.
283	Unable to drive.
284	As i have said I still drive but there are many elderly people in the village who need the bus and others who do not have a car.Also students in the village can only get into Cambridge on the bus.
285	I cycle.
286	How will Cambridge ever tackle the problem of congestion, pollution, social inclusion etc if the bus service is taken away or made too expensive to use. The bus service needs tt be recognised as both a commercial and also a social service.
287	Whilst I do not currently use a bus often as I age I am sure this mode of transport will be more beneficial to me.
288	Since I started living in a village, the bus services have been slowly eroded, mainly by making the routes more circuitous and therefore longer, and it feels as though the resulting decline in number of passengers is now taken as justification for cutting the services. This would be a grave error, because without bus routes many villagers, who already feel they get less out of their council tax than those in towns and cities, will now be effectively reliant on a car. Those without a car, or who are too infirm to drive, will be reliant on the charity of strangers, and some may even be forced to leave the villages and friends they have known all their lives. The impact will be felt most by those with the least.
289	I am a non-car user, a vegan and have aspergers. I rely entirly on public transport to get about.
290	I am currently looking for a job in Cambridge but do not have a car. I will be unable to get to work without the bus service. I also use the bus service to go shopping in Cambridge so will be unable to get to the shops. I live in Fowlmere where there is no train station and it is much to far to walk or cycle to cambridge. I understand that some local services need to be cut but feel that the very frequent services to other villages could be reduced rather than cutting the already very infrequent service from Fowlmere to Cambridge.
291	In current economic climate cars are very expensive. we would love to sell our second car but can't as we are not sure of the bus stays. So nwe are struggling to support 2 cars.

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1	Appendix 2
2	Please tell us anything further which would help us under...
292	I live in Fowlmere. I am very concerned about the impact of withdrawing the bus service on those who cannot drive
293	Whilst spending cuts in local government are unavoidable, it is irresponsible of government to strip or reduce public transport to rural villages at a time when it purports to support environmentally sustainable transport systems. The effect of reductions will be to force and encourage greater use of the private car in Fowlmere. This is not progress.
294	It is really important that when one lives in a village there is some public transport. The bus to Royston was withdrawn so the 31 is now the only option
295	Bus services are vital in providing a degree of independence for elderly people
296	my elder son is 14 and will soon need to use bus/train to get to Cambridge for 6th form college
297	At present I am fit enough to walk to an alternative bus route whose nearest bus stop is just over a mile away but I'm not sure how long this
298	I used to work at RAF Wyton, and following the changes to the bus service in 2008, I was unable to get to work, and had to leave. When the X9 service was withdrawn and the No9 service reduced to one bus every two hours, makes my life as a student even harder, especially as a disabled person, who has mobility problems. If the subsidised bus service was reduced or stopped entirely I do not know how I would be able to afford to get to college at all, especially as I go to college in London, and have to get the train from Ely, and I don't drive, and live on my
299	Since moving to a rural area I have found that I have to use my car more. Cambridge is a very congested city for driving. I feel very strongly that in these days when we are told we must leave the car at home and take public transport funding is being withdrawn and withdrawal of services is being implemented. Surely it's even more important in these eco times that we should share a bus with people rather than singly drive a car around the countryside?
300	The times of the bus service need to be appropriate for elderly people visiting hospitals, going shopping & picking up their doctors' prescriptions etc (our Village shop is closing next Saturday). It's the time of the return journeys that can be a problem. The times seem to be to do with shopping trips rather than work and the children of the village can't use the bus to get back home after going into Cambridge for the
301	Many people live in country areas and whilst they are fit and able they can generally get about themselves - but as age sets and local shops close in then the need to travel gets more frequent.
302	I can understand a reduction in services being necessary in the current economic climate, but to cut services such as rural bus services entirely is unfair on future generations of young and old people.
303	The No 31 bus service which is under threat, stops adjacent to Appleacre Park in Fowlmere. Appleacre Park has been running for over 35 years and is an important part of the local economy and community. There are 13 residential park home places and 23 touring caravan / tent pitches. Many of our permanent residents are retired and have very limited incomes. Several do not have cars, so rely on the bus service to get to Cambridge and neighbouring villages. During the summer hundreds of visitors from UK and overseas stay at Appleacre Park and many use the service to visit Cambridge which is a major tourist attraction. For more information please contact Jerry Jackson, Director Appleacre Park Ltd. E-mail jacksonappleacre@aol.com
304	A number of senior citizens live in our village and do not drive and the bus is their only transport into town for food shopping, hospital visits and to attend local events.

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1	Appendix 2
2	Please tell us anything further which would help us under...
305	If the bus service is cut further I would seriously considerng moving house. I would feel very isolated. Being able to get around and visit different towns and villages is important to physical and mental health. As far as the community is concerned it is essential to the economy. What is spent on subsidy is surely regained in the money spent in businesses throughout the county by those who do not have access to their own personal transport. Shops, cafes, pubs, hairdressers etc etc would lose many customers.
306	I dont use any off the services, but i used to use the haslingfield one, and they have very few routes also.
307	Although Newton is only a few miles from Cambridge, it is isolated in respect of facilities. There is no shop, no car sharing scheme and to withdraw the local bus service would be devastating for young and old alike. As previously stated the 31 bus is the only way children can get to the sixth form colleges, and for the elderly or ill to get to Addenbvrookes hospital, or into Cambridge for shopping etc. Government and local councils seem to think that everyone has a car, but this is not the case by any means.
308	Withdrawing the bus service from Fowlmere will force people to use their cars even more. There is no real option for people to get into Cambridge or Royston other than by bus or car. Old and vulnerable people in particular will be idolated. It is important that people can get to addenbrooke's for hospital appointments. Taxis are very expensive into cambridge. The carbon footprint of the village will rise if bus services are withdrawn. It will likely also affect the value of homes, and mean that the villages are less of a practical place for people to live.
309	I think the routes which are used the least should be cut - particularly if they are not used to take people to work and back
310	I have filled in this questionnaire because I think that those most affected by a withdrawal of bus services are less likely to have access to it, or reply, so the council will not have a clear idea of the impact of likely closures.
311	If the service in Fowlmere was to be withdrawn more people would have to use cars to ferry students to colleges .Also the elderly would feel more isolated having already had the Fowlmere -- Royston bus service cut . After all we pay our council taxes the same as other places !!!
312	I work in Cambridge which is 15 mls from home. There is one bus at 7am and two back in the evening, 4.30 and 5.30. I do not drive and even if I did the cost of petrol and park and ride would be excessive as I am on a low salary. The nearest station is 5mls away and the limited bus service from my village does not fit in with the trains. I work weekends and on a Sunday rely on a lift to the station by my parents. The withdrawal of the bus service would mean I loose my independence and have to rely on lifts every day which would inconvenience my
313	the impact on town for shopping hospital people in villages would be severe as most people have no other way to get to the nearest town
314	My Daughter has just been registered partiaaly sighted and relies on transport to and from places. Obviously as she is unable to drive herself, she will rely on bus services etc more and more to get around especially living in a village.
315	our 1 hour service has gone to 2 hours and as the bus is sometime over full it maks our service 4 hours. Most inconvenient if appointments are not being able to be kept, especially medical appoinments.
316	The bus service is invaluable in winter months when car cannot be used. The bus also enables me to travel to Cambridge without using my car so saving congestion on the roads.
317	Again reiterate that the last village shop/post office has been closed and it will be difficult for many of the residents to get general shopping

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1	Appendix 2
2	Please tell us anything further which would help us under...
318	The number 31 bus is more or less my only option in getting in and out of college in reasonable time and the same goes for about around another 10-12 students. The rest of the bus is generally made up of businessmen and women and the elderly who go on their daily excursion into Shelford and Cambridge. The bus is normally full on the 7am and 10am inbound run and then very empty until the 2pm and 4pm outbound run. By cutting this service you are not encouraging spending and/or socialisation amongst people. If the worst comes to worst and this bus service must be cut I must insist that you simply cut the midday run to save money unless you wish to leave 60+ people without a way to get to their desired location. Another option could be to raise the price but this would add little effect because as I said the bus is mainly students and elderly people, however if this was to happen I would expect the bus to improve in one way or another.
319	Buses less frequent can cause problem and if unreliable.
320	Our village needs transport. It is half an hours walk to the next bus stop, across cold and extremely windy fields, along a road on which you get splashed by cars on a regular basis.
321	Withdrawal of rural buses cuts villages off from the main society and particularly affects older people who have no other options for independant travel. What is very upsetting is that the city is provided with many buses running every few minutes, often empty and sometimes three in a row, surely the villages deserve a service too? I understand some of the rural buses do not have many passengers, but those on the bus are the most needy in our society and we must look after them too.
322	Removing bus services discriminates against those who rely on them most. Removing bus services is likely to increase overall co2 emissions In addition, reducing bus services will reduce the number of users and can cause the subsidy cost per user journey to go up If there was a Friday and Saturday evening service to Cambridge and a late night service back my use would increase at least 5 fold.
323	The elderly have no other means of getting about
324	People who live in rural areas pay the same council tax as those in towns but receive no facilities, in order to do so public transport must be provided or our tax should be reduced in line with what we receive.
325	My wife and I are now both retired. We do not drive and therefore rely on public transport to get around. We increasingly find that the cutback in bus services is making our hometown of Chatteris become more and more isolated. We are seriously considering now that we should move house to somewhere that has a railway station, e.g. Ely, March or Peterborough because using the train would offer us a more reliable method of getting out and about. Our fear then would be that "the powers that be" would decide that trains were too much of a luxury to be allowed to stop at the smaller stations such as Ely or March.
326	Bus travel has always been part of my life and think it is a great way of meeting people and saving on fuel costs. Am now retired, but do a voluntary job, visit the cinema, meet friends, utilise postal services and non-essential shopping all in Cambridge. The bus is vital for me, allowing independence when the family car is not available.
327	Because of my poor eye sight I am totally reliant on public transport. I am unable to move away from my village because of the higher cost of property in Ely. My nearest shop, post office, cash machine, doctor etc are a good 45mins walk away, manageable in fine weather, but not in bad weather or winter months. I would be totally isolated without Service 106.
328	Bus services are vital for any community especially when we are trying to cut down on cars. What was the point of the Guided Busway when links to it have been removed?

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1	Appendix 2
2	Please tell us anything further which would help us under...
329	There is NO care centre in the village. At the end of this week there will be no village shop. There is NO Post Office. There is NO doctor We do have visits from the Library bus - YIPPEE! We pay Council Tax the same as anybody else, we should be entitled to the same services as anybody else.
330	I live in Rampton and would like a bus near the middle of the day to go into Cambridge (and come back). The additional bus that was added was not at a convenient time. If I wish to go into Cambridge I have to go up to Cottenham. The 106 is an option for getting there but I understand this is going to be cut.
331	Hospital appointments are very difficult to arrange.It is not fair that families should lose money because the bus service is cancelled.One of the main reasons for deciding to settle in Chatteris when we returned from abroad was the good local bus service to and from Huntingdon and the hospital because my husband required regular hospital visits for a malignant growth.
332	i have no other means of transport
333	Services for the Coldham's Lane area are a sensible way of visiting local superstores without using the car - the present services are very patchy and it seems that pressure could be put on the local service providers to direct one of the present services from Cambridge City to Addenbrookes to incorporate the present 114 service.
334	Although the withdrawal of this service has little impact on me and my family currently, my son will use this service when he starts 6th form in 2 years time. If the trains fail this is an alternative form of transport for my daughter. Public transport keeps my children independent. Our last village shop closes this weekend. There is no other shop within walking distance. Some people will rely on the bus to go food shopping / Bank / appointments in Cambridge .
335	The service between Huntingdon-St Neots that went to Tesco has been changed for the Ramsey-Huntingdon service, being available only one each hour. This is very inconvenient as I use this bus to and from work and when I finish my shift I need to wait for another hour to go home, while some months ago the service was every 30 minutes which was very convenient. This change means a waste of time that does not make us happy at all.
336	I have answered these questions primarily for myself but also with my daughter in mind as she uses the 106 to visit us twice a week in Haddenham. She lives in sheltered housing in Cambridge and makes the journey using a bus to Cottenham and then the 106 to Haddenham. It would be a big impact on her life if she were unable to do this. She does have a bus pass, therefore isn't contributing to the
337	As far as I can see, the list of services withdrawn is wrong with respect to the 9/X9. It was hourly and is now 2 hourly. Please check. This is the only bus I could use to get to work. If I have no car I am stuck. My son cannot easily visit his mother and friends near Cambridge as missing a two hourly bus means either he is stuck, or has a two hour wait.
338	We have only just moved to the area but if services are withdrawn it may have an impact on whether we decided to stay.
339	As i get older i like to drive less. i feel the time will arrive soon that owning a car because of the cost will be impossible. i am not much good on a computer, so i cannot order my shopping on line. If i was to do so i would see few people each week.

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1	Appendix 2
2	Please tell us anything further which would help us under...
340	CAMBRIDGESHIRE COUNTY COUNCIL'S MUCH TRUMPETED 'GREEN' CREDENTIALS SEEM AT ODDS WITH THE APPARENT DESIRE TO FORCE PEOPLE INTO CARS. COMMUNITY VOLUNTEER TRANSPORT WILL NOT BE THE ANSWER. YOU MAY HERALD SHORT TERM FUNDING FOR ALTERNATIVE SCHEMES THEN WITHDRAW DISCREETLY AND NO LONGER HAVE RESPONSIBILITY WHEN ALTERNATIVES FAIL. A CYNICAL POLITICAL PLOY.
341	I explained at the start of this survey that I suffer from several medical conditions which bar me from driving any form of motorised, pedal powered or hand powered vehicle. I cannot even walk any moderate distance and have a severely restricted income. I need some form of public conveyance vehicle in order to live any form of a reasonable life, do shopping etc. As I am single & live alone there is no one who can drive me around or do basic shopping for me. Due to my restricted income a public transport pass or some form of subsidised voucher is as essential for my quality of life as the air that I breath.
342	If the council is really serious about encouraging people to use public transport to reduce dependecy on the car, then the retention of a minimum level of service for people living in rural areas is surely justified. Without this safety net, it would be easy for rural people to be isolated and be cut off from services. Community transport schemes are currently very limited but if these were expanded to provide a timetabled service, then perhaps this would provide a workable alternative. However, my preference would be for the retention of subsidies with cuts being made from other services.
343	I have no car, like many Cambridge residents.The bus service is a lifeline for me and my elderly neighbours. I frequently need to get to the station - it is a nightmare, even though I live on the edge of the town
344	I have retinitis pigmentosa (an eye condition) and can no longer drive. The bus allows me to get into Cambridge to work in the libraries, take my children out, see friends, start longer journeys. The alternative is a 40-min cycle, with no safe cycle path, or becoming more dependent on friends and relatives for lifts, or paying eight times as much as the bus for a taxi.
345	I previously used the citi 2 until it stopped going to milton. The number 9 alternative is unreliable and often late. The lack of evening service is awkward for would begoing anywhere after work. I'm moving to bar hill and without the citi 5 and three only road the a14, we would be cut off.
346	My children are 13 and 15 and they are now at the same school in cambridge and for the first time have the option of travelling independently saving me or my husband having to drive them every morning and evening. Congestion in Cambridge is bad as it is should we not try and limit this and and at the same time save the environment??? There are no cycle paths to cambridge from Eversden so that is not an option either...please don't make it so complicated for young people to be independent.
347	I am in my thirties but I cannot drive from the Eversdens into town as I have rheumatoid arthritis. Taxis are too expensive to use weekly. This will mean that I will be very isolated on my day off work (Fridays).
348	the children in the family are due to go to colleges and will need the public transport in order to get them there. At present they use the bus for visiting friends or getting to and from the village of Eversden. Please do not get rid of the service it is vital for us and for others in the
349	The removal of services to and from the train station early morning and late evening will increase traffic and the risk of parking in roads surrounding the station. Rather than cutting services you should encourage using the service by making the operator promote the service.
350	i use when times are good for getting to work the number66 bus.due to the last change of timetable i now have to walk more than i can bus!take any more times away and it won't be worth a bus service!

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1	Appendix 2
2	Please tell us anything further which would help us under...
351	Using the route from St Ives through Papworth Everard via Cambourne, Hardwick, to Cambridge and return. I use this to go shopping in Cambridge to save car fuel. The alternative is to drive to Maddingley Park and Ride.
352	It now costs me considerably more financially to get to work.
353	When unable to drive, the 31 bus provided excellent access to the train service from Shelford, Addenbrooke's Hospital, Cambridge station and the centre of Cambridge.
354	Our village has recently suffered the closure of our village shop, the bus service is very important to enable us to get either to a neighbouring village that might have better facilities such as a post office or food store.
355	As a tax payer for 50 years it is about time I received sum of the subsidy that is and has been paid to those that have not contributed but have benefited.
356	I have already put my views in the above sections. We just need a bus service in Coldhams lane, the major rd into the city with the most supermarkets and b and bs.
357	Our bus service (196) has only 2 pick ups and drop offs in one day. But this provides a lifeline for many of horningsea residents. who have no other means of transport and no village shop or post office. I feel if this bus route stops maybe the horningsea route could be attached with another route. Times might change etc but i feel public transport is needed in horningsea.
358	Many of the people i know in Cambridgeshire use the local bus service to get to work. As well as strongly affecting me (if the bus service i use is taken away i will have to give up work, and would be unable to get anywhere aside from my local village), it would affect them too. The flexibility of shifts i am able to do has been greatly reduced because Evening and sunday services of alternative bus routes i can use have been cut (the 10, 11, and 12 routes). I am really worried about my future and career, and how on earth i will get money if any more cuts are made. You are also slowly crippling the economy in the city center -with less people able to get into town to work it is harder to find staff, and you are making it difficult for businesses of all kinds.
359	I mainly use the bus to travel between home and the rail station for work in Stevenage. Early morning and evening. I have a long journey and no bus would mean walking - a thirty five minute walk. I cannot drive due to eyesight problems. Withdrawal of the bus would give me a long and tiring journey to and from work every day.
360	I have a bus pass, which is invaluable to most pensioners like me, but very few buses to use it on, especially on Sundays, in order to visit family and friends, who are also non-drivers. My son relies on public transport to get to his workplace, but this restricts the area he can work in, especially as there are so few rural buses that cater for workers. i.e. few early morning and late evening buses.
361	I am aged 79 with increasing medical, dental and hospital visits. My car is 10 years and once I cannot drive or afford a car my first line of defence would disappear. Am not looking for such an unenviable situation.
362	As I don't drive I rely on the bus service primarily to shopping and visit hospital and other services. It would make a BIG impact if it were to be withdrawn.

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1	Appendix 2
2	Please tell us anything further which would help us under...
363	I moved from Sussex just over a year ago. My brother converted an outbuilding to make me a "granny flat". He is over 60 and works. I am completely independent of him but still enjoy knowing he is near - I have just got used to the bus service to Newmarket, which is not wonderful but adequate. Imagine my dismay on hearing through the grapevine that the service was being one considered to be axed. I suffer with arthritis and my mobility is not too bad but I can't walk to Newmarket!! Please keep the service running. It is essential for me. Also I would be completely isolated. I have no local friends.
364	See Q6
365	Whilst none of the services I use are ideal because of their timings, they are/were at least a service. However, having to change bus or hang around a couple of hours for the next available bus is horrible for anyone who is unwell and going to hospital can virtually take a whole day. Also in wet weather / extreme cold it can make the experience unspeakable. Regular taxis would need a mortgage and not everyone is allowed to drive for medical reasons.
366	We live on a non-subsidised bus route and use the services between St Ives - Cambridge, and St Ives - Huntingdon.
367	In sections 2 and 3 of this questionnaire, you have failed to let respondents take into account the impact of subsidies on the parts of the route which are not subsidised. For example, the cutting on the subsidy of part of the Citi 7 route (not the part I use) has resulted in a reduction of the level of provision across the entire route (including the parts I do use). This affects me daily in my travel to/from work. Routes which I don't use (e.g. 31) are important to me because it is reassuring to know that they are there when I need them, even if I don't currently use them. The 31 goes right past my house; if I were to sprain an ankle (for example), I would need to catch it because I would be unable to walk
368	I live in Sawtry and I have found it extremely difficult to find work this year because most the jobs I could apply for were for Sunday workers. back in May I was told I had a job but then because I couldn't commit to working Sundays I couldn't take it. My new employers are always asking me to work Sundays but I always have to turn them down because I can't get there any other way apart from a bus. I am currently on a trial period in my new job and if I keep having to turn down Sunday hours I'm not going to be offered a permanent job at the end so I will be back to square one again. Also due to this service being terminated I have no way of getting to work on bank holidays which is a must where I
369	would not be able to reach any shops or hospital without the bus
370	If the 106 service was withdrawn people of Rampton would have a very restricted bus service to connect to Cottenham, and people in other small villages would be affected along the route. I think the traders in Ely would feel a difference in their takings. This town is a nice relaxed place in which to shop and it's good to be able to attend Ely market. Some travellers may use the service as a link to pick up a Citi 8 to get to the hospital etc
371	If my bus service was removed I would be forced to buy a car I can't afford or move, which I can't afford as well. Otherwise I would lose my
372	We have several foreign students staying with us several weekends each term and the bus is an important service for them to get into Cambridge and back to go shopping, meet friends, go to the cinema etc as we are unable to give them lifts all the time with a young family of
373	I have no car and I have two children I am reliant on the bus and I had to give my job up also my husband works in Cambridge and he has to work two weekends in a month staying in a B&B as the bus service is non-existent.
374	Bus services have become more important as my wife and I have become older and ill health has an effect, especially when I had to stop driving because of it.

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1	Appendix 2
2	Please tell us anything further which would help us under...
375	Please retain Bus Pass for the elderly, even if you change it to the over 70's. Please do your very best to help the elderly
376	We are both retired and own a motorcaravan (19ft long) which is our only vehicle. Obviously it is not an easy vehicle to take into towns and cities so we use our bus passes frequently. If we loose our bus service then our only choice would be to use our motorcaravan or alternatively purchase a car as there is no other means of travelling to/from Mepal.
377	you have reduced the number of busses on 30 route. it is inconvenient that we are limited to staying in town till only 18,45. the timing of the busses that leave huntingdon are not well thought. as it is serving a shopping area and many shop workers who cannot finish and cash up , lock up and consequently frequently miss their bus as the time was changed from 18.00 to 17,45. a typical case of not thinking of who uses the buss most at this time. it is also inconvenient that the routes have changed. both the 55 and the 30 go past the lord protector. why cant one go down shallowbush road to serve the residents on that side of the estate and also one of huntingdons largest industrial areas.
378	Problems with the early morning and evening 61 servcies in St Neots were caused by CCC messing with the routing and timings a number of years ago and patronage has never recovered. Your own consultation after the changes were made showed this. ST Neots is a dormitory settlement to all intents and purposes Therefore, it relies on its transport links and withdrawing early morning and evening services hurts. Increasing patronage by say, radical ideas such as advertising, putting the timetables on bus stops, running to time and the like might just help matters. The easiest way to fix the subsidised 61 would be to restore the "old" service pattern and timings.
379	I think if you withdrew the A1 service from Huntingdon to Cambridge, especially for those people living in the Fenstanton, Hemingfords etc, you would have even more traffic on the A14, as the guided bus is no use to us.
380	Nothing further
381	I regularly used the 65/66 up until it was changed to a 30. The evening times changed and having a commute from London meant that I had to change my working times so that I could be back in time to catch the last bus. If that did not happen I had to get a taxi home. This service is unreliabnle and often did not turn up. If I were to take the bus into town it costs me £2.80 return. If I drive into town and park it costs me £1 to park for 2 hours and the fuel costs. It becomes uneconomic for me to use the bus. If I am unfortunate enough to have to use the bus outside of peak times the bus is heaving with pensioners using their free bus passes that I and other tax payers are subsidising - double whammy - subsidise the bus and the person riding on it. If you really want to provide a decent service then stop subsidising those people don't need to use the service and go back to the token system.
382	Having found new employment in Cambridge since my job became redundant I really don't want to lose it because I can no longer use the bus to get there. I have never been able to understand why the bus that serves Haddenham links with buses in Cottenham when there is a service to Cambridge & Ely that goes through Stretham. At the moment I have to get to Stretham under my own steam to catch a bus that will get me int Cambridge in time for work.
383	I used the buses from Buckden to Huntingdon/St Neots 2-4 times a week until I had a car lent to me for a few months. I may not have this after November, so will be once again reliant on the buses (which is the situation I have answered this questionnaire for). I would need to be able to get to and from work on the bus and any other time I needed to go to a town - church, shopping, visit friends etc.
384	Withdrawal will have little impact upon my needs and those of mu neighbours becaquse we have had no regular and accessible public transport for many years - since buses ceased stopping at the bus stop just inside the city boundary on the A603.

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1	Appendix 2
2	Please tell us anything further which would help us under...
385	bus in the villages are essential. a lot of people rely on them on a regular basis as well as occasionally. Every village should have a bus service, simples.
386	I am a pensioner. I do drive at present but find the parking fees too high. The congestion in Cambridge would be even worse should I and all other people, who at present use the bus services, have to resort to the use of their cars. This will also do great damage to the
387	I use the number 10 bus to get to college every day. This is a bus that's still running - although it is late virtually every day, often by more than ten minutes, which is utterly ridiculous and should be fixed. I used to use the 12A bus too, if I went out in the evenings. However, because this bus has been cut, I cannot go out later than 6:00 or come home later than 6:45 - which is absolutely pathetic. You can't even claim that these buses weren't used, because they were. The 8:15 and 10:45 buses always had lots of people on them because they were the last buses home. People could go out for a meal or to the pub for the evening and then take a bus home. Now the options are cars or taxis - which are both bad for traffic and the enviroment.
388	Route 139 always struck me as being adequately used. It took an unnecessarily long route (1 hour from Newton to Royston. A shorter route might have encouraged more people to use it.
389	For many people local bus services provide the only link with town centre and surrounding villages, especially the elderly who have lost their partners, many of whom were the drivers in the family, and now have no other means of transport, for their shopping and to visit friends/ relatives. It may be said that shopping can be done 'On-Line', but, how many elderly people have access to a Computer, Laptop or the like. Surely it is not asking too much for local bus services to be maintained for the comfort and continued well-being of the community. Also, many young people rely on the local bus services for transport to and from Schools, Colleges and Universities.
390	I need the bus service. I don't drive, I live alone, I work full-time and basically I have to eat. Bus services should be expanding in today's climate for both environmental concerns and to help help the economy. Increase the services/destinations/flexibility - don't slash it.
391	As I said before, as a retired person living in an outlying village, the susidised service helps with ones budget.
392	I would like to see connections from the villages surrounding the Guided Busway,ie Longstanton,Willingham,Over,Swavesey,Impington,etc,without having to use cars to access the various stops.
393	Below you ask about what other services could be reduced. Expansion, since we can not afford what we have, must take a back seat. Cutting services such as mobile libraries while also reducing transport could give some rural areas, such as Horningsea a double dose of cuts. On the other hand, it may be that reducing some elements such as the amount given to cultural activities which also comes under the libraries heading, could be cut. I try to use the bus to get from Horningsea to Saffron Walden to visit elderly relatives. This 36 mile round trip takes all day with the current bus set up. The 196 only runs from Waterbeach to cambridge and return. You can not use it to get to W/beach to get a bus to Ely for example. Why can the citi 3 not come up Horningsea once an hour or every 2 hours and enble those of us who might still at work at 6pm, get home?
394	I suffer from a progressive illness which will eventually render me unable to drive a car. I already PREFER to use bus services and the increasing risk of becoming a danger to other road users will be a factor in deciding that I must stop driving. The availability of suitable public transport alternatives will be another factor which shifts the balance in the opposite direction.
395	I do not drive so am very dependent on bus services

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1	Appendix 2
2	Please tell us anything further which would help us under...
396	We may only be a small number of passengers that use the number 12 bus that travels from Newmarket to Ely but if this service was cut and not replaced by a bus that travels at much the same time then we wouldn't be able to get to work and some of us may even loose our jobs as a result We do understand that money is tight for everyone and savings do have to be made but loosing this service would be detrimental to
397	If the 106 was withdrawn I could not function in the way that i have up to now. It would change my life completely. irely on the bus for every journey to Ely and Cambridge.
398	The bus service from my house in Whittlesford to my work in Addenbrookes was already un usable before the cuts
399	No impact on me at the moment but big impact on essential users I know.
400	As I have said in previous answers the buses are a vital necessity to every one. I can not stress that enough. I would say that every one has relied on buses at some point in their lives whether it be once or every day. A lot of people use the same bus as me to get to and from Little Paxton so it will cause major problems if the 66 bus stopped altogether or missed Little Paxton out. When the bus goes to or from St. Neots you have to pass Little Paxton any way so they won't be losing anything to stop going via Little Paxton.
401	The bus services per se, are not important to me personally, but when I drive to work in the morning, the number 16 is highly used by a range of people, in particular students making their way to the early morning lessons. In more recent years, the removal of a bus at around 6pm leaving the last bus at 4.15pm has actually meant that should I wish to be more green in my life by travelling by bus, I am actually prevented from doing so. As a result a car becomes a necessity rather than a privilege. Im lucky in that I work and can afford to buy and run a car. Other people in the village are not so lucky, particularly with the astronomical amounts charged in car insurance for 17-19 year olds these days.
402	getting older and worry there won't be an alternative to a car when I no longer drive
403	I am not a regular bus user. The service I use most (3 or 4 times a year) is the Cambridge Park & Ride.
404	Future expansion in Cambridgeshire towns and villages will lead to increased traffic and mean more car related problems. Publicly subsidised buses could dissuade people from using their cars, as evidenced by the success of the Park and Ride schemes.
405	I was only able to answer your Q's relating to the no.9 service. My main concern is with the Whippet no. 196 service which is very reliable. Without the 196 I would have to catch a 9 and this very seldom reaches my stop on time. If I have an appointment, I am obliged to catch a bus at least an hour ahead of a suitable arrival time in Ely or Cambridge just in case of delay.
406	even though I don't use the bus service much at present, it would have an impact on my decision to carry on living in the village when i get older and maybe unable to drive.
407	I support methods of transport that enable less reliance on cars and enhance a community feeling. To me, bus services do both.
408	The 1B bus is the only bus that will connect people from the isolated estates either side of Sawtry way to their doctors , schools and shops. The alternative is a three mile walk alon a path which is used by cyclist as ita designated footpath /cycling path and is only one person wide and next to a busy main road i.e. A1123.Plus people have to cross this road at the junction of A1123/A1090which is three car wide without no central reservation or pedestrion light contol and no lights in the dark.Surely an accident/death waiting to happen.
409	i also travel on this bus when im on holiday then to catch another bus from cambridge....walking from fowlmere to cambridge isnt an option ...we also pay our council taxes so a bus ride isnt too much to ask for..

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1	Appendix 2
2	Please tell us anything further which would help us under...
410	In France most villages have a local baker, sometimes buthcher and corner type shop as well as bars etc. They also havve good bus services. Withdraw this service will have a very serious impact on life in Newton.
411	the ability to us a bus maintains independence. you cannot rely on the goodwill of neighbours
412	As a non-driving resident of a village 10 miles outside Cambridge I would find that the withdrawal of the No.75 bus service would have a huge impact. At the moment I rely on it to take me into Cambridge for shopping and visiting friends etc. although I have to point out that it is impossible to get a bus back into the village at a reasonable time. This service needs to be incresed and improved rather than withdrawn.
413	I would be impacted by the withdrawal of these services as I need the bus service to get to college and without the bus service, it will be quite hard to get to college and it would take a longer time to get there if I had to cycle as it only takes me half an hour to get to college otherwise it would take me around an hour to and an hour and a quarter to get there as it is the centre of Cambridge.
414	my boyfriend can not always be there to pick me up or drop me off into town and so i rely on the bus to get me to work and bring me home
415	I am currently able to own and drive a car but when that is no longer an option for either financial or physical reasons I would be unable to leave the village unless by taxi or relying on lifts. At present I use the bus as a cheaper alternative to the car to travel into Cambridge city centre (this is the only destination available) using my bus pass.
416	you can not get homr from St. Ives after 6.00 p.m. any day
417	Living in a village means you have to rely heavily on a car. It would be better to have an alternative.
418	i am disabled and do not drive this is my only way i can get out and about
419	I could only answer on one subsided route so choose 19, but if I want to get to town direct the 16 is also affected, meaning if it was withdrawn if would affect people getting to study or work greatly, particularly the teenagers. If the buses are withdrawn then more people will go by car, making cycling more dangerous on country roads and more money will be spent on roads, maybe accident rate goes up, congestion etc - where is the saving overall for the council?? Its one department against another! If people don't drive then they are total out on a limb unable to go anywhere which again will impact on other county council services!
420	I need a bus from Trumpington village direct to Lensfield Road without a detour round the hospital and station. As the park and ride bus does not stop in the village it is of minimal use to me and the only direct bus only goes every hour which is not at a convenient time. So at 66 I shall continue to cycle while I can.
421	In 2003 the main bus service in my village (27) was cut down from every two hours to once per day. I used it to get to Cambridge and relied on it as a young mum with small children. I also relied on it when I was ill for long periods, and could access Shopmobility upon arrival at Drummer Street. The loss of this bus has transformed negatively bus service in my area.
422	The more reliable a bus service is the more likely I am to use it rather than take my car!
423	The bus service withdrawal would mean that I would use my car more, thereby adding to road congestion and slowing down everything, including commerce. I don't know what I would do if I couldn't drive - feel trapped no doubt. For older people and people without a car this would be a disaster as it would reduce their mobility and options, increasing the strain on social services. I can't see local volunteer people necessarily providing anything like a good enough cover for those disadvantaged to get to the Doctors etc - at the moment we have a service to Addenbrookes and to the shops and Doctors which is a lifeline for the elderly and others - and even attracts people to leave their cars at

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2	Please tell us anything further which would help us under...
424	I understand the need for the council to cut back, but at the same time, the recession and cost of fuel is forcing us all to think about using public transport more often. It seems somewhat counter-intuitive to cut public transport. I think the biggest problem with our route (31) is the time it takes to get into the city centre - could it not link up with the Trumpington park and ride?
425	Without the bus we have no alternative method of getting the 6.40 am train from Huntingdon Station - I live in Hartford and there is nothing else. Taxi's are far too expensive and being of a mature age walking in not a realistic alternative
426	I live on an unsubsidised route and generally prefer to travel independently by car or bike. I might use the bus more once I get my bus pass!
427	Living in a village with no facilities it is vital that a public bus service remains for those unable to drive and to provide a service to tax payers living in rural areas similar to those who live in more urban areas.
428	I am a divorced parent with four children. My children and I rely heavily on the bus service for getting to work, college and hospital appointments. The withdrawal of our bus service would have a very detrimental effect on my family. The bus service is a life line for our village to get to Cambridge. We need more buses, more often!!
429	I rarely use the buses as I consider them to be unreliable. I have just returned from Turkey where they have a marvellous transport system relying on local minibuses called dolmus which respond to demand. They can be hailed at the roadside and set off when they have enough people on board. They drop people off when requested. I would like to see a similar system.
430	This is absolutely not the right time to remove subsidies. Life is getting increasingly tough for the residents of Cambridgeshire and the buses are a necessary part of everyday life. Costs must remain low to encourage even more people to use public transport.
431	For those of us who commute from Hartford to Huntingdon Rail Station the 45 bus is the only means to catching an early train - from 6.30 am onwards. To the best of my knowledge no alternative form of public transport exists that allows for this. For this service to continue with involve me having to walk -adding a further 45 minutes to my journey.
432	Recently retired I had been planning to use the bus more frequently for trips into town, this would not be possible if the service was withdrawn
433	Villages die without transport links; young people will not settle there, especially those with low-income jobs/housing.
434	The withdrawal of local bus services will force me to drive into the city. This will not only increase my costs (fuel, parking) but also increase congestion and pollution. I suspect that those that can drive will.
435	I have largely expressed my views in earlier free-text boxes. My key concerns are that isolated villages should still be on a public transport network (Isleham used to have a train station!) and that withdrawal of the service will have harmful environmental as well as social impacts.
436	At the moment we do not need to use the bus frequently: in a few years time when we are no longer able to drive safely we will be dependent on it, as are many of our older neighbours.
437	For residents of Harlton, the use of the 75 Bus Service is much to be preferred to driving into Cambridge by car. For the elderly, and for those who cannot drive or who find cycling the seven miles into Cambridge too arduous, it is a lifeline.
438	The lack of suitable bus services in the evening from my village into Cambridge has meant that social activities have been curtailed and attendance at educational classes in Cambridge are impossible. Even easy access into St Ives has been minimised as the buses which still exist have changed their route.

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2	Please tell us anything further which would help us under...
439	There are many who do not have cars living in rural communities, without a bus service, however infrequent they are totally isolated. In the future those on lower incomes and without their own transport will be prevented from living their lives in the communities of their choice, and our rural communities will simply become places for those with higher disposable incomes.
440	We live on a very tight budget and the fuel saving/parking charges in using the bus are significant. It also seems right to share transport from a green point of view.
441	I am not able to drive. If the only car driver in the family was unable to drive for any reason I would not be able to access any services/facilities without a 2 mile walk along unlit country lanes. I would then become dependent on friends which would inevitably lead to poor mental and physical health. Independence is vital for an ageing population if they are not to be a burden to the rest of society.
442	During the week this is the way I travel to Cambridge. I don't have any other means of transport.
443	I do not have any other way of getting to shops as I do not have a car, I can not use the yellow bus as it does not get back to Spaldwick before I have to go to work.
444	Currently our families use has been relatively low due to having young children. However as they become more independent having a good and frequent bus service, that doesn't stop at 5:30pm, would significantly improve their mobility, be greener and safer.
445	It would be hard for me to visit my stepdaughter and grandson as often as I do now.
446	Cutting back of this bus service already has an impact on the young and elderly who are unable to drive. A better, more reliable service may mean this was a viable alternative to the car for many other people.
447	Withdrawing any services has two main effects: a. it affects those who are unable or unwilling to use any other means of transport. b. it is not very green to force more cars onto the road
448	The government goes on about us using cars less, but all this council ever does is take away our bus services. You have taken away most of the buses that serve people getting to work in the week, but you give extra buses to those people who are retired during the day who can amend their day around the bus times. If only someone, somewhere would understand that you have to provide a service, advertise a service, and encourage people to use it, not keep taking services away. If the 45 is stopped, it would take me longer to get to my place of work at Hinchbrook Business Park, because I would have to walk from the railway station. The guided bus was meant to go to Hinchbrook, but you took that away as well. It would make a change to listen to the people who use the buses, but that is something that never happens because I feel sure that decisions have already been made and you will do what you want anyway. I bet the person who decides on which routes are to be cut is someone who does not travel on a bus and travels to work in the fuel drinking 4x4! I have travelled for several years to
449	Students would be unable to get to college. Non-drivers would be isolated.
450	In 2008 I suffered an aneurysm to the brain which has now left me with the result a lot like that of a stroke in that I have weakness down one side of my body, walk with a slight limp, am not able to walk too far without stiffness and pain in my knee and have a slight black spot in my peripheral vision to the right. As a result of this, I no longer have a driving licence and the bus service is the only way of transport available for me to get to work in order to start work at 7am. I am currently using the 6.10am service to Ely which gets me to work on time. If this service was too stop it would be impossible for me to get to work at the required time.
451	There would be many people without transport to Ely including over 60's.

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1	Appendix 2
2	Please tell us anything further which would help us under...
452	I am not sure if these answers have been of any help as I am still catching the Whippet 1A/5????????????????
453	I used to use the Stagecoach 14 service, Cambridge to St Neots, that ran through hardwick, cambourne, papworth, elsworth. This was withdrawn before April 2011 and was a useful service. The Whippet 1 service is used by a lot of sixth form students that live in Papworth. Recently the service provider has had to increase this to a double decker to ensure there are seats for everybody.
454	As I am getting older I will rely more on the bus service than on driving myself so for myself and other elderly people in the village it would affect our mobility travelling around.
455	I no longer go out in Cambridge to theatres etc as cannot get home as it is expensive to use Taxi's also as when out with other females we also felt safer on the bus at night. Even though we live close to St Ives getting in and out after about 19.00 is a night mare as no buses so we now drive and get a taxi back.
456	I think the withdrawal of bus services will have a huge impact on the number of cars on the roads and the numbers of the elderly that will feel isolated
457	more regular services
458	I am disabled, and twice over the past 18 months I have been unable to drive for 3 months at a time. The bus then is the only form of transport available to me, unless I use community transport. If I am going to the hospital I used to be able to get the ambulance service to pick me up, but due to cuts, once again, I was unable.
459	Many use the Citi4 bus from Caldecote/Hardwick
460	If I get to a point in my life when I could no longer drive or afford to drive I would be totally isolated without a bus. I would use it more now if it was more frequent and not so expensive. The students in the village would not be able to attend college without a bus and pensioners without a car will not be able to get into town. There is no shop in Harlton!!
461	The elderly and school children in Harlton need a bus service, there is NO school, shops or post office in the village. Nor is there a regular place of entertainment.
462	Feeling of being cut off from people, shops And that I am being penalised for living in the Country.
463	The bus that I get from my home in the village of Gamlingay to work in Cambridge is vital to me being able to get to work on a daily basis without relying on friends and family for lifts to other towns to catch alternate buses. The 18a service is used by many people between Gamlingay and comberton (and cambridge) and they are regular users (ie most use the bus monday to friday to get from home to work/school and back. Buses are vital community requirements. Councils should be working to improve the bus networks and usage. It is obvious when getting the bus to work that during term time the traffic is awful leading along the fen causeway towards trumpington road due to the high number of parents dropping kids off at schools. These people should be encouraged to use the public transport services provided (by making
464	as retired people we feel that if there is no connection out of the village if we are unable to drive we might have to look into moving out of the village completely
465	No impact to be honest. I don't use any of the affected services.
466	This will not impact me but I strongly feel as a council tax payer that it is important to maintain good bus services across the county.

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1	Appendix 2
2	Please tell us anything further which would help us under...
467	If there is a withdrawl of the 31 bus to cambridge from my village it will make the journey to college a lot longer - i would have to get a lift/taxi and then the train then walk to my destination the length of my jouney would be increased.
468	As mentioned; my only way of travelling to/from the train station in order to travel to work is by bus. I need to get the train from 6:43 to 7:47 in order to arrive in London for my start time. In the evening; my train arrives in St Netos between 6:20 and 7:20. The only bus route between St Neots Train Station and Eaton Socon at these times is the 61. As a family; we have one car. If the bus service were to be removed, I would need to consider the option of purchasing a second car - which would have a detrimental effect on the environment and would add to the parking issues around Longsands Road. Due to the extremely high parking charges at the train station; I would be looking for an alternative road to park the car. Having spoken with other bus users; there are many others thinking the same as me.
469	As a local councillor many people in Haddenham have contacted me, very worried about their ability to get to work. In Haddenham the bus service is vital if you don't have a car. One elderly person has told me she would have to move if there was no bus. Several elderly people have said they would prefer to have a bus service than a bus pass and would willingly pay extra in order to keep the bus service.
470	I try to use my car only for long distances or to carry heavy shopping. Other times,I try to rely on the bus services or walk.
471	I have parents that live in the west country and as I do not drive using the bus to get to cambridge to get the coach to london then by train to where they live;if the buses are withdrawn I do not know what I would do.
472	There are many shops open in central Cambridge until 20:00, but the last route 10 bus leaves Cambridge at 19:45. I know of two young adults that have had to quit their part-time jobs due to this. Transport systems should reflect the demands of the society around them, not dictate to them. It severely restricts occupants in villages such as Lode from engaging in activities in Cambridge, such as extra-curricular college activities, social and consumer activities and community events. A regular bus service, or alternative scheme, that leaves Cambridge at 20:00, 21:30 and 23:00 would be a satisfactory compromise and would go some way to remove some of the feelings of isolation created by such savage reductions to our bus service
473	if you chopped my legs off i couldnt get around. take away the bus! same thing.
474	Bus services are essebital for me as I don't drive. During the week, I use them for work, shopping, etc. I also need them on Sundays and public holidays to enjoy one of my favourite activities, namely hiking. Unfortunately, since the Sunday bus services and late evening services have been cancelled, I can no longer take part in those leisure activities and am stranded home.
475	We have only two buses per week Monday it takes us to Huntingdon and then on to St Ives. Friday it goes only to Huntingdon. We have one bus per month to Peterborough and one to Bedford which enables the Villagers to meet friends and shop at a different destination.
476	I had the idea that to increase the people covered you could loop different routes. So the Citi6 and citi8 could go Cambridge -> Oakington (as the C6), become the C6x8 -> Cottenham (become a C8) -> Cambridge and vice versa. Similar citi2 and citi8 could go Cambridge -> Milton -> Landbeach -> Cottenham -> Cambridge and vice versa. This would not require extra services, just extension of current routes and would serve to address several issues, ie no bus service to top of the high street in Cottenham. It also makes it practical to travel between outer villages without having to go into Cambridge and back out.

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1	Appendix 2
2	Please tell us anything further which would help us under...
477	With the Cambus ticket system, people only travelling within Cambridge are still only offered a dayrider / megarider ticket valid all the way out to Oakington. Since the cuts in Cambus service, it is no longer possible to make enough use of these tickets to justify the price. The price of tickets should reflect the service available - if you can only go to work & home again, that's all you should pay for, not a hypothetical pattern of journeys which the timetable will not allow you to complete before end of service. It is important that bus stops are near houses so that those unable to walk far can still use them and so that people don't have to walk far after dark / in bad weather. If you have to walk the same length of time as the bus journey, it is annoying, and again, you wonder what you have paid for. Cycling is a useful mode of transport sometimes, but it is horrible in foul weather and impossible in snow/ice. There are large areas of Cambridge not served by a useable service.
478	I have to get to work and as I live in Sawtry I have no alternative to buses. The journey to work is OK but the return at the end of the day is appalling. Never on time. Everything is invested in the Cambridge guided bus. Why does there have to be so many buses running for the sake of free pass holders. Surely they could wait a little longer so that more is invested at commuter times. ie early morning and late afternoon/early evening. We are all fed up with the Cambridge guided bus service. It is not the be all and end all of everything.
479	As I do not drive and am now 65 living in a village with no shop or post office if I were on my own I would have to rely on others for all aspects of life. I HAVE LIVED IN THE VILLAGE FOR 32 YEARS AND USED THE BUS REGULARLY WHEN AT work and would not have moved here if there had been no bus service. I would certainly have to consider moving if the bus service stopped.
480	I am replying to this survey on behalf of my daughter who is at sixth form college in Cambridge. If our bus service was withdrawn, it would make her journey into Cambridge much more difficult and inconvenient.
481	Whilst I would not suffer from the withdrawal of the service, plenty of other people would. The bus service is vital for the elderly and school children, as well as people who work in Cambridge and don't have their own car. We do not get very many services a day, so withdrawing one or more would have a big impact on some people's lives.
482	subsidised transport for everyone must be cheap or it won't be used effectively. Some cities have very low cost travel which encourages more people to use it.
483	The regular bus services to our village have been regularly used by my wife and I. As we get older they will become increasingly important. We had planned our current choice of home around the availability of a bus service so that we would not have to call on others for transport for doctor's visits and shopping.
484	I do not drive and I live alone with my partner, who also does not drive. We do not live near any family members who could possibly help us with travel. I could only obtain a job with minimal hours because my employers were unwilling to hire me full time because they knew how unreliable public transport is and also all the changes that get made to public services.
485	It has been extremely hard for me and others to get to see our friends/family and to get to places of work and many of the people I know have had to wait up to 2 hours for a bus back from Ely after visiting the job centre and have had to catch a bus previous to their appointment by an hour and a half.

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1	Appendix 2
2	Please tell us anything further which would help us under...
486	This survey appears to be based on the assumption that the respondent currently uses buses. As the existing services are poor, and in places non-existent, many of the questions are irrelevant. Nobody wants to lose a bus service, even hardened car users, who often say they will use the bus when they can no longer drive or if their car lets them down. The answer should be to promote existing services so they cease to be loss making, not to take the easy option of cutting them. I use my own bus (75) when I can. However it has such a tortuous route and sketchy timetable that it is seldom convenient. I often want to access the rail network, go to nearby towns (other than Cambridge) or visit local attractions and the countryside. The 75 provides for precious few of these and my work makes bus travel impossible. I sometimes go to Cambridge for evening events, a journey which is impossible by bus from anywhere outside Cambridge. There are simply no services. To me it is not surprising that few people use the subsidised bus services. They are simply not reliable and convenient enough. For those who do,
487	I am a retired person living in Wilburton which does not have very good bus services. The 106 bus is a very important amenity for the village, though its frequency of operation is probably on the margins of usefulness. It would be much more valuable if it was an hourly service - I would stop using my car to get to Ely in those circumstances which would be a very positive step for me and the environment.
488	The bus is an important option at times when one needs to catch a train and does not wish to leave a car in a parking area in Ely overnight, or when our car is not available for any reason. It is also a greener way of travelling and would be of increasing importance now that we've retired and would like to use some of the leisure facilities in Ely, such as Paradise Centre, without having to drive in every day.
489	I would like to see village and country bus services terminate at the Park and ride sites, and the ticket be transferrable to enable them to be used on the P&R shuttle bus, this would be a two fold advantage less fuel used on the country buses less congestion in the main shopping areas and shuttle buses used to their capacity. Finally if buses did this then a more frequent service would be possible as and when funds became available again. Lets look to the future with our planning and not do a "Dr Beeching" on our local services.
490	Living in a rural area it means you are more isolated, especially older people, and the cost of petrol, taxis, train etc make it very difficult to access different places. The availability of different things in the town are limited and people want to enjoy retirement by visiting other areas. Also it is much better for the environment for people to use public transport than for one or two people to use a car. Also the added cost of parking makes an impact on one's pension. Also people's savings do not gain much so everyone is limited in what funds they have available.
491	I think I have been pretty explicit. I am blind. I need this bus service as do many others on the route. Also I would like to remind you that this questionnaire is not accessible for blind people. It is not compatible with screen reading software and that is a basic requirement for a form. I need this bus service, please don't let your conciousless bosses axe this route, not only for me but for many others who use it. Even if you combine routes where possible to make them more efficient, that would be acceptable but taking away a pre-existing service is unacceptable.
492	Getting older with and now no bus 67 service we have put our property on the market and now trying to find property near a bus route
493	Subsidised services seem to be tailored around schools and shopping. The number of subsidised services in rural areas that allow workers to do a typical 0830-1800 job are very limited. There seem to be lots of half-empty busses in the day and very few, very full busses in early morning and evening. This seems odd to me. As somebody with a disability I have to pay full price to get to work, but could (if I applied for a pass) get a free return home - this makes no sense to me whatsoever.

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1	Appendix 2
2	Please tell us anything further which would help us under...
494	The withdrawal of X5 stops in the St Neots area has already led to much greater use of the car by a number of people. The local bus service is already pretty useless (only works between the station and Eaton Ford in one direction) but its withdrawal would lead to further use of the car or reduction in travel.
495	I am fortunate in that I can and do walk into town but going to Peterborough, Cambridge etc it is more economic to travel on public transport (and greener). There are many in our community who use transport for essentials such as food shopping plus it enables them to get out of the house and socialise; which inturn keeps them mobile and healthy.
496	Taking the bus to Cambridge is the one of the few times I get to leave my car at home. I've tried using the park and ride but found that it took much longer and was much less convenient than getting the bus. (The wait for the return bus was often as much as 40 minutes). Without the bus service I will be forced to go elsewhere in future.
497	9 bus service is irregular, and impossible to manage working shifts if dependent on public transport.
498	IF THE BUS IS WITHDRAWN, I COULD USE A TRAIN BUT TRAINS ARE VERY EXPENSIVE. I PROBABLY WOULD STOP GOING OR USE MY CAR.
499	The 18 service was well patronized on Friday nights but few people needed to pay fares as so many used Megariders. Make the Friday service all paying and the subsidy needed is then much less, maybe a couple of thousand pounds a year. Community transport is not a panacea for all Cambridge rural transport issues, a point that just doesn't seem to be accepted by the policy makers. There is a cost involved with all transport options, including community transport. So please don't be restrictive in what you fund but rather fund those options that are cheapest and most practicable and are well patronized. If there are ongoing costs ask parish councils to contribute along the route of the 18 service for example. It is important not to forget the needs of young people in supporting any services. They need independence and the bus provides this and safe travel. Young people will I believe pay for 'all fares' scheduled services. Remember that Comberton Village College now has a sixth form and so many students now don't get into town very much, making it more important to have a bus that provides social
500	I regularly use Park and Ride to go into the city. Aged over 60 this is a brilliant free service. I would however be willing to pay for a bus pass which would then give me free travel on each journey. Alternatively, have a reduced fare with mu existing pass perhaps £1 return. Still cheaper than parking and keeping cars out of the centre.
501	Unable to drive. I would be denied access to essential activities and services in Cambridge.
502	As before
503	Cannot cut rural villages off. I live in Manea and have just been made redundant at the age of 68. Will not be possible to maintain the car for long not only financially but possibly medically. Only access is to March & Wisbech by bus. Already cannot access Chatteris where my doctor's surgery is for last 30 years and also my dentist & Halifax bank (March branch closed last year) now in Huntingdon. Will not be able to continue to access the library, which also houses my local CAB, or swimming pool in March. Could only visit my daughter with difficulty by train to Cambridge as station is about two miles away at either end.
504	if the buses are withdrawn i would no longer be able to get to and from work as i live 5 miles from my workplace. taxis are too expensive and unreliable. if i had to give up work this would directly impact on the lives of myself and my young family.

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1	Appendix 2
2	Please tell us anything further which would help us under...
505	The twice weekly 199 bus service from Newnham to the city centre is a lifeline for many elderly and very elderly people in the Newnham area and its withdrawal would have a serious effect on many people
506	I live in Pampisford, which for Citi 7 is between Sawston and Saffron Walden Therefore I assume that if the subsidy to Saffron Walden were removed, the service would terminate at Sawston and Pampisford would have no service to Cambridge. My answers to Q7 relate to my use of Citi 7 to get to Cambridge, not Saffron Walden.
507	I use bus 66 which is not currently showing on the subsidised list, but I have spoken to a bus driver on this route, who understands that this route is under threat, especially for early morning services, whcih is the one that I use every day. If this is the case and the 06.53 from Little Paxton to St Neots railway station was cut, then particularly in the winter months I would not be able to get to the station in the morning. It is possible to walk the 1.5miles when it is light, but I would not do so in the dark, as this involves walking across Priory park. If services such as this one or any other early morning bus services that stops at the station were cut then it would force commuters to drive to the station, putting extra cars on the road and causing extra grief to residents close to the station as there would be even more cars parked in the area. Instead of cutting services a more regular bus service should be introduced which would encourage commuters to use it instead of causing
508	Suggest that you put more effort into 'other bus routes' not just the guided bus. Some of us work Huntingdon way - not in Cambridge. Also you want people to stop using their cars, but you take away the commuters buses, leaving them no choice but to use their cars. You give all the buses to retired people who have all day to go out and about (and they get a free pass - there should be a nominal charge of 50p). I see people get on the bus at one stop and get off the next - just 'cause it is free - how much does that cost the council each time they do that!
509	Little Downham Parish Council wishes to express concern for bus services in rural communities and believes it is imperative to keep funding in rural areas for those that are on low income and have not other means of available transport.
510	It's frustrating that the buses go a different time nearly every day. Also, on Tuesdays (certainly) two buses go between Dullingham and Newmarket - one is diverted by Stetchworth and the other goes direct to Newmarket. This seems a waste, when the direct bus could easily travel via Stetchworth, saving one service.
511	I have a car and a blue badge but I still prefer to travel, mainly to Newmarket, for shopping and leasure.
512	I literally wouldn't be able to get anywhere. St Neot's is too far for me to walk from here. I would be dependent on lifts from my husband who is still at work, so it is not always possible for him to give me a lift.
513	£540 Million would be better used to keep the railway line between Wisbech and March operational again?
514	I am 65years old and am fairly fit, if for some reason I were unable to drive myself,a bus service would be the only reasonably priced way to travel into Cambridge it would be like travel was when I was a young boy over 50 years ago but at least it would a form of transport that would give me my independence.This must be as it is for many thousands of old, disabled or those that used to be known as poor people.How will we all maintain that independence,will it be that we will have to "cadge or thumb a lift from those that have a more prosperous lifestyle and would they bother to stop to pick us up. There is no big society.
515	I have a disability and I need to use buses to get to a center that helps with it as the center is in March and I live in Chatteris I also need the buses to get to voluntry work in March and to the Job Center in Ely; sometimes I need to go to Cambridge

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1	Appendix 2
2	Please tell us anything further which would help us under...
516	We are the only little village that the bus runs through and is a lifeline to lots of disabled and elderly people within the community to get into and return from Ramsey and the surrounding areas. If this bus were withdrawn, I would not be able to go out of my home, due to my disabilities. You would basically be making me a prisoner in my own home.
517	Some questions difficult to answer, because the withdrawn service in my case - no 18 - is only partially withdrawn at present. So I wasn't sure whether to answer questions on the basis of a) the part still operating b) the part withdrawn or c) the whole service, which is threatened with being withdrawn
518	When I first moved to the village about 10 years ago there was an acceptable supply of buses. Since then there has been a gradual withdrawal of buses and now there is very little offered. As I and many others remaining few would mean being imprisoned in the village leading to depression and lack of choice in diet choices.
519	Whilst I still work. As with all older people variety and stimulation is essential. Prisoning people in their homes brings health problems hence health costs would go up, where then is the saving. I could not get out of the village.
520	No Car. Walk with stick wouldn't be able to go very often.
521	Car drivers assume they will remain independant as they grow older. Any injury which prevents you driving, even temporarily isolates you unless you impose on other by asking for lifts. In Caldecote, for example services were withdrawn. Elderly widows, who have never driven, either moved away or have to rely on help to get to Hardwick Post Office to collect their pensions and fresh food. Toft would be in the same position if we had no bus to get to town, or even to Comberton to catch the 18 from here. We need to re-establish links with all the villages, even if a shuttle bus took them to Comberton to catch the main services from there.
522	There is no other way for me to travel as I do not drive.
523	My mother relies entirely on Public Transport as she is sight impaired and cannot drive as a result. Withdrawal of the srvice will impact massively on her as she will be unable to leave her village without any assistance. She is fiercely independent and without public transport she will be stranded.
524	Withdrawal of 196 would be a disaster for several Horningsea, Fen Ditton and Waterbeach residents wishing to approach Cambridge from the east to work, shopping and medical services. But I believe with re-planning Stagecoach some routes CCC could save & Stagecoach couls
525	My wife has recently retired and I am approaching retirement so bus services are likely to be more significant in our life style.
526	I regularly use the 196 service, which is reliable and offers a cheaper alternative to Stagecoach's outrageous fares. I'm able to use Stagecoach as I live in Waterbeach, however my fellow passengers in Horningsea & Fen Ditton have no other alternative. I am a working parent, I cannot afford Stagecoach's high fares and we have no service in the evenings at all. Services in Cambridge such as No's 3 & Citi buses that run far too frequently should be cut from 10mins to every 20mins, perhaps then more services to out-lying areas can be put back
527	39 service already withdrawn. Can only travel to Royston with difficulty.
528	I am concerned about the impact on my children. As they grow older, it is important for them to be able to travel into Cambridge independently, both to encourage independence and enable them to travel into Sixth form. If my children were to become isolated and cutt off, I would have to consider moving house.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
529	Living in a small village with no shops. We rely on the bus for St.Ives and Cambridge. I do think through that some of the buses into Cambridge would be cut to perhaps twice/three times weekly at present they run every day, mostly empty. We dont have our own transport which means getting out really difficult with no bus we would be house bound.
530	As explained in my answer in section 1 the withdrawal of Citi 7 would leave the village isolated. The people living in the sheltered housing would be particularly affected as they would be unable to wlk to the station or visit the Health Center in Sawston.
531	I moved to Rampton only because of the bus service. I visit Ely and Cambridge regularly (106 and Citi 8 repectively). My daughter who has health issues, travels from London to Cambridge to keep an eye on me. With no service I would be totally isolated.
532	I travel on the 106 bus every day in and out Ely to go to work. This is the only transport I have to keep my job. I catch the 8 o'clock from Cottenham to Haddenham and on to Ely and return at 1:30pm on the 4:10pm. This bus also picks college children uup at the village. Calles Witcham on the way to the Ely College. I am 60 but still working, as I cant get my state pension or bus pass until 2012 Nov. Also need the buses for Dentist, Hospital and Shopping.
533	I live in Wicken. One bus only Dial a Ride on a Thursday markets day 10:15- Wicken departs 1:29 from Ely. People want to shop or get their Pension etc- more people when chlidren on holiday we must keep this bus running- especially near Christmas.
534	Because of my Disability I can not ride a bicycle of drive a motor car. I spend most of my income during my visits to Newmarket, helping the local economy. Bus drivers would lose their jobs if the bus services were stopped which would again have an economic impact.
535	I had a slight stroke which upset my balance, so although I can cylce or walk I have to be careful. I need to visit my sister who is under the GP to assist Social Services but with no payment.
536	Being an old age person it would affect how I would get out to do my shopping. We have a shop in Needingworth but on a Pension some items would be out of reach on a pension plus no Butcher or Fish Market.
537	We need the bus to go shopping for essential goods aswell as non essential. To get to Church in Cambridge I could need transport on Sunday.The Doctor and any essential shopping we need to go to Waterbeach?
538	Horningsea is isolated and has no shop.
539	If services are stopped I will be stranded & have to rely on other people, if I can find any, to do shopping.
540	I have a car at the moment for short runs but if I cant drive, I am 82 yrs I will be stranded.
541	Dont always have access to a car and use the bus to set to where I need to go on a regular basis and my children use the bus.
542	Circumstances due to bus withdrawel would be devastating for my partner and myself.1) It is the only way of leaving the village 2)Not being able to get to the shops, village shop is too expensive.3)My partner has regular trips to Addenbrooks, which would be impossible without a regular bus out of the villager, as it is we already have to get 3 different buses to get there from Guilden Morden. 4) Total isolation as I do not
543	Because of age & infirmity my husband no longer drives. We look forward to our regular buses trips to Newmarket. A service that allows us our independance, without the bus we would be unable to visit the Doctor or do our own shopping. The cost of a Taxis is extremely high and unaffordable.
544	I am elderly and my legs arent so good. Driving is something I shall give up soon, so I shall rely on public transport.
545	I refer to my comments in Q2.

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1	Appendix 2
2	Please tell us anything further which would help us under...
546	A withdrawal of these bus services would have a great impact. I do not drive so I rely on the buses for going out. A withdrawal would be out of the question!! A solution could be that if senior citizens could play half the bus price or a little lower.
547	I am a senior citizen, but due to the encomic climate. I have to continue working. I do not have a car so I need a bus to get to and from work. I also work on a Saturday & since the bus on Saturday was cut over 2 years ago a kind friend puts herself out to give me a lift.
548	The main impact would be the difficulty of doing the food shopping. I have tried to use the bus service (City) with a shopping trolley. The stop is a fair walk & Silve Street is the nearest stop at the city end. I have twice refused to take the trolley on the bus which left me an impossible walk home. I can only do very little shopping on the service bus because I can not lift anything heavy and obviously the driver can not help. The removal of the 199 would serious affect my quality of life.
549	I am asthmatic and am unable to walk long distances without losing my breath, have no other means of transport.
550	A bus on Thursday which a lot of people from Wimpole, Melbourne, Arrinstan & Longstowe use to St Neots which all of us would be devastated to lose, especially as of our village have no shops.
551	The bus service is very important to both of us. We are both elderly dont drive and can not carry shopping for food for a whole week. Also we would have to move which we can not afford.
552	Unable to walk long distances. No family with transport in the village.
553	The reduction / proposed reduction in local bus services was one reason which prompted me to take early retirement fro my civil service job. I am now economically inactive.
554	We all understand reasonable economic actions but in view of the money spent on the guided bus and Councillors claiming a large increase in what they receive, those of us in a people served part of Cambridge do not agree to any reduction in bus services. The magazines publised by your office & that of South Cambs could be done away with at a great saving, the Councillors should keep those they represent fully
555	This will make searching for work incredibly difficult. I do not drive and as I am unemployed it is hard to afford lessons or a car. My friends do not live near to give me lifts.
556	Live alone, wish to be independent and use a car as little as possible. Bus is only means of transport to railway station (often take trains to Scotland). Also much used for access to Cambridge (for various reasons).
557	My local bus service provides me with an ideal means of travel to work, with low environmental impact & flexible travel times.
558	As I do not drive I rely on the buses (106) Cottenham-Ely route to get to work from Haddenham to Ely most days of the week and back. If the buses were withdrawn I would have to rely on taxis which would prove much more expensive or lifts from relatives.
559	A very reliable service by Whippet coaches always on time and very friendly drivers.
560	Would be unable to visit family or friends or go shopping would also affect my work.
561	I already stated I no longer have a car and at 70yrs old an not in the best of health. So I use the No12 ST.Ives town service to do my shopping on Mondays & Fridays. I enjoy the ride on the bus as it is the only time I go out. It is a 5mins walk to the bus so it is not too far away. Without the bus I would have to get taxis. I wouldn't object to the buses being reduced from 5days to 2or 3 and if all routes were reduced, it would be a
562	The bus services are very important to me as I need to get to where I need to. If there was no buses I would be stuck in my own town. They keep saying they want more people to stop driving and use the buses, how can they do this if there is no buses?

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1	Appendix 2
2	Please tell us anything further which would help us under...
563	Loss of buses in and out of Chatteris would mean I would have to move out of Chatteris and leave my family and grandchildren. I retired here to be near family. I tried to work part-time, but infrequent buses make it difficult. I do not drive and can not get to Dentist/Hospital or go anywhere without buses. Since I moved here 2yrs ago, the bus services have become very limited!! If I could have foreseen this I would never have moved here. I am very worried about the future.
564	Travel to Doctors, Dentist, Hospital & Hairdressers. Shopping, family, taken the dog to visit and see my Grandchildren Bury St Edmunds.
565	Until you live in a village, which you probably don't, it's hard for you to realise the hardship it would cause for a lot of elderly people and also mothers with young children and no car.
566	I would have to walk 1/2 mile or drive if it was withdrawn. The buses alternative is not so punctual.
567	We need a good regular bus service as many of us do not drive or family here to help. Please don't cut the service. My husband was in hospital the bus was the only way I could get to see him.
568	It will impact on the elderly residents who are unable to drive thus placing economic burdens on them to visit doctors hospitals and food as nearest shops are some distance away in RAMSEY road.
569	If this service goes I will have to use a car as it is I often have to pay for a townrider when I only want a return and as the last bus is at 19:30 I find if I am back late from work that I have to pay for a taxi or if it is later walk 3.5 miles home. I will if this is withdrawn park in residential areas and that will add to congestion I am not cycling it is not safe on the roads for various reasons get knocked off your bike and the complications are endless. I cannot walk for 45 minutes in the morning and the evening as I already leave at 07:15 returning home at about 19:45. I may have to move another area like Bedfordshire or Hertfordshire where bus services run. This will make St Neots a 3rd class place to live and is just another nail in the coffin for ST Neots residents as this will affect both those using the buses and those who do not but live close to the
570	When we moved to Witchford Village we did so thinking that a viable bus service would be available, without such a bus service we feel house prices will be further devalued...we feel villages are being penalised at the expense of the bus services in towns whilst at the same time we now pay slightly more in council tax...at some point people can no longer use their cars and need a bus service or else they are completely cut off...this government has been quite clever they haven't removed the free bus passes - they have set about removing the buses from
571	elderly people need more buses not less
572	I may use buses more when I give up my car
573	Removal of the early service on the 66 St. Neots to Huntingdon via Buckden actually meant I could not get in to my place of work at my usual time. I managed to negotiate a new start time but without that I would have had to consider giving up my job as I do not drive and riding a moped on untreated winter roads or during high winds is not conducive to safe travel.
574	Without this bus I would not be able to get to work. I would be unable to go shopping or travel to the train station. If the bus was cut it would have to rely on others and I would lose my own independence.
575	My only alternative is to use a car. Apart from the extra personal expense, this means there would be one extra car on the roads and one extra car in the car parks. Multiply this by the number of people in the same situation and the difference in traffic would be noticeable. If on the other hand the service was improved, I would use the bus once or twice a week rather than once or twice a month.

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1	Appendix 2
2	Please tell us anything further which would help us under...
576	THIS IS THE ONLY SERVICE TO MY KNOWLEDGE WHICH SERVICES COLDHAMS LANE IN CAMBRIDGE AND HAS ADIRECT LINK TO THE BEEHIVE CENTRE ,GRAFTON CENTRE AND TOWN CENTRE
577	as stated previously i do not use the buses due to them not stopping anywhere near my house however i believe they will impact on traffic and people being left isolated.
578	These are the only buses which service coldhams lane cambridge.
579	106 is an important community service for shopping in Ely, especially for people in Rampton and Cottenham who have no access to a car. In Cottenham the Cambus service to Cambridge does not serve beyond Lambs lane/High St junction. In any case the shops in Ely are much better/greater variety of lower price practical shops than anything now available in the centre of Cambridge.
580	Withdrawal of bus services between Cambridge and Huntingdon via Fenstanton would have a devastating effect since I am not allowed to drive due to poor eyesight. The cuts in services due to the Guided Busway, which is useless for Fenstanton, have already had a major impact. The lack of an evening service restricts me and many people whom I know. Even those who drive now find that evenings are difficult unless you are prepared to pay significant taxi fares. I use the bus 6 days a week: 5-6 (sometime 7) days per week in order to get to and from work in Cambridge and, on average, one day per week for household shopping.
581	il have four children and connot drive due to epiliepsy. I have no family that live locally and am an out of work single parent. Lifts are difficult as there are too many of us to get in a car. I rely on the bus service not only to get to appointments and shop, but to get to catch the train in Ely. I will also rely on the bus if I find employment. The bus service is already low and so reduces my opportunites of employmant during the time I have available and any reduction of this will make it more difficult. Being a rural area we desperately need our villages to stay connected and not to assume that everyone can rely on a car.
582	By withdrawing public transport services to and from villages, means that either users would have to consider moving into towns - massive costs - or become increasingly isolated.
583	My son uses this bus service at least 5 days a week sometimes 6 and several times a day to get to sixth form, with the withdrawal of the evening bus and Sunday buses he cannot stay late at college or he relies on parents to pick him up. Also he cannot go to visit friends, go to cambridge on a sunday as no service and due to money constraints no funds.
584	Having no Sunday service to Comberton prevents my son and his family of five, who live in Cambridge, from visiting me on a Sunday for they do not drive and are too numerous for my car. Nor can I visit them on a Sunday except by using my personal car.
585	Although the guided bus is a great assett its route is too far from the centres of some villages
586	At some time in the life of the elderly, the time will come when driving is NOT an option,and in any event, disabled parking spaces are limited in number. The bus services to and from rurel villages, which are not well served with shops, are essential if we are not to become "prisoners within our village" The city of Cambridge has a good bus service, a train station, and now the guided bus service which cost millions.Why should the outlying villages suffer cuts in the meager services they presently get?

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1	Appendix 2
2	Please tell us anything further which would help us under...
587	I live in Stapleford and do have access to a car but have recognised that when working it is not economic to drive into Cambridge daily. We have access to two buses - No 31 and citi 7. The 31 route is wholly subsidised but provides a vital lifeline between some of the outlying Cambridgeshire villages and the City. It is reliable and quick (as it follows a fairly direct route), but does not run at the right times of the day. The morning bus (0755) from Stapleford is fine, but in the evening, you have to wait until 1820 for a journey back. There is no bus after 1820. This is obviously a difficulty for people who live in Barley, Newton etc more so than myself in Stapleford. In contrast, the citi 7 route is more regular, although it takes over 10 minutes to walk to the nearest stop. Its route is too complex as it travels to Trumpington, Addenbrookes, train station and finally the city centre. In the morning and evening, it can take almost an hour to complete the journey. It would be far better if
588	For me it would have little impact but for some of the older people in the village with no other means of transport it would mean further isolation or a dependence on others for lifts.
589	The service is very important as a means of connecting the village where I live with the amenities of Ely. I have been struck by how many people use it, and I believe the removal of the service will be detrimental to many people, as well as to the environment.
590	I would have to use the car much more if the bus service was not available. This would be more expensive for me and lead to more congestion and carbon emissions.
591	Many elderly residents use the Meridian route 31 from Fowlmere to Cambridge. A lot of these would be isolated.
592	If the 31 is cut, can the Citi7 route be amended to speed it up (a more direct route) - maybe not every one, but (say) one an hour could do a route from Stapleford -Cambridge that more resembles the 31 route. Also, in the evenings the Citi7 times have changed such that they leave Cambridge at almost the same time each hour as the train to Shelford does - ie if you miss one, you're likely to miss the other as well, and have to wait for almost another hour. Could the bus leave Cambridge at a time between the train times eg if the train goes at 19.56, could the bus leave at some time between 20.20 and 20.40? With these 2 ideas, the impact of cutting bus services is reduced - I suspect some cuts are inevitable, but joined-up thinking and talking to the train operators would help mitigate the effects.
593	I rarely use buses. I work at Papworth Hospital which is very poorly served by public transport. at weekends I do use the P&R at Babraham and sometimes during the week if I need to go to Addenbrookes.
594	It has been reported many times to Southoe and Midloe parish councillors that the new bus service "JUST ISN'T WORKING" As you may be aware the local loop service to Southoe and Diddington was scrapped this year, much to the distress of mainly the elderly residents of the 2 parishes that relied on this service to get in and out of St.Neots. Many of our residents now have to rely on taxis as the bus services that we now have are so expensive and totally inconvenient, as to get to St. Neots, Southoe residents have to head north to Buckden and get off the service there, then wait up to 2 hours for the next bus to come along. Thus 2 buses = 2 fares, there is no such thing as a return trip. So this incurred a substantial fare increase. I believe that very few people now use the 66/65 north bound services from Southoe as it is an unreliable service. Southoe Residents can't even get to Lt. Paxton to catch a bus to town as we have to cross the road at the Southoe accident black spot in order to access the foot path on the east side of the A1, which is a nightmare for a nimble youngster let alone the less able or
595	Cambridge operates a policy of discouraging personal car use in town. My mother has limited sight and mobility and it is important for her to be able to travel round the town centre. Essential food shopping including visiting the Market is difficult without bus services close to the Market Square.

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1	Appendix 2
2	Please tell us anything further which would help us under...
596	our local service from Southoe to St Neots was withdrawn and replaced by a change of bus going up to Buckden then onto St Neots. Frequently it arrives late in Buckden so you have to wait an hour in the cold for the next one great idea for the elderly.
597	Living in a relatively remote area without any other public form of transport forces the use of either cars or taxis both of which are expensive alternatives. It would also limit the opportunity for older residents who do not have cars to actually leave the village for basic things like
598	As I have a car there is no impact, my concern is for those who do not own a car. If bus services were frequent I might sell my car
599	16 and 17 are the only services which go to Sainsburys, Newmarket Rd and the Beehive Centre in Cambridge, which is essential to give choice, and allow less mobile people and those without cars to get to, eg DIY shops, and have a choice of retailer.
600	Can not go out of the village at night or Sundays without private means to visit at the hospital or events in Huntingdon
601	At present I am fit but as I drift into old age, more and more do I rely on bus services. We are an aging population, the intent is to be green and to keep as many cars off the main roads and the excellent, well used public and subsidised transport system is much valued.
602	My concerns as recorded in this survey relate to my current situation. Having recently retired I have a growing unease as to how I shall be able to travel should I become, for whatever reason, unable to drive or be in a financial position where I am unable to afford to keep a car on the road. In that case a good regular bus service would truly be a lifeline.
603	I am less concerned for myself at present as I still drive. I would use buses if they were more direct and more frequent but we only have a bus into Huntingdon once a week and I believe it takes over an hour to get there. I can drive it in 10 minutes but there are several people in our village who DO rely on the bus service and in the future I may be one of them.
604	I would be devastated if I could not get out to see my friends and do my shopping.
605	The impact of the withdrawal of Service 75 would not be on me so much as on members of my family who rely on this service for work. By not being able to get to work this means they would be forced onto benefits which surely defeats the object of councils trying to save. I have a Bus Pass which I like to use but if this service goes I will not be able to which seems most unfair as parts of the county now have the Guided Bus as well as ordinary bus services.
606	The local bus service would be more useful if times were better publicised and it was reliable
607	If the Citi 4 or 18/18A bus services are reduced, I would have to move house, because it would not be logistically possible for me to stay in my home. I would be geographically isolated and unable to get to Cambridge. I cannot afford taxis. Also, it would help me very much if the 18/18A service had evening buses as well as daytime ones. In an era when citizens are supposed to be increasing the 'green-ness' of their lifestyles, it doesn't seem to make any logical or ethical sense to be reducing and restricting public transport so that people are forced to rely on cars and taxis to get around. I would have thought that in the 21st century the obvious thing to do would be to hugely INCREASE the public transport network, and encourage people not to use cars! I know it is necessary for councils to save money, but this seems to be a completely obviously wrong way to do it, in every sense - ethically, environmentally, and from a humanitarian point of view too, because it exclusively
608	I use the service 10 (Cambridge to Newmarket) daily - recent reduction in the frequency; no buses in evenings or on Sundays has left some villages with much poorer services. Car users will never leave their cars and use buses if the services are under constant threat and reduction. Millions of pounds have been spent on the guided busway which only serves part of the county - now subsidies to other buses services are to be considered for withdrawal - is this fair as people whose buses may be withdrawn will have contributed to this busway.

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1	Appendix 2
2	Please tell us anything further which would help us under...
609	I'm writing this on behalf of my 16yr old Son who attends Long Road 6th Form. It would be very difficult for us to manage his transport to college if there is no Bus. The existing removal of the evening and Sunday services have impacted his ability to travel independently to friends in Sawston and Shelford. Whilst Cycling is an option, it is a brave person who cycles on the Duxford section of the A505 as there is no pavement. The alternative route is via the station footbridge (a detour and means carrying his bike.. Ok for him maybe but an older person or someone with a bike and any shopping?). Whilst understanding that there may have to be frequency reductions.. Surely Stagecoach can get revenue from peak hours services ?
610	Too much has been spent on the guided bus. I live on the route but do not have a bus stop. My service was severely cut because of the guided bus. What's the point of driving to Huntingdon or St Ives to catch a bus to Cambridge, I may as well continue driving
611	The bus gives me independence, a life. Even if I have no money I can use my bus pass and visit Cambridge, walk around the shops and call in at the Central Library. I feel better when I get home. My daughter lives in Haverhill, she is disabled, we shop together and have a coffee etc., without the bus I could not visit her whenever I can. I am sure that the elderly find the bus pass, and the buses to use them on, the best things the government has done for us.
612	With an ageing population & the rocketing cost of fuel, I think greater use will be made of buses generally. The better the service, the greater the use. This helps to reduce congestion on our busy roads (many people in a bus, maybe only 1 in a car). This in turn reduces wear on roads as well as less pollution. When all these "hidden" costs are taken into account, I suspect reducing the subsidy will not achieve a cost saving overall when looking at the broader picture.
613	I think having NO evening services to and from Milton is a real problem - it increases my car use and makes living in a village a less pleasant - the no 2 goes to Milton at 11 pm why not at 7, 8, 9, and 10 it would have a very small cost as it already goes to the science park
614	The withdrawal of the citi2 bus from Milton has meant that I now use my car much more frequently. It was a wrong assumption that people could use the park and ride in place of the citi2 as the elderly cannot necessarily walk there so have to use cars if they have them, apart from which the service is very restrictive in the terms of destinations and getting around the city. We should be making it easier for people to move around within the city and not just to city centre and Grafton. Also it is common sense that buses at either end of a route will have fewer passengers than midway through a route, it does not mean that a route should be shortened and leave potential passengers without a service. If the Citi 2 had always been full at Milton, the service would have been of little use to people further along the route!
615	I am unable to drive and completely dependent on a bus service for getting to and from Cambridge and or Newmarket. Buses provide a service to the communities which would otherwise be cut off from each other, thus limiting many lives, which could increase social consequences. This could be particularly relevant in the current situation when more people may find themselves in reduced circumstances and be unable to maintain personal transport. I also believe every effort should be made to increase public transport in order to reduce the number of cars on the roads, with its adverse effect on the environment.
616	The withdrawal of the City 2 bus service to Milton has been the one that has impacted on our family most. It is one that had stops near our house and our children's school. Now there is no bus that provides that and taking multiple buses for that route is inconvenient, more costly and more time-consuming.
617	Why wasn't the number two service on the previous question? Who writes these questions? He wants sacking, he doesn't know what he's

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1	Appendix 2
2	Please tell us anything further which would help us under...
618	How would people get to work/college without a bus? More people would be unemployed or unable to study as a result. People would not be able to leave the village as there are no paths or cycle routes. Children would be unable to visit friends or go out of the village as they are too young to drive.
619	Without buses smaller market towns there will be an impact on the economic growth which is available from the grey pound.
620	The park and ride was open before the withdrawal of the service, which is why the service was deemed suitable to be withdrawn.
621	If cuts are to happen, I would urge you to consider keeping our local service running at key times (specifically work or sixth form college times) to preserve the independence of teenagers and young people
622	No longer bother with the buses. One bus in the evening. If you miss this bus you are stranded. If you are finished in the city centre at say 9pm you can't get home until 11pm. I now get someone from my family to collect me by car. Not economic, inconvenient, not environmentally friendly and adds more traffic on the roads.
623	I am fortunate that I have access to a car though I prefer to use public transport where possible as car use is bad for the environment and public transport is vital for some in the community who don't have access to a car, so I think it important to support it.
624	I used to be a regular C7 user catching the bus in Pampisford. The 8:20ish bus was perfect for reaching Cambridge just after 9:00 or the 7:52ish was a good alternative if I needed to be there for 9:00. Since this has been reduced I only have the option of catching the 7:34 - Ok not a great disaster for me but has caused me cycle to Whittlesford station to catch a 8:40 train and arrive for 9:00. It's also 50p cheaper per day. Also the C7 8:20am bus was used by several families, including my children, for getting to school in Sawston when the weather is bad or I needed the car. There is now no sensible option for travelling to the Sawston schools for 8:45.
625	Citi 2 means we use car which is contrary to Government and Cambs policy.
626	Withdrawal of services where community members with no alternative transport mechanisms are left unable to make journeys should be avoided. The focus should be on areas where alternative bus or other transport services will remain.
627	The elderly rely on public transport. I meet so many that are no longer able to drive and a bus service is a lifeline and a measure of independence. For villagers, it is difficult enough anyway.
628	If the Ramsey to Huntingdon service was removed then I would not be able to work so I would not be able to provide for my 2 young children and my husband and I would be cut off from my family and friends
629	If you take this service off I would have to walk about 2.5 miles to Stretham to catch 9X from Cambridge to Ely then walk back from Stretham to Wilburton and at my age of 64 years
630	We live within the city boundary, buses are used in preference to car for 'green' reasons and also congestion reasons
631	Use bus service all through week except for Sunday and bank holidays as bus has been cut off. I would not be able to get out as I rely on the bus as a life line to get to the places I need to go. Plus if I was stuck in Duxford my MS would get worse. I have out of Duxford applied for a bungalow as am scared I am going to get stuck in Duxford. I was hoping that Duxford was going to be the last place I was going to move to, the worry about the bus cuts is making my MS worse.
632	Due to age may have to give up car driving
633	Surely withdrawal of essential bus services does not require further explanation

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1	Appendix 2
2	Please tell us anything further which would help us under...
634	I can no longer drive. My immediate family do not live near.
635	Duxford is about to lose its Post Office - this means getting to Sawston and the only way is by bus.
636	I run a small caravan site, visitors use the bus to get to Cambridge. In the case of motor-homes, which are increasingly common, the bus is the only option and contributed to the tourist industry.
637	I am presently worrying constantly that I would become isolated and lose my independent spirit and social mobility if my bus service to Fulbourn was withdrawn. Thankyou to COPE - a lot of older passengers wouldn't have known about this Form! And others who are not 'online'. It takes a long time (2hours) to visit my nearest dentist. 16&17 bus service is vital for Fulbourn for good reasons - a few of which are: No dentist, no bank, no post office, no vet, no superstore.
638	Without the bus service - as apensioner & on that income, my choices for shopping, interest & mobility would be severely hit. I am truly grateful for the national bus pass - (as fares are a consideration) - & this allows me to see more & have more interest in life around me & to get out more. I own a car, but probably will not be driving much longer & its not worth taking the car into Cambridge with traffic congestion.
639	I am a senior citizen. I attend U3A courses throughout the year. Without the bus services, I wil not be able to do this. I will have difficulty to do any general shopping as well.
640	Old people and others who do not have their own transport would be marooned in villages without a Post Office or shop The Eversdens in Cambridgeshire being an outstanding example.
641	I work from home and travel infrequently but the with drawal of the bus service impacts my community my environment (too many cars) and my neighbours who are unable to drive, or live here and work elsewhere.
642	When our children went to Long rd 6th floor college they were often late as had to go into Cambridge & then out again. I am not sure re the current situation? but bus service needs to be reg & frequent for it to be used fully.
643	Without the 75 bus how can our village survive as we have lost the village shop/post office
644	I would not be able to continue my part-time work at Cambridge University (supervising students) if the 18 did not pick me up from Comberton at 8am & run at various times from Cambridge during the day - a taxi would be too expensive for regular use. I would basically end up trapped in the village during the week - an awful thought.
645	I would be virtually stranded in the village. (aged 85). NHS services, etc. would have to call on me.
646	Without the bus service 75 route which I sue as we hav eno post office to weigh letters & packets and purchase stamps I would be very handicapped. I nneed banking facilities & there are none in the vicinity now. Food shopping would involve a 3 or 5 mile walk - I am eighty years of age.
647	106 Dews Bus to Ely most important as it stops for food shopping at Tescos. Means little walking or carrying of heavy shopping - essential for the arthritis in my spine & leg. ((am 88 years of age)8
648	If the service was withdrawn I would have no alternative but to drive my family to Cambridge town centre for all visitis which would continue fot add to our ever growing congestion issues & carbon footprint problems.
649	pp see page 1

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1	Appendix 2
2	Please tell us anything further which would help us under...
650	Saffron Walden is a small, interesting historic town with a museum, historic buildings and lively cultural life. It has a market twice a week which is more varied than Cambridge's, many interesting small shops and charity shops, all in a small central area. The bus link is important especially on market days Tuesdays & Saturdays.
651	Fowlmere now has no shop of any sort!
652	I find it completely illogical that we are being encouraged to use public transport instead of cars and there in the next breath (so to speak) are being told the buses may be reduced!
653	If no buses I cannot go shopping or doctors as I am unemployed. I cannot afford to pay taxi £14 to Sawston & back and cannot afford a taxi to Cambridge & back.
654	Health reasons - I am experiencing reduced personal mobility.
655	I wouldn't be able to go anywhere without the buses.
656	I am 79 in 2 months time, and cannot walk very well, so couldn't walk to the A10 to get a bus, and half a mile to get home and that would only take me to Cambridge and there is only 1 shop in Cambridge where you can buy food. Sainsburys Sidney St I would be a prisoner in Hauxton, left by the lack of a bus, TO STARVE
657	I have an extremely bad back and so I do not like relying on people to take me here, there and everywhere. The bus is perfect for me.
658	The impact on my family alone would be terrible. How do you really expect us to live. I see an awful lot of buses for park & ride, but to use those services the clue is in the name, but as a family we do not drive, as do quite a few other people in the village as well. The bus service we receive with Whippet 75 is great. This service enables us to function as a unit, take it away, and we lose evrything.
659	Dcotor, Dentists, Hospital, Shopping, friends, family
660	Once again villagers would be marooned with P.O. and village stores being shut. It would be an open prison.
661	If you take the bus services away from my village, I will be village bound. The bus is my lifeline, there is one driver, who makes my trips wonderful, he's helpful very chatty. I suffer with an illness and I don't have internet, so I have no way of getting good for me or my dogs. Stop the buses is like cutting off my arms & legs.
662	I am 84 years old and my husband is 903 and as we have no post office in the village we rely on the 127 bus to Royston to collect our pensions, pay our bills and do our shopping.
663	If the 31 service is withdrawn I would not be able to go into Camjbridge because I am unable to walk & would not be able to walk to catch the
664	I now have to use my car, which in its self is easier, but does nothing for the environment.
665	As I and my friend have shopping trolleys it is not always convenient to travel with friends whose cars are not large enough to accommodate trolleys. We are totally dependent on buses or smaller transport that is comfortable for us elderly folk.
666	I often go to Ely, but I have to drive to Chatteris to pick up a bus.
667	I do not drive so if my local bus service 127 Guilden Morden to Royston is withdrawn, then I will have to move house. The taxi fare to Royston where I do my food shopping and access other public transport services, is £15 each way. I moved to the area three years ago and the bus fare has not increased once during that time. I would gladly pay more to use it, as it will cost less than a £30 round trip to Royston each time I need a loaf of bread.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
668	Part withdrawal of the 28 service would be acceptable. A service running say three days a week (i.e. alternative days: Tues, Thu & Sat) would be adequate for most villagers needs (Thursday morning in particular being popular for St. Neots market)
669	Like I already said I will lose my job if the number 75 does not run any more.
670	There is no bus which gets me to the leisure centre to attend the 'walk for health; starting at 10 am. There are few buses going to March. There are no buses in the evening from Peterborough to Coates after a day in London (by train). A taxi costs more than the train journey.
671	I drive a car so use the buses very infrequently. For those who use the Citi 7 and do not drive an alternative public service must be provided if the service is withdrawn or severely cut. If necessary increase the fares - therefore will help to cut the subsidy.
672	No 7 bus is now every 20 mins instead of 10 mins and less frequent No 7 to SffronWalden. The further out services are less frequent than the services closer to city centre, which are more walking distance. The further out you live you need more buses, not less. Not everybody has their own transport.
673	Bus services are very important to me as I do not drive & am now retired. I need to shop, go to the bank & visit my elderly relatives. I would feel totally cut off if these services were cut.
674	As a pensioner - who is married to a pensioner we have been married almost 48 years. Could you? keep yourself in a decent form in any way - whatsoever on the state pensions etc. We have no objections to the points within this questioner if it was a level playing field!
675	I have no car, I am a widow of 73 years old & cannot walk a long way now due to hip surgery, so the loss of a bus service would have a great impact on me.
676	An ageing population is becoming less and less able or willing to drive. Buses take passengers into the heart of a city or town, connect up with other routes and the railway, and local villages with their differing facilities such as doctors surgeries. If the service 18 (Longstowe - Cambridge) has to be withdrawn surely one of the many buses connecting Camborne with Cambridge could be diverted via Longstowe,
677	The bus service is poor now. If it was reduced anymore it would bring hardship to a lot of people, as not everyone has a car.
678	I rely on the bus
679	In the village, without support of the already minimal transport, it would make it difficult to survive. With a small village shop that does not stock basic essentials at competitive prices and no banking, there is a real need for a connection to Peterborough and then other points in the country. Alternatively, the nearest next bus stop for Huntingdon - Peterborough is 1 1/2 miles away with no footpath.
680	Meldreth used to be well served by buses & trains - the train is not the most convenient (due to station location) for shopping in Royston, therefore the bus is most appropriate for elderly/impaired mobility etc.
681	The bus I use is the only 'workers' bus into Cambridge from the outlying villages such as Chrishall. It is well supported by workers & college students.
682	My weekly visits to the Doctors Surgery, also visit to Bank, P.O. and Shops.
683	Elderly people rely on this service as means of a social life, getting out to the shops and dentist hospital etc. It would be a great hardship if the bus service was withdrawn, as even if the bus was available they would not be able to afford to use it, what with everything increasing, fuel, light etc, and the pension being what it is, there isn't much left for luxuries such as paying bus fares.
684	I am well over 70 years of age and it would curtail the opportunities to socialise.

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1	Appendix 2
2	Please tell us anything further which would help us under...
685	I work full time & if the bus service was withdrawn, I would not be able to get there. My hours are 8am to 5pm. It will also have an impact on the elderly people who like to go to Cambridge shopping or even to catch another bus for a trip or to visit friends/family.
686	We are a young family with no family car. all of us use the bus either as a group or individually. My sons use it to meet friends or get to the train station. I use it daily for work, also for weekly food shopping, visits to doctors and to see friends. It is a daily necessity for myself & my
687	Both the wife & I hve problems walking, which means taxi everywhere we go, which is expensive.
688	I am unable to drive and rely on the bus service to go to the shops, bank, dr etc. No service would mean tht I would be totally stranded in the village. We have no village shop or post office.
689	As I can no longer travel much and cannot keep begging for lifts from car-owners, withdrawal of the two bus services I do use would make life almost impossible. I am not on line, cnanot use computers. People whose situation is similar to mine and whose bus services have been removed must be finding life very hard indeed. It is all very well for the gopvernment to talk about the big society, but so far there does not seem to be any coherent strategy to make this concept workable.
690	Going to the hospital for app. or visiting sick friends/family in hospital. I will not be able to drive for much long due to my age.
691	Serice 31 Barley - Cambridge. Why does this service need to go to Cambridge via Trumpington because from Shelford the bus goes over the same route as the No 7, it could run from Mingle Lane via Hinton Way to Cambridge. I am unable to walker too far, I have mobility buggey - I have heart problems.
692	It would be better to reduce a service rather than withdraw it completely.
693	As an 81 year old, I rely on buses all the time.
694	See front page
695	My daughter in law is ill cant walk or talk, so I go and see her and grandsons and help her out. I will miss all that if the bus 106 is stopped. also my independence to go to Ely without having to depend on family or friends. Not everyone can drive or have a car. The bus is very
696	We would be completely left alone - and we both have great difficulty in walking. We would like to be able to have our last years inpeace and comfort and not have to worry. Just one bus a day would be fine & time to do our business before coming home. All we ask.
697	The service is very good. I rely on it. Without it my life would be nothing.
698	Travel from St Ives to Huntingdon & Cambridge has been unaffected because I use the guided busway. What there is a need for is a regular frequent service from Needingworth to St Ives. I am using a car for this part of the journey but would prefer a bus. this would also increase the number of commuters to Cambridge who could give up using their cars.
699	My family live 50+ miles away, I am 87 years old & live independently. I am partially sighted & rely on the bus for shopping, hospital visits & seeing friends etc. I will have to move away from the village that I have lived in 1969 because of these cuts.
700	It seems illogical for government to argue about the impact of pollution on the environment from car use if they drastically cut public transport (the alternative) in the countryside, where facilities eithin villages are so sparse (& getting less). On principle this family has for the last 50 years only used a single car vehicle, using the local hourly bus to Cambridge as alternative (the old 112 Cambridge - Saffron Walden) Now entirely dependent on the bus, we & many others like us, would, if cut, lose our independence.

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1	Appendix 2
2	Please tell us anything further which would help us under...
701	It was hard enough not having a Sunday or Bank Holiday bus service, but when the no. 15 bus service was withdrawn I became trapped in Willingham after 7.15pm. I cannot get home from St. Ives after 5.00pm or home from Cambridge after 6.30pm. The taxi fare from Cambridge is over £20 a lot of money when I am travelling by myself.
702	It was hard enough not having a Sunday or Bank Holiday bus service, but when the no. 15 bus service was withdrawn I became trapped in Willingham after 7.15pm. I cannot get home from St. Ives after 5.00pm or home from Cambridge after 6.30pm. The taxi fare from Cambridge is over £20 a lot of money when I am travelling by myself.
703	For the retired and others on a fixed income the bus service is essential in avoiding added financial burden.
704	Single female senior citizen. No access to alternative travel. Use bus to get to City Centres for essential shopping and access to my banks and legal facilities. Value my independence and would be unable to visit friends in other areas via train from Ely. Would become isolated.
705	I will soon retire and would like to use the bus much more. One day I will hopefully grow old and will have to give up driving so will need
706	For people who are not able (or no longer able) to drive, bus services are a vital link with villages. My parents both live in a neighbouring village and as they reach an age where they won't be able to drive much longer, they will become village band. From a personal perspective if I was not able to drive then I would not be able to find work.
707	Fowlmere's only shop has recently closed. It is too expensive for me to continue to run a motor vehicle. Planning applications have been made to build more houses in Fowlmere. How will these extra & present residents travel into Cambridge? Withdrawing the service results in extra cars on roads.
708	I am 75 years old and live alone. I have lived in Chevely 7 years and only moved here from Staffordshire because my house was on a bus route. Without the bus I would have to move house to near the shops for food. I have no car nor family or friends to run me about for shopping, paying bills etc. I am not on the internet so can't shop on-line. My quality of life would be severely curtailed!
709	We regularly use Service 9 Ely to March and March to Ely which only runs every two hours. If this service is withdrawn there is no other service on this route. We use this service to connect with Norfolk Green service 56 March to Wisbech via Fridaybridge and Elm.
710	In particular the withdrawal of these services affects teenagers, too young to drive and with no alternative mode of transport.
711	I have lived here for 76 years and I do not want to move. Would not like being in a village or town. I can get off bus at my Dentist & Podiatrist, also shops & go to a Health Clinic.
712	I would manage at present by cycling 4 miles but the time will come when I will not be able to do this. I am more concerned for the more elderly who rely completely on this bus service.
713	If these services were withdrawn I would be completely housebound. This is my only contact with the community around me as I have a heart problem and unable to do my walks that I used to. Our bus service that we have at the moment is very reliable.
714	My elderly husband has recently had a stroke & is no longer able to cycle or drive or walk far. If local bus services are cut he will lose his independence unless I am available or well enough to drive him. Taxis are expensive & we do not qualify for subsidies.
715	Have never used the 15 service. My circumstances have now changed and an evening bus would help considerably. A Sunday bus would really help. On Bank Holidays we are trapped - Easter time no service Good Fri. Easter Sunday, Easter Monday.

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1	Appendix 2
2	Please tell us anything further which would help us under...
716	I am 76 yers old and mobile and independent as long as there is a bus service. Two buses a week to St. Ives (No. 9) would seem a poor service to some people, but people in Elsworth Boxworth & Knapwell & Conington see it as a life-saver. We would even be prepared to pay for it. Having a bus pass but no buses doesn't work.
717	It would cut down the times I go out. The amount taxi's charge would only allow me to go out once a week.
718	It is a very good market. Far better than the Huntingdon one.
719	Aged 85, registered blind. Withdrawal of bus services would cause total isolation.
720	Having only 2 services a week into Huntingdon, one trip in, and one out, giving you about 2 hours in town we cannot afford to lose any buses
721	If this bus service was withdrawn I would have to have a taxi to get to Cottenham Nursing Home which I have to on a Sunday every week; very expensive journey that is. Also I am over 70 years old and would be devastated if this bus service was withdrawn.
722	As on page one - charge for bus passes; most people would still on the buses - even car owners - as it would be cheaper than petrol &
723	A regular (timed) service which can be relied upon is much more useful than an ad-hoc service as it allows you to organise your activities to
724	For a rural community the bus service is key for people to get out to work, shopping, doctors appts and see friends. Not everyone drives a car or can carshare. In a time where Cambridge doesn't want more traffice in the City causing congestion this is a short sighted idea which will cause people to become cut off or having to leave work.
725	I am 84 years old, do not drive, no relatives near except for 87 year old disabled brother. My only income is retirement pension so very rarely shop in Cottenham as we have no grocery store and the greengrocers is too expensive.
726	I am 92 years old and my only means of transport is the bus to do my weekly shop in Ely. Otherwise, I would be confined to my home and have to pay others to shop for me.
727	In the case of the 18(a) and no doubt other services, perhaps an hourly service could be reduced to a regime which still permitted access to and return from Cambridge each day - particularly for work, but also one bus in morning and afternoon each day.
728	The reduction of services from Ely to Littleport (9) made hospital appointments almost impossible to keep when having to come from an outlying village in the firs tplace. Access to P of W Hospital is very necessary.
729	Will not be able to get about
730	We who do not have their own transport in Fowlmere would be completely cut off without the generosity of others if our last Bus 31 to Cambridge was cancelled. With no buses, no shop, no P.O. Fowlmere is quite isolated. It makes life very difficult without transport of any
731	No
732	As I no longer drive I need the bus to Ely for shopping etc. Also on Thursdays market day. As usual it will be the elderly that are made to
733	This is a comment about Q18 below, which seems to be the worrying question. If cuts to services are driven by redced central funding from government, are councils asking government why this is happening? The result is that local services are being cut because the government is fundign councils and ordinary people to pay for a financial crisis caused by the finance industry and politicians. Are councils protesting about
734	Our bus service 65/66 is a lifeline to me and many other pensioners - wihout it we would be unable to go out at all. Eg we could not get to hospital appointments, dental appointments, opticians appointments, food shopping (local shops far to expensive). also could not visit family. In short life would not be worth living.

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1	Appendix 2
2	Please tell us anything further which would help us under...
735	I am the sole carer of a husband with alzheimers so I can leave my husband for short periods only. I can go to town on the St. Ives town service and come back on the next bus about an hour, without the bus it will take me 1/2 hour to walk up there dio the shopping and 1/2 hr to walk back. 2 hrs all told. I cannot carry too much shopping at a time so I have to go several times a week. I am insulin dependent and diabetic so time is important to me too. I use St. Ives to Ramsey bus to visit and tidy my mum and dads grave every month. If it ecame a choice between a bus pass or a bus I would chose the latter. So please leave a few bvuses on these routes if possible.
736	At the present time the buses are hourly in the main. I agree that a reduced bus service would be better than total withdrawal. This should cover those working whether full or part time.
737	The service to & from Cambridge is the only lifeline for the village thus enbling people to do shopping particularly elderly who have no other forms of transport. As there is no shop or post office within 1 1/2 miles - 2 mls walking distance so the bus is essential.
738	The village shop is now closed 22/10/11
739	Unable to walk too far.
740	I use all the services cause I haven't a car and the bus lets me be independent. I can shop cheap and easerly and enjoy my day shopping and community club meeting people.
741	My husband & I would become very isolated, & a lot of us in our village are old and so who have cars, so will not because of bad eyes & costs, a lot of widows who cannot dirve, so how will we be able to get our shopping. We have talked about this on our bus, and most of us would like to be able to still travel, so would a yearly card and a low bus fare would help us to feel as if we were not isolated.
742	It means a stay of more than two hours in St Neots for shopping which often takes less than half an hour. In good weather this is fairly unimportant but for an eighty-year-old in winter it will be very important
743	We do not wish to use the car if a bus is available. We are elderly. Bus services have been getting less over the years. We used to have a half-hour service. The hourly is better than no service. However, the loss of the evening and Sunday services are a problem. We used to be able to go to relatives in London on the coach for the day and get a bus home in the evening now it means a taxi. Elderly friends say they are marooned in the village on Sundays whereas before they would have a trip out on the bus to Cambridge, Ely Newmarket or Anglesey Abbey. Youngsters are having to acquire mopeds to get to work or study. How many councillors use a bus and are personally aware of the importance of a good, regular service? We use the 10/11/12.
744	Withdrawing the only remaining bus service to Witcham would have far reaching detrimental effects on our village community.
745	the impact of the regular buses in my village have lead to long term unemployment . i know this becausde i am an adviser at the jobcentre and customers cannot meet the terms of thier agreement for seeking work as there is not enough transport to accomodate working hours. Customers have had to lkeave employment or be sacked as they could not access thier place of work!
746	Maybe not for myself directly but many old people use the bus service, it being their only means to travel, see family etc.
747	Worried about elderly and youngsters in our village - those who have no alternatives to use
748	Sometimes these services can be a lifeline for elderly residents, if more thought could be given so that services are available for one or two trips per week it would be appreciated.
749	I need te bus to get to college when my parents work and I have no other transport i could use to get there.

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1	Appendix 2
2	Please tell us anything further which would help us under...
750	We need to find out what people actually want (the solution isn't necessarily great big buses) and re-imagine what solutions that could be be created. For example, should Government's role be to facilitate the co-ordination of transport - rather than providing direct services or money. E.g. with the private sector providing the capital and resources, but Government coordinating pick-ups from people's homes using the Internet and micro-enterprises such as mini-buses owned by individuals.
751	I am answering based in the impact generally - I'm lucky: I can afford to drive, I'm fit enough to cycle (which I try to do as much as possible). But I think that in our society generally we should make it the default option for shorter journeys that you use public transport bus services or cycle, and the use of the car is much less frequent. That means much more frequent and regular bus services. People will use it if it's good and it's there - even if they have to pay for it.
752	The high cost of fuel would mean less frequent visits for essential shopping. I am also concerned that more car journeys will harm the environment and is surely not what the council would wish.
753	Withdrawal of the bus service will impact badly on people that rely on the buses, youngsters and the elderly to get out and about college, shopping, hospital appointments and social events etc. What about those that do not have a car or are unable to drive and will not be able to get to work if the buses are withdrawn? Many people have contacted us with their fears and concerns.
754	As pensioners we are on a limited income and subsidised bus travel has become very important to maintain social,domestic and pleasure activities involving travel as fuel prices and carpark charges are now prohibitive.
755	As mentioned earlier, I do not have access to a regular bus service (twice a week to St Ives, about to be withdrawn). It is necessary to set out in the car for every journey. (There are people in the village who have no car.) I would willingly use buses if they were available and 'fit for purpose'. For example, a previous attempt to provide a bus to St Ives involved travelling in the direction of Cambridge, changing bus and doubling back to travel to St Ives - taking longer than walking. I make good use of the Park and Ride.
756	If service 31 is removed from Heydon the village will be cut off - students need the bus and people without cars - it is a lifeline.
757	I am able to find other ways of making these journey but many of my neighbours are not so lucky and rely upon these services. I'm disapointed that this questionnaire is focused on how I as an individual would be affected when the question really is how will my community be affected by these proposed cuts.
758	You are condemning the villagers to go back in time. Not all places have a access to trains, taxis are expensive especially in the current climate. I find it difficult to travel as I have to be back early due to the last bus being at 5pm. Some villages I am unable to visit. This is not good publicity for the UK or for the Cambridgeshire Council.
759	Just cannot get out the village independantly without the bus which applies to pensioners,students, none drivers and households without a second car, but no doubt council tax will go up.
760	Council should be ashamed for using the poor and the vulnerable as its way of meeting its funding cuts needs. The one thing that this all has proved is that transit does not belong in the hands of the private sector.
761	I cannot afford a taxi very often; elderly people in Upton rely on the bus and it is a long walk to Alconbury Weston or the other way to catch an alternative bus - the walk is unmanageable when we have shopping to carry - even a trolley is difficult to pull along the road as there is no

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1	Appendix 2
2	Please tell us anything further which would help us under...
762	We rely on the number 31 bus for transporting our son to school in Cambridge. My husband and I both work and not having this transport would put severe pressure on our working day and ability to work the hours we need to.
763	The bus service to our village currently stops at 6.45 in the evening Monday to Saturday and there is NO Sunday service which makes it very difficult for working at the weekends.
764	Being a non-driver it always irks me that timetable changes appear to be done by those people who never have a reason to travel on buses. For those of us who don't drive (and who don't always have the benefit of being able to rely on family and friends) using the bus service within rural Cambridgeshire can be a nightmare. Everything is affected, from appointments at medical facilities to actual working hours; it is impossible to live where I live and work part-time in Huntingdon, for example. Timetables are complicated and no thought is given into how passengers can make connections. And when connections are explicitly addressed in timetables no thought is given into the fact that most bus journeys run late; many times I had to go all the way into Cambridge, thus wasting an entire afternoon - made worse when the X9 service changed - because buses which were supposed to connect in St Ives, didn't. Buses are a necessity for many people, not just the elderly but also for students and non-drivers. They help to keep us connected to society at large.
765	With 3 buses into Cambridge a day, times are inconvenient with the last bus returning from Cambridge at 18.20
766	The current bus service is woefully inadequate in that the routes do not serve key areas of Cambridge city i.e. Addenbrookes hospital or the railway station. Other residents will effectively be stranded in the village without the bus service and we have no shop or basic services in Teversham. Something I have never understood is why there is an obsession with the spoke-like routes into the centre of Cambridge when what is an obvious improvement would be a radial service connecting all the park and ride together in a circuit. I need to go to Trumpington or Milton more often than Cambridge centre, yet there is no way to do so by public transport.
767	Our two hourly bus timetable had begun and we were due to get the bus in Witchford at 10.11. We were travelling to Edinburgh and had a connection to meet in Peterborough. We waited 45 minutes for this bus which we know actually did not turn up. The drivers have a habit of driving down the bypass if they were full missing out Witchford altogether. We telephoned for a taxi. We now have no buses on a Sunday so cannot visit friends or go into town or Cambridge. Since going to one bus every 2 hours delays etc. have been blamed on breakdowns so reliable buses would be necessary to make this bus route viable. If the buses were stopped altogether it would make it almost impossible to live here as we have a very small post office ONLY. In saying that the Post office runs a brilliant service but is limited - to pet food, some banking and a few everyday items. No pharmacy.
768	See earlier answers.
769	This questionnaire's results will be skewed. I used the 16/16a and 17 all of which take me the same route for my part of the journey. I can however only tell you the impact on one of these which is daft, so you will end up thinking I only use one of the three....
770	I am over 60 and do not drive. Taxi is £14 each way to Ely.
771	You are threatening to withdraw the services for Shudy Camps and surrounding villages - these impact adversely on me and my family
772	Our car use would increase.
773	with no bus to my place of work I will have to drive every day. This is about the same expense as bus travel but it adds to congestion. This is a daft policy.

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1	Appendix 2
2	Please tell us anything further which would help us under...
774	People using buss passes should pay half price, many who have got them could afford full price.
775	I work full time in Peterborough and live in Eaton Socon. I have no other way of getting to the railway station other than walking which is really not very practical as it would probably take in excess of an hour there and back. There are hundreds of people every day who get off the trains at the station but very few use the bus as it doesn't always fit in with the train times and it leaves from outside the station so many won't even know it exists. If it was turned into a proper commuter service with buses timed to trains and pick up and drop offs in the station then it wouldn't need to be subsidised as it would soon pay it's way. There are 3 buses an hour during the day that carry mostly pensioners. Couldn't savings be made there so that the people who pay for their journeys don't have to suffer. I would even be prepared to pay double if it meant
776	I was ill health retired but do considerable voluntary work. If buses and passes are unavailable, I would not be able to continue with the voluntary as unable to travel there or afford to travel.
777	Impacts greatly on everyday life, as family members need to get to the hospital/doctors frequently and as we have no car and no means of transport we wouldn't be able to do our fortnightly shopping.
778	Due to the medical problems I have I have to vist the hospital, doctors on a regular basis. We can only do the shopping once a week as I find it hard to travel. When the bus service from Stagecoach to Wyton on the Hill finished we were glad that Whippet were able to cover some of the service. I sometimes have to travel a lot sooner to appointments due to the reduced service after this change BUT at least I can still get to the appointments. IF the whole service was removed I would NOT be able to attend these appointments and I don't know how this would affect my health and my prospect of getting better and returning to work.
779	we would have to use the car to get into the city as we live in a vilage.
780	Improve A14!
781	There is major car use by commuters on the Ramsey to St Ives route, yet the subsidised bus service 22 attracts few passengers and is proposed to be withdrawn. To reverse the steady increase in traffic associated with constant growth in housing, we need to move people out of their cars and onto buses on heavily used roads such as Ramsey/St Ives, particularly in the morning and evening peaks. I'd say the same of the St Ives Town Service 12, and of the complete lack of a bus service between Cambridge and St Ives on Sunday evenings (withdrawn when the Guided Bus started operating, and which means that I can no longer go away for week-ends). That means (certainly in the morning and evening peaks) having fast, comfortable, frequent, reliable and well priced bus services, supported by lots of attractive advertising and PR. It does NOT mean infrequent, little pubicised and often late-running services operated by ancient buses which deviate to off-route villages and so take too long between towns, and for which there is no long-term guarantee that they will continue to operate.
782	We are constantly being told not to use the car to stay healthy. The roads round the villages are dangerous because of lack of paths. If the bus services are withdrawn it will trap people even more. The impact will not be so high for the routes within towns and cities. The villages should be left with their lifeline
783	I use the busway service route A. If the service was withdrawn or reduced, or if the cost increased, I would choose to drive to work instead - adding to the congestion problems on the A14 and around Cambridge.
784	If you have to withdraw the free bus subsidy, then my suggestion would be to issue a annual bus card (rather like the railways) for, say, £10, or even £20. so that people can continue to receive their bus subsidy. That, surely, would raise a considerable amount of revenue for the

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1	Appendix 2
2	Please tell us anything further which would help us under...
785	Severe overcrowding at peak times in the morning because of the withdrawal of the subsidised CRC bus and students now having to use the busway - on Route B there are approximately 60 students on the 8.03 (ramsey road st ives) and only 70 seats on the bus in total so lots of people have to stand until Orchard Park
786	I moved to this area because it offered a reasonable bus service now i will be restricted to having to walk over a mile to my local supermarket as a senior citizen i dont think this is right in this modern age
787	As an elderly resident in Milton I would like to pont out that the number 9 bus from March to C'Bridge is always late arriving at Milton due to its long journey and inevitable delays. Why can't we have the number 2 bus from the Science Park every 20 minutes. It would save me a lot of waiting around, be far more effective and provide better transport into the city
788	The buses are vital for those who do not have any other means of transport, and who do not live in the city centre. Many people do not have the money to have a car or use a taxi so if the buses stopped they would have no way of getting to work. I prefer to use the bus as it is less stressful, allows me to read/listen to music or even do some work. As the centre of cambridge is so busy, being in car is just not a suitable way of getting to and from work - journey times are extended, in the majority of cases mine are at least doubled. If you can't use the car the bus is the only alternative if you live in one of the surrounding villages so if it was cancelled, I would potentially lose my job and would therefore have to look for something locally which in the current climate is going to be difficult. Losing the bus would severely impact myself and many others so I would prefer it if cuts were made to other services
789	We do not get meny buses through Needingworth as it is to take the ones we do get off is a bit silly not everybody has a car
790	I do not have access to a car for travel to work. Withdrawal of the bus service I presently use would lead to a long walk to and from the guided busway. Stagecoach plans for village connection to the busway would result in a less frequent service and longer journey time and amount to a disservice.
791	I rely on a subsidised route to get to work and the absence of it means I will have to drive.
792	Monitor the numbers using the buses over say a month. Cut any with say less than a fixed percentage occupancy. This would be better for the environment as well. If we want our youngsters post 16 to be in college or training, bearing in mind they cannot learn to drive until they are 17, there must be a means of getting them from the rural areas into Cambridge, or the other urban areas. The alternative would be to provide post 16 alternatives at the village colleges, and allow them to continue to use the school transport.
793	Surely a little bus to service the villages is affordable. If it isn't, something is badly wrong.
794	It is important to have a reliable service to Addenbrookes. From there is easy to get buses into Cambridge and many other places.
795	My family has been using the bus service from Fowlmere to Cambridge (31) as our children reach secondary school age. They use it for travel to and from school (mostly from school in teh afternoons, as they often have lift share or use the train from Foxton in teh mornings) and I expect them to use it more and more as they get older (currently 11 and 13). It is the only publicly available route out of Fowlmere and we would use it more if the service was more frequent. Currently the 7.28 from Fowlmere and the 4.15 from Cambridge are perfect for school days, but if there is any after school activity, the next bus is at 6.15, so we make alternative arrangements - usually private car.
796	My sons only means of transport to get to school and sixth form and leisure facilities in Cambridge and surrounding areas.
797	We are getting older in retirement and would wish to be able to rely more and more on the bus service.

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1	Appendix 2
2	Please tell us anything further which would help us under...
798	livin they feel like prisoners in their ow n homesg in a village, transport is a very big lifeline to people for shopping and leisure facilities, with out transport they would feel like prisoners in their homes
799	I do not drive so use buses to get out and about
800	I do not drive
801	As my husband is disabled the bus service will mean the difference of going shopping or having to rely on other relatives and friends.
802	We used to have a town services with Cedar Coaches, which was then taken over by the current bus company
803	I am a District Councillor representing the villages of Bottisham, Brinkley, Burrough Green, Lode and Westley Waterless. The subsidised 10 service was amalgamated with the 11/12 service and now the evening services have been withdrawn, together with the Sunday service, and the buses reduced during the day to hourly. There needs to be a fast direct service between Soham and Cambridge via Burwell. This will help congestion in the mornings and pick up considerable numbers in Fordham, Burwell, the Swaffhams, Lode and Quy. There needs to be a service either operating out of Drummer Street or the Newmarket Road Park and Ride running via Fulbourn, Balsham, West Wrating, Weston Colville, Brinkley and Dullingham to Newmarket.
804	For me it is not about the impact for me but about what a better service could offer for me (visiting Cambridge and for work around the County) and how it could support my young people in getting to see friends/leisure activities in Cambridge and other places without having to use a car. There should be a safe, affordable and regular bus service for all young people to help them get to work, study and socialise without having to use cars on busy and dangerous roads.
805	There are many workers who use this service. It is a rural service much in need. How do the people of Chatteris get to the local hospital if it is cancelled. I know cuts have to be made in times of austerity but there are many factors to consider, the passengers are not all pensioners there are people whom pay fares and are reliant on thsi service. My employers has twice had to change my hours due to bus timetable alterations and has told me he will not do so again. I could lose my job if this service is cut. I can not get the alternative buses (X8 and 35)in the morning (0659 and 0647) as I have a child to get to school. I need the no. 9 service
806	It makes me reliant on catching lifts with other people, being driven around (often quite far) or having to walk 40mins to get to the next stop.
807	As pensioners it is important that we have a regular bus service.Whilst we are able to drive at present, we do not know for how long this will be a possibility.
808	I can not afford to run a car so rely on getting to work on the bus therefore any changes would make life very difficult financially as well as oiling me more cut off socially
809	I live in a village, which already has a poor service, I do not drive, & a round trip in a taxi cost about£26 which isn't feasable for me!
810	People should be helped in a recession not disadvantaged
811	As I have already written here, the 28 service is vital for me to continue to be the main support for my elderly mother in Gamlingay, and to enable me to fit my working hours around these visits. As you need to make cuts, rather than stop it altogether, could the 28 service perhaps be reduced, still keeping some buses so at least there is still a way for me to get to and from gamlingay somehow? I would workaround whatever times it ran, as long as it ran at all! But to be cut off totally with no means of reaching her, would have a very detrimental impact as she is 85, househound, and relies on me. I know some people in Gamlingay use it to work in St Neots.

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1	Appendix 2
2	Please tell us anything further which would help us under...
812	i am a pensioner and cant afford high taxi fares to visit family and so relided on the buses
813	The bus service is my only means of transport. I live in Ramsey and currently attend university in Cambridge. I have to travel for a total of almost 4 hours every day to attend uni. I used to pick my daughter up from Hitchin every sunday using the 30 service, then it was withdrawn. This has caused a number of problems in our family as I am unable to rely on friends or relatives on a regular basis. Living in Ramsey, there are no bus services at all on sundays - or later evening services. I have lived in Cambridgeshire for 2 and a half years now and the service in April 2009 was fantastic. I do not understand why things are changed when they work perfectly. We need a service on sundays and in the evenings. Alsothe timetable of the 30 service that is currently in operation needs to be looked at. Since the changes made to coincide with the 65/66, the bus is NEVER on time at Huntingdon Bus Station. I use this regularly and one paeticular evening, the bus was 30 mins late
814	Cutting bus services would mean people would have to rely on their car to travel, this would ofcourse impact on the already overcrowded roads and add to pollution.
815	I need to get to work before 9.00 am not after. I need to leave work at 5.30pm not at 4.30pm in order that I can catch the last connecting bus to my village of Longstanton. Citi5 apparently is disappearing between St lves and Cambridge. Apparently a mini bus will take me from Longstanton either to Bar Hill to get a connecting bus or to the Guided bus to get a connecting bus. One would mean I would have to leave home even earlier than I do already and the other would get me to work after 9.00am. The last connecting bus to get me back to Longstanton at the end of the workingt day leaves at 5.15pm and I finish work at 5.3o so no hope of catching that. There are no lights or decent pathway between Longstanton (dubious name) P&R and Longstanton itself. Not safe. I could go on.
816	There will be little impact on me directly - I am fortunate enough to have options. BUT NOT EVERYONE DOES. We are a rural district and many of our villagers will be isolated by these massive cuts.
817	Most importantly i would not be able to get to my work in Cambridge nor any other work
818	I am a female who works at Papworth Hospital. I am unable to drive and am fully reliant on bus services to get to and from my place of work. The removal of these services would leave me with no alternative but to give up my job, and in these current economic conditions finding alternative employment in a location that would be suitable is very difficult indeed if not impossible. My current job is a job I have held for 20 year and one that I enjoy immensely. I would not be very upset and angry (distraught) if I was forced to give up my job because there was not suitable modes of transport provided.
819	I used the shuttle bus when I was in Cambridge city frequently. I believe that cutting funding for rural buses will have a very detrimental effect on the lives of people outside the city. How can you get to work now, unless you own a car? It will reinforce inequality.
820	we live out of catchment and already do not qualify for spare seats - to remove the bus route completely would mean having to fight with others for the bus from other villages which is impractical for our daily routine. Other buses go later in the morning and both parents have already left for work by then. The 0722 from Gransden is perfect. There is also a great many people travelling to Long Road Sixth form college on this bus and it is also supported heavily with people travelling to work in Cambridge, helping to ease already congested roads. As Comberton has also now just opened it's sixth form you could see a rise in the number of people using this bus as they continue to travel to
821	I do not want the vulnerable to feel isolated. I do not drive.
822	I currently use a bus pass. If this was withdrawn, I would have to move house, as I would not be able to afford to travel as often as I need.

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2	Please tell us anything further which would help us under...
823	I am usually cycling everywhere, so I'm not that concerned about the impact on myself but the impact on general, especially the elderly and people on not so great income or people who simply don't justify using a car for every journey they make. I think the impact is worst on elderly people and families who take kids to school and hobbies on a bus. The general trend on our climatic and economic situation should not be to encourage using private cars but public transport.
824	From the County Council's website: "The Council aims to: Promote public transport ... Raise awareness of the problems associated with increasing car dependency." Cutting bus subsidies is not a good way to do this. If the Council mean what they say they should be increasing bus subsidies, not cutting them.
825	As stated previously if there is to be less dependence on cars and their impact on fossil fuel etc. then alternatives must be in place. Already the park and ride at Babraham is full all the time and if there are few or expensive buses then how are people expected to manage? All the P & R's will become overwhelmed and the city's congestion will only get worse.
826	I will not be able to travel two and from work every day and I would not be able to attend hospital appointments
827	By withdrawing subsidised services, you will increase the inequality within the society that I live. You will increase our dependence upon ownership of a car (see Article 14 of Protocol 1 or the European Convention of Human Rights re. freedom of travel within national borders), our dependence upon oil, our dependence upon 'friendly' regimes in the Middle East, commercial pressure to develop massively polluting and CO2 releasing shale oil. At a time when more and more people are considering getting rid of their car, the decision to withdraw services is regressive, and the opposite should be happening.
828	Buses are extremely important to me as I am unable to drive or cycle for medical reasons which also affect my ability to walk. I therefore rely on buses to get about everywhere since taxis are too expensive to use regularly. I am concerned that these cuts will adversely impact those in similar situations to myself: i.e. the disabled of whatever age (I am young and able to work if I can get to work), and the elderly, whilst increasing car use amongst the rest of the population. This will not only have an adverse effect on people who rely on the buses, but also on
829	We have been allocated a primary school not in our catchment as our school in catchment was full despite living 5 minutes walk from it. The bus service is crucial to helping overcome our transport difficulties to get our child to/from school as we also have a toddler and walking such long distances with a small child and buggy is difficult and particularly not beneficial to the active toddler trapped in the buggy for long periods of time. I also suffer from an autoimmune disease which causes tiredness and am not up to walking such long distances. Traveling in taxis for both legs is expensive and involves a lot of waiting around in all weathers with small children.
830	As mentioned above, I believe the bus services to Stapleford could be organised more logically. Many people have lobbied for the buses serving the village to go to and from Cambridge equally frequently on the Trumpington Road and on the much shorter and quicker Hills Road route. We have never received a good reason why our request, which would save expense and fuel, is not adopted.
831	Need to await parents availability for lifts everywhere
832	It is imperative that the proposed replacement services are articulated before an objective view can be given. The minibuses that are proposed are not particularly accessible.
833	I won't be able to afford to run a car for much longer. Some of my friends feel so too. So it really is important that a public transport alternative exists.

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2	Please tell us anything further which would help us under...
834	I think reducing bus services will cause people to travel by car more and therefore damage the environment more. This is such a crucial time for climate change that everyone, especially those such as the council who have the power to influence people's decisions by the choices they provide, should be doing as much as they can to reduce their impact on the environment.
835	Community Bus Services cannot replace a regular bus service. They operate on limited days/hours and the National Senior Citizen Bus Pass is not valid on them! Shuttle busses, linking to a main route are not reliable and have not worked successfully in the past.
836	Cambridge already has too many cars. I feel very strongly that the car as a mode of transport should be discouraged - both within Cambridge and for short journeys outside of Cambridge. This is for reasons of safety to cyclists, and the need to cut UK emissions by 80% by 2050 in accordance with the Climate Change Act. Once bus services are gone, it is very difficult to replace them. Their loss would be a serious blow to the gradual decarbonization of UK infrastructure.
837	I cannot sue the bus service to get to work as no bus goes from my village to North/East Cambridge. Also, I need my car at work. However, I try to use the bus to get into Cambridge at other times. It is frustrating that the buses are not more frequent, and that they do not run in the evenings as I am forced to take a car into Cambridge every time I go out in the evening. I am lucky in that I have a car. In rural areas, many older people do not have access to a private car and are reliant on buses. Cutting the subsidy makes it very difficult for those on low incomes, including pensioners, to access basic services. We have already faced a huge increase in bus fares this year with the changing of the boundary for the "megarider", almost doubling our bus fares. next year my older child will be going to 6th form college and I am facing the prospect of a large bill for bus fares, one which many people will find difficult to meet.
838	If the service is withdrawn, then we will have to use our personal car to drive either into Cambridge to take the students to colleges, lift share or drive to Madingley Park & Ride to use buses there. It is important to have a local bus that takes students directly to the colleges and into town, as not all families have access to cars. It is good for the students to be independent of their parents in getting to and from college, shopping and visiting friends. A quicker more direct route would be better still, as 1 1/2 hours journey from Caxton and Bourn is too long on top of a busy college day. It leaves insufficient time for homework and some relaxing for the students.
839	If I stay at school for an after-school club I have to get the 18 bus home because my mum and dad work. If there wasn't a number 18 bus I wouldn't be able to stay to do sport after school. I get the bus into town at weekends to go shopping and to go to the cinema. the bus price went up last April and I can't get a megarider any more, which is really unfair.
840	The withdrawal of the early evening and late night bus services affect the young and elderly - two most vulnerable groups. The young people of rural communities do not have cars and their inability to get home after 6.45pm at night can lead them to take greater risks with their safety in trying to find ways back late in the evening. It is grossly unfair to penalise rural communities even further - they suffer already with lack of amenities and high energy costs (oil being their only option in many areas). The vast majority of old people who use this service will not be responding to this questionnaire.
841	I run a business in Teversham and more busses in this area would help my business. My customers can get to and from my business more easily. Specifically there are no busses to addenbrooks, newmarket, or Cambridge Station amongst others.
842	My travels in Europe have shown me how important a good public transport system is. It reduces car use which helps the environment. It helps people on low incomes to shop and to have a social life. It reduces personal isolation. It is one of the marks of a civilised society.

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1	Appendix 2
2	Please tell us anything further which would help us under...
843	I am a 60 year old woman who does not drive. The withdrawal of our bus service would mean that I would have major difficulties in doing any shopping or getting to any appointments. I could not afford taxis & would feel virtually housebound.
844	I have no option but to take car (and cycle during summer time when I come home in the light). The bus service from Haslingfield is neither reliable, frequent enough or fast enough. (It takes half the time to cycle than take the bus - ridiculous).
845	I am over 80 years old and thinking of giving up driving soon. Then I will be reliant on buses. I now have a free bus pass, used regularly on a Park and Ride service, but I do not mind paying once I have given up the car.
846	the bus service is of great importance to myself and family as i need it to get to work on time. The next bus available is not till eight o'clock am making me late for work and the many others who rely on this service
847	Withdrawal of a bus routes from Balsham to Cambridge would have a major impact on my whole family. Me and my daughter would be unable to get to work, my elderly mother would miss out on on meeting friends and doing essential shopping and my niece would be unable to get to sixth form college. We do own a car but this is used by my husband who has to go to work in a different direction and needs his car for his job. If I had a car it is also impossible to park in town. A bus from Balsham to the Park and Ride would be ideal if it was frequent enough and a direct route. Villages must not be cut off - just because we live in a village we still have to be employed by businesses in the city centre!
848	young people need to socialise and become independent from their parents having no late bus inhibits this.
849	having lived in Eversden for the past 3 years and used the bus service fromm Kingston to Cambridge and occ directly to Eversden and now having decided to live in the UK permanently as of the moment and having got a place to live in, in Bourn - and especially on the bus route, we would greatly miss the ease and the low cost of travelling to and from Cambridge via our children in Comberton if the service was
850	I am lucky; I have a car, am still in a position to drive it safely and (at the moment) can afford to run it. However, for many people in small rural environments the loss of their bus service would be catastrophic and, in any case, when everyone is telling us to reduce car journeys in order to save the planet, it seems counter-productive to take steps to force more car use.
851	The Fenstanton bus service has been dramatically reduced
852	Chatteris needs a good regular connection to the Guided Busway, for access to Employment, Education, Healthcare and Leisure Etc also to enable more people to visit the town to encourage local business to set up and thrive in Chatteris. Even more so with the new developments on the agenda.
853	used to have a social life but can no longer out in St Ives or Cambridge in the evening
854	Because i can go by bus on my bus pass, I do not have to use my car. I am 70 and I do cycle into cambridge from Sawston but it is hard in bad weather. I would value some concession in oap fares, if full subsidy is removed. And I would like to see innovative fare schemes for people with dependants.
855	I may soon have to retire for health reasons, and then I would not be able to afford to run a car, and would be reliant on the bus services for shopping and health appointments. I am no longer able to carry the weights I used to in the past, and therefore would need the bus service. Also I care about future generations and the world we will be leaving them. It is important to have reliable public transport and reduce the amount of car use, for the sake of the environment and to conserve oil which will become in short supply. I find both national and local government never look to the long term.

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1	Appendix 2
2	Please tell us anything further which would help us under...
856	When I retire, I plan to use the opportunity to travel locally and perhaps further afield to visit people I have not seen for a while. Without the bus service, I would have to resort to using a car, which would add to the air pollution problems that we are experiencing.
857	As first said, only concerned about buses being diverted away from Hills Road.
858	If the 21 service is withdrawn which is the only service that I can use on a Saturday afternoon, as I have a driving licence I may be tempted to buy a car which contributes to congestion, pollution and global warming.
859	I live alone and do not have the use of a car. I rely on the Eaton Socon to Cromwell Road bus service for getting to work although I do have to walk home as there is not a bus at 5pm. My fastest route to walk to work is across the new Willow Bridge and around Ernulf School which takes approx 40 minutes in the dark, not ideal but the main road route takes almost an hour.
860	This would create more 'other' transport on the roads, increased congestion.
861	My local services are of no relevance to where I work, play or shop.
862	Feel lucky that I can walk/cycle/use family car as an alternative to using bus - but think the service should be there for those not so able or who cannot afford an alternative. Withdrawing bus services seems to be in direct opposition to giving as wide an access as possible to everyone in the community to arts/leisure, shopping/hospitals, etc.
863	A number of Teversham residents rely totally on the bus service to get to work, and also to get to Fulbourn or Cambridge for the doctors, library, Post office and shopping, as Teversham has none of these facilities. Removing buses will be a false economy, as people could lose their jobs or be unable to take new ones up, and social care costs will rise as more people become isolated and unable to access services.
864	People use this service to get to Addenbrooke's or to the hospital in Chesterton, also to get to the Beehive and other shops.
865	The withdrawal of any services should only be done if they can be replaced with alternatives. Many vulnerable people in rural villages will feel totally cut off, and this must be avoided at all costs.
866	The route hardly connects Gamlingay to Cambridge anymore and vice versa, especially at key times such as 9am. For residents if the early 7am bus is missed or doesn't show there isn't another one until 9.39am, completely missing the start of the day, especially for school children, students and workers. Cuts have already been made to this bus service with minimal provision to support the villages. Repeated information about "Being Green" is constantly used as a governmental tactic to draw voters, yet cuts are being made to public transport encouraging people to get in their car and pollute! This route connects many main villages that are vital to those in the more rural communities. It allows people to get to post offices, schools and surgeries. It is a key part of the community, already reduced and would be detrimental for it be
867	I use the 18/18A in order to attend college during the day and for work in Cambridge in the evenings. There are no other bus services available. If the bus service were cut, then I would have to give up college and work. I did used to cycle to college when the bus sometimes didn't turn up but had a serious accident so I am no longer able to use my bike. The 18/18A bus service is my only option to get from
868	Said it at the beginning. And just to add on the last question, I have used the City Circle, just not for ages as I've not been out very much in the last 8 months or so.
869	If there were no bus services to or from Ramsey, I would be unable to go to the doctor, dentist, food shopping, visit friends and family. I would be completely cut off and would have to move: an unthinkable solution!

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1	Appendix 2
2	Please tell us anything further which would help us under...
870	I am not directly affected by the withdrawal of some bus services - but, having previously lived in a village where one bus a week only was available, I know what it feels like to have to rely on other people to get around and carry out normal daily living tasks - eg shopping (the village I lived in had no shop), GP and dental appointments, etc., and keeping in touch with friends by meeting up for lunch. Bus services aren't just about transport - they enable people to maintain social and community links which are directly linked to good health and well-being.
871	The withdrawal of bus services would induce a 'state of isolation'.
872	The 31 bus run by Meridian Line provides an amazing service, 3 years ago when the first heavy snowfall hit and the road along the scarp was deemed impassable by the bus, the owner ferried passengers in his car from along the scarp part of the route to Fowlmere to meet the bus in the morning and back again in the evening. Since then the bus has managed to run through the most atrocious conditions. Meridian provide a level service almost unheard of these days.
873	Withdrawal of bus services isolates people, especially but not only in villages and rural communities. This disproportionately affects older people, poorer people and those who for whatever reason cannot drive or run their own vehicle. It has an economic effect because it prevents people accessing shops, leisure facilities and other amenities - I know for example that I would visit the cinema at The Maltings if there were evening and Sunday buses, and would shop in Ely more frequently. It also has a social effect, and reduces people's general wellbeing. There is currently no alternative transport in place to replace the services that have been cut, and any proposals for alternatives in other parts of the county appear ill-considered, reliant on other parts of the public sector eg parish councils to take on county council responsibilities for which they are ill-equipped, and frankly seem rather desperate.
874	I was only really using the buses within Ely City which never went to Cambridge from my estate on the edge..I had to walk or get another bus to centre first
875	We would have to keep our car running
876	In the severe economic conditions and the fact that everyone is being asked to reduce congestion it is imperative that rural areas are provided with coordinated transport links especially for the client groups who are unable to drive or are unable to own a car.
877	2 bus services in Stapleford - Citi 7 and 31. Neither is ideal. Bus needs to be reliable, regular enough and needs to get to destination in sensible length of time to make it worthwhile. Citi 7: Is regular but route takes a long time to get to Cambridge city centre - it is much quicker to drive. It is not always on time and gets stuck in traffic because route is along too many busy roads. This means it is not always reliable enough to get somewhere for a particular time. 31: Is reliable and doesn't take too long to get to Cambridge city centre. However, it is quite
878	Please see response to first question.
879	Do not drive
880	My mother is in her 90th year and regularly visits her sisters in two Cambs villages by bus. She also uses the city centre circle bus and the loss of these would deprive her of her independence.
881	no job-no shopping,seeing friends especially impossible in the winter months due to darkness,bad weather - no easy contact with Grandchildren or my elderly mother in Grantchester

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2	Please tell us anything further which would help us under...
882	Although I have alternative means of transport to work, most of the other passengers on the 196 route do not, so would be severely disadvantaged by its withdrawal. In particular, it is the only public transport available to residents of Horningsea and (unless they walk up to Fison Road) of a large part of Fen Ditton. The service only runs four times a day (twice in to and twice out from Cambridge), so must be one of the more cost-effective to run. The normal vehicle is a double-decker which is far larger than required - using a single-decker or, as has happened in previous years - a much smaller vehicle, could possibly reduce costs.
883	With a cut in services getting to work would be very difficult.
884	Teversham Parish Council are strongly opposed to the withdrawal of services. Although on the border of Cherry Hinton, Teversham has no facilities such as shops, doctors surgery, library etc. Many of our residents use the bus service to access these. Councillors have also asked if whilst in the consultation process, the bus company/cc would consider re-routing some/all of the Citi 1 services through Teversham to enable residents to get to Hills Road/Long Road Sixth Form Colleges and Addenbrookes without having to go into the City and then changing buses. Please do not hesitate to contact Clerk, Teversham Parish Council for more information if needed.
885	The bus services that I use frequently are the X5 and the local St.Neots bus services. The centre of St.Neots is congested enough and using the bus saves me making it worse.
886	Withdrawing bus services will weaken public transport in general, leading to worse services and higher ticket prices for all users in the long
887	im disabled have no other transport. need the bus for work
888	There have been times when I could not cycle or take my car and therefore had to catch a bus.
889	I and others rely on the regular service between Conington and St Ives for essential services. The bus has run for many years and the regulars rely on it. Buses are the only public transport that serves our villages ie Papworth - Elsworth ward. It would cause residents isolation if no alternative was offered
890	instead of withdrawing bus services to save money, additional money could be raised by returning to the earlier scheme of bus pass holders paying half of the fare instead of having it all subsidised. Many over-60s are quite capable of paying for their bus use and often use their bus pass for non-essential trips - very noticeable on the guided bus since its introduction.
891	It is unbelievable that villages can be cut off without public transport. This has incredible impact on anyone who cannot drive for whatever
892	My independence would be seriously limited if I no longer had a disabled bus pass. The cost of using taxis more than occasionally is too expensive for me to afford.
893	Buses that have been changed to a 2 hourly service are silly. Only having a 1 hour bus service from Ely and none on Sunday is disgusting
894	Withdrawing bus services would be one of the worst things you could do, You must remember that people are sick and tired of being made scapegoats for something that is not their fault.when the elections come around some of you people will lose your power.Just my little rant.Where i reside,we have a very good bus service,everyone uses it, we have a large population of elderly folk and uor busis a
895	Please see my previous answer where I explained how I think it will impact many other bus users.

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2	Please tell us anything further which would help us under...
896	Sadly, the ageing process has reduced my desire to drive the personal car, as soaring costs have reduced accessibility. Thus I find that the 'bus services are an invaluable way of visiting, and shopping at, 'mid range' destinations. I thank you for the services which we have to/from Ramsey and dearly hope that they may continue to prevent us from becoming 'cut off' to form an isolated community. Granted not within your control, but isolation would also be harmful to our health in that our food stores are of "reduced range", meaning that many items can not be obtained locally, and that shopping elsewhere is still essential for even basic necessities - especially for those of us with medical need of alternative foods, not offered locally.
897	I am worried as to what will happen when I am no longer able to drive - I am 84 now
898	There would be a large financial impact on our household I am the carer of a depressive who cannot drive and relies upon the bus to go to helpful activities in Cambridge. Taxis would have to be used in order that his condition should not deteriorate. I have a middle ear /balance problem which limits my driving quite severely so need the bus to get to do shopping.
899	At present I drive? Would prefer to use public transport, which I do whenever suitable
900	I came to Cambourne seven years ago, mainly because I was a new widow with a disability condition and my only close family lived in Fenstanton (only 15/20 mins away by car). The developers of my flat promised shops and transport to surrounding areas (haha!). The only exception to this is the Citi4 bus, which takes me into Cambridge. We have no one service to the station (but now one an hour to St Neots) nor to Addenbrookes, Cambourne gets more and more houses (Upper and Lower Cambourne) but little extra. Morrisons are not the full
901	On the whole I would make do without a dial-a-ride service from near my home and back, all providing that the regular Stagecoach bus was not taken off (this being route 46). There is no point by keeping on bringing up this National Debt problem. The last government - bless them - saddled this Country with it. The present Government insists on still paying sickness and jobseekers allowances to the long-term unemployed. In addition these same allowances are being paid to anybody who cares to enter this Country. Not only that we are sending Billions in Foreign Aid too. This is without helping out the bankrupt countries. Why have we got to lose our buses?!
902	No33 - The bus I use has many elderly people on they would not be able to get to town without the bus.
903	At the moment I still use my car locally, but at 86 I may soon have to give up driving. We have a care line car service in Somersham, prefer to be somewhat independent. A bus to St Ives is the most important. It gives me a choice of further bus routes.
904	I am living on a mobile home park at Wyton on the Hill. I try to be very economical with my car, but will have to use it if 1b goes - not very good for eco. If I use other buses - 1 mile from home - no street lights. I come home after 4pm after visiting elderly mother in Huntingdon.
905	March is only a small town, but the distances from one side/end to the other are considerable. To walk these distances are beyond my husband & myself, both in our late 80's. Shopping is also a problem, because whatever you buy, either light or heavy, little or large has to be got home. In any case we have to walk several hundred yards to nearest bus stop.
906	We tried to reach our daughter in a care home at Littleport by public transport and it took four hours travelling time including waiting for connections.
907	I am elderly on a pension. Would find it difficult to get around.

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2	Please tell us anything further which would help us under...
908	My husband and I are in our eighties. We have no car. Our daughter is very disabled with P.S.P. and in The Gables Home in Littleport. We now rely on Dial-A-Ride for transport. When the bus was cut out (stopping at Stretham) a friend took us to Stretham - we had to rely on Dial-A-Ride. We tried the journey changing in Ely, it took us two hours to get there, two hours to get home!
909	Feeling of isolation, being trapped in a village. Although we have a car - I do not drive - and if my husband is unable to, life is very difficult e.g. In 1 month he spent £250 on taxis, earlier this year, as bus times when not suitable for where he needed to go.
910	Aged 70, have arthritis, do not drive.
911	See page 1#
912	Withdrawal of hourly services on the 9 route has led to overcrowding on buses - especially on Thursdays. Double-deckers are now used but many elderly people are unable to use the top deck. Additional services during most popular times would be helpful.
913	The April 2011 withdrawal of some services meant that the bus pass could not be used on 9.22am bus to Ely/Cambridge. Thus the earliest one can leave March is 11.22am - arriving Cambridge 1.30pm. Leaving little time in Cambridge, the last bus back being 5.40pm.
914	Many elderly residents have no other means of transport other than bus services. Without this they would not be able to shop in the towns or visit health services hospital, dentist etc.
915	If bus 31 was withdrawn we and other villages would be isolated.
916	If service 31 was withdrawn we, together with certain other villages would be entirely isolated.
917	I use the bus to visit town/library/swimming with my children. Otherwise I would drive causing greater environmental impact & traffic.
918	Where I lived I could not get out only to March or Wisbech, as could not connect with then X9. I do not drive, since losing my husband I rely on bus, so I moved home to be nearer a better service. I would still like to get to Peterborough on a Sat, but it is very hard to connect, and it's now a full day trip rather than 3-4 hrs.
919	From the age of 16 (now older) a good provision of routes around Cambridgeshire has been taken for granted and only protested at when cuts to services ranging from weekend only, evenings, most of service or part of bus service. I have had an opportunity to look at Sept 2011 routes and consider affects to damage bus provision while other transport options are not yet certain - this will leave gaps or no provision, which is very unfair and perhaps in many examples, a reasonable case for not accepting the proposed end to so many contracted services.
920	My elderly mother may need to move to Haslingfield to be nearer me and the thought that she will not have the bus service to get into town would isolate her.
921	The current No. 17 bus service provides a lifeline to the older people of both villages, who would become stranded and probably become depressed if they could no longer lead independent lives by doing their own shopping, attending clubs and the post office in adjacent villages, etc. The current bus service provides a necessary service for older people to carry on their daily lives independently without having to rely on others. If the No. 17 bus service is terminated, it will isolate Little Wilbraham and Six Mile Bottom as there is no alternative bus service. Both villages would become villages for the more well off car users only.
922	Not just myself when living in Foul Anchor but others need the bus for going to & from work in Wisbech. Also one volunteer in the shop we run will be unable to come if No. 50 is stopped. Another volunteer is affected by the stopping of the Leverington Common bus.

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2	Please tell us anything further which would help us under...
923	All bus services are important and we do not want to lose any of them. As I have said on page one people need a good bus service to go shopping. With not driving at the moment it is so nice just to cross the road and get on a No. 50 bus into Wisbech.
924	I should use the X1 Peterborough bus to connect with trains west at Peterborough instead of March. Cambridge would be reached via Kings Lynn (X1 again) instead of March. Relatives in March would have to fetch me by car (thereby adding more car journeys to the roads)
925	s a pensioner to be able to use a bus when needed and able to use a bus pass.
926	Part of everyday life - this would be changed for the worse.
927	The Government encourages us to use public transport, in particular for environmental protection. However, the rural areas suffer from lack of convenient public transport. As someone newly eligible for the "bus pass", I am looking forward to taking the bus to Peterborough. However, as the bus leaves the village shortly before 9.30am, my pass means I must pay to travel to Whittlesey, get off & on again, free of charge, to continue to P'boro. (This has happened to a friend). If bus times were more frequent/convenient more people would be able to use them!
928	I am 67 years old and the only link I have is the bus to do shopping, appointments etc. Not being able to get around & be independent would be very depressing for me as I would lose most of my independence. I would be prepared to pay a small amount yearly for my bus pass - no one has ever asked us, the older generation if we would contribute so we have started our own petition to keep our bus.
929	The bus service is important to me as I haven't got the use of a car. I use the bus for all my shopping, doctors, dentist and socially.
930	If these buses are cancelled I may have to give up my job, because I would not be able to afford to pay for a taxi.
931	A bus service is vital to me & withdrawal of services would worsen the already poor service. Why more buses to Brampton than Buxton & Offord? It seems the nearer to Huntingdon to sell its service. That is nonsense.
932	Apart from taxis, the buses to and from the village (Manea) are my only access to March and the train services. Without the buses my life would be considerably affected, as I would be unable to afford taxis on a regular basis and so would only go out maybe once a fortnight instead of up to four times a week as I do with the buses. As important, is that I would not meet and chat with people as I do now on my journeys, and therefore, as I live alone, would have very little social contact.
933	See my remarks Q2
934	The government states that front line services must not be affected by cuts. Bus services are essential front line services to the elderly and those without vehicle access.
935	In the surrounding villages to mine, there are virtually no shops, of any kind. Just a few post-offices, no banks. Without a reliable bus service we are isolated. If subsidies are withdrawn, couldn't the buses remain running, with perhaps, charging a bit more for fares. This would be preferable to no bus service at all.
936	Cannot go out without a bus from Teversham
937	1. Blindness 2. Cardiac failure 3. Age (8)
938	Buses can be social network. Also for isolated communities or individuals.
939	I believe the curtailment/cancellation of the 1B bus service would have an enormous impact on mine and other residents of Wyton on the Hill quality of life. We have no services available to us on the Hill and need to get either to St Ives or Huntingdon to access doctors, banks, food shops and hospital. Whilst I am able to walk a reasonable distance many of the residents are old and infirm and not able to do so,

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2	Please tell us anything further which would help us under...
940	Recent retired. I don't drive. Fortunately, village stores in Wilburton, but G.P. butcher, chemist etc in Haddenham - on bus route. Have privilege of bus pass, but would be happy to pay. A reduced service to Ely & Cambridge (via Cottenham) would be acceptable, if it ran each day. My husband drives, but works long hours Mon - Fri.
941	If the bus service was withdrawn I would find it very difficult to get to college every day and get home again. I would have to rely on lifts from family and friends - and that would not be possible every day - so would miss college and therefore not do well in my exams.
942	If you withdraw the 33 route round Ellingham Ave I would have to use taxis and being a pensioner I can't afford taxis.
943	Withdrawal of bus services will impact on the possibility of building affordable houses in rural communities where building costs (land) would be lower. Villages need to grow to become more viable but cannot attract people if there is no affordable transport.
944	1. Obviously, the answer to Q2 has a significant bearing on my answers to other questions. 2. I also think that the distribution of these questionnaires has been aimed at current bus users whereas if more non-users could be encouraged to use the bus, the subsidised routes might become more viable.
945	As a widow in my 80's with no car available it would have a huge affect on my life and render me house-bound.
946	I am passionate about public transport and am convinced that services are only well used & viable when they are frequent. If they become less frequent fewer people use the service as a whole. The early & late buses particularly affect people using them for work. I know many young people are dependent upon buses for work. I have tried to encourage some of them to complete a questionnaire. I have a car so am not totally dependent on buses, but use them for environmental reasons. There is a great need to reduce car journeys esp. around Wisbech.
947	We are disabled (insulin dependent) as stated earlier in our eighties.
948	I do not drive and due to illness my husband has been unable to drive. We have now come to rely on buses to get out not just for shopping but also for recreational needs so we do not become house bound. Community transport does limit you to days and times.
949	If you take services off you cut off people who can't drive.
950	not be able to visit family in these villages.
951	transport needed generally for hospital attendance, access to shops,
952	It would make getting to work more complicated when I do not have an alternative available, but I am thinking also of the people in my village who have even less access to private transport and how heavily used the service is by school students. If there was a means to get to the local railway station (Shepreth) that would be very helpful.
953	I use the early morning bus every day to travel to the train station to then travel to work, if these services were stopped then I would have no alternative but to either walk or cycle, the train station is nearly 2 miles from my home.
954	Live in a village 8 miles from work and cannot guarantee to have use of a car.

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2	Please tell us anything further which would help us under...
955	Withdrawal of these services means I would have no access to any of the parent groups we are able to visit currently-these are my main link to other people as I have no family nearby or car at home during the day. I already feel isolated as the services were cut earlier this year and we can't rely on friends to transport us around. The buses are only once an hour which means they are always full or an inaccessible double decker which means we usually turn back and go home. Life will be very lonely & miserable as they are our only means of transport if they are cut totally. I used to work in town before being a Mum & also feel there would be a massive downturn in the shops performance as the bank holidays etc when there is no bus service were deathly quiet and we used to have to close early as it was pointless being open!
956	As most companies open 7 days this impact is affecting many people because of the cost of transport or who can't drive
957	I suffer from depression and benefit from frequent visits to activities / study in Cambridge. I am a non-driver as I have suffered from epilepsy since childhood. Although we own a car, my wife's ability to drive is very limited.
958	I use the 22 service between st.ives and ramsey and Ramsey and st.ives to get to and from work. I have no other available method of transport available to me. I cant walk or cycle from st.ives to ramsey. it is too far. If the 22 service is withdrawn i shall have to leave my job.
959	In South CAMbridgeshire, rural isolation is the single biggest challenge for many people. The cuts to these subsidies effectively mean that people who cannot afford to maintain a car or are not physically able to drive one will be cut off from the wider community and the wider resources it has to offer, taking rural isolation to a whole new level. Whilst it is understandable that taxpayers money should be used effectively, removal of subsidies should be a last resort, particularly as there are no alternatives in some areas. The idea that Community Transport will be a viable alternative is a fallacy. Those who live in rural areas have the same rights to good transport access, and blanket removal of rural bus subsidy is taking away those rights, and could be judged to be against their human rights. Removal of bus subsidies will cause economic problems for individuals and families who are already struggling in the current economic climate. Therefore, the County
960	It would have been helpful to know exactly which bus services are being cut. I have looked on the CCC website but it is very confusing and this is the only site I came to. So I don't know whether my bus (City 6) is being cut or not.
961	I use a combination of 106; 12 (between Ely and Soham, and Soham and Cambridge, & 12 (Ely to Cambridge). It is extremely difficult to catch connections between these buses run by Stagecoach and Dews obviously because the companies do not coordinate needs of the local population. One can wait for hours for a connection, and often only catch one because the 'connection' is running late. Although I have a higher degree from the University of Cambridge I do not drive (and never have) so my ability to earn a decent income is severely limited. I use the bus also to help my daughter with her family which I need to do several times a week. We used to have an hourly bus to Cambridge and Peterborough. also one on Sundays. I should like to be able to do volunteer work, but lack of transport prevents me.
962	Children used to be safe going home at night, now they are not. Not everyone works 9-5. Disabled people should have same opportunities and access
963	The Service 12 circulating around St. Ives is the only service close to developments in which elderly people reside, and without such service, many would not be able to physically walk to a bus stop within easy walking distance of the development in which they reside, thereby effectively cutting their only means of access to the town and public facilities.

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2	Please tell us anything further which would help us under...
964	As I said previously, volunteering to work with goats has been at the top of my list of activities I find important for self-esteem and for a sense of self-worth. If the 75 Whippet were to be stopped, I would lose this essential activity and there is no other place I can go to work with goats in a non-profit establishment. I know this is the case because I have wondered what I might do if the Whippet service were withdrawn. I would be simply lost and extremely upset. There is no way I can walk to Wimpole from Girton and cycling there and back is not an option.
965	With limited shops in our local village, it is important that we are able to get to St. Neots for our shopping needs.
966	For the elderly & those without transport the withdrawal of the bus services would severely damage these people's independence, ability to shop at their chosen, affordable shops/markets, seriously undermine their social life. These trips are sometimes the only time they leave the ville & meet with friends. I personally would have to think about moving house.
967	Living equi-distant from Bedford and Cambridge, Cambridge has always been our main choice for shopping and leisure etc, but over the years the service has fallen from fairly frequent to one per day. This remaining bus leaves Wrestlingworth at 7.00am and returns from Cambridge at 4.00pm and takes over an hour depending on traffic. Our alternative is to go by bus to Biggleswade change to train to St. Neots then X5 coach. St Neots to Cambridge, or train Biggleswade-Hitchin-Cambridge. This makes it very difficult for any hospital appointments etc.
968	The fact the bus stops just outside Vicarage Walk where I live enables me to cycle to the bottom, leave my bike with a friend and walk across the road. I have pain in my lower back, but am able to use the bus.
969	Living between 2 villages with no immediate neighbours & now no car (eyesight too poor) I would be very isolated - it really is too far for a 65 year old to cycle. The 5 miles (over 2 hills on return journey) to Newmarket for shopping.
970	Living between 2 villages with no immediate neighbours & now no car (eyesight too poor) I would be very isolated - it really is too far for a 65 year old to cycle. The 5 miles (over 2 hills on return journey) to Newmarket for shopping.
971	You will take my independence away.
972	We value the service we have from Burwell to Newmarket & Cambridge.
973	To keep appts at Peterborough & Huntingdon Hospital are difficult because bus services at present involve a whole days journey from
974	Since I retired I use several buses to subsidise my petrol cost as I am on a fixed income.
975	It would be helpful if this form had have been made easier to understand.
976	The 1A bus travels along a parallel road to Sawtry Way ie along Houghton Hill where there are no bus stops between Hill Rise and Houghton Village. Why can this bus not travel along Sawtry Way and then into Houghton Village, thus eliminating the need for the 1B.
977	Many people would be prepared to contribute to the "older persons bus pass" if this would ensure the bus service continued. Using public transport instead of a car has the effect of 1. less pollution 2 more econic 3 less wear and tear on roads 4 less congestion on already overcrowded roads. Benefits for everyone.
978	If bus 18 18A was withdrawn I would have to stay in Bourn all the time which would have an effect on my health as there is very little to do. No cinema, one shop with high prices. I am no longer able to do gardening so cannot join the club. I go to Tuesday Club 10.30am - 12 pm. The rest of time is spent on my own. In winter I hibernate. I sue buses not only for shopping, good, clothes but to visit places of interest, i.e. museums, buildings, and see other people and have meals out for a change.
979	Need the bus service all the time.

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2	Please tell us anything further which would help us under...
980	Total isolation within Doddington which is on the bus routes. Instead of free bus passes why not entitle over 65's to ticket cost discounts & have b uses hourly & reasonably on time, or appointments cannot be made.
981	We need tokeep the bus service if taken off it will affect many people.
982	Without a bus service i would be unable to leave the village at all. My main worry is how to reach hsoptial doctors and dentists etc. vital appointments.
983	As stated earlier SMB has no shop of any kind. To buy food etc it is essential that the 17 bus route is retained so we can get to Newmarket.
984	Removing the chance to get to places under own effort. Now needing to rely on others or pay a lot of money for transport.
985	Very little affect personally as I drive or use Park & Ride. However, I am a voluntary car scheme driver and if the service is withdrawn I anticipate more call on this service.
986	If bus services are withdrawn I shall be ratehr isolated in my village. I do not drive and I am too old to cycle/walk to town.
987	It is the only way I can get around.
988	I would like the 30 back around Sallowbush Rd, we used to have a 30 that stopped, opposite the BRJ Club, I am a pensioner ahd have to get off now at Sapley Sq, with shopping and badly lit & slippery paths, there is no reason for the 30 to go round by the college at all you have enough "B"s going round that route every 20 mins. This is Stagecoach's routes not to do with cutbacks.
989	As a 78 year old with severe spinal problems and even the long walk now is impossible. On the odd occasion I can manage the walk (as indicated on Q8) so if a withdrawal happened I would be compeltely cut off.
990	Although I'm not a regular bus-user, I have elderly & car-less neighbours, who rely on it, but could not face completing a lengthy questionnaire. Personally I can drive to work Toft - Milton in 20 mins. I would use the bus but it would take approx 1 1/2 hrs & 2 buses!!
991	Bus services are my life line. As you can see from my answers everything in my life revolves around a bus service. If these are withdrawn you might as well put me in a n old peoples home. I am 68 years old and you can see still working and getting out and about. Without a bus I would have nothing.
992	Like me, there are people who need to get to Cambridge for food and just about everything.
993	I could never drive because of medical reason
994	I hae a sister that lives in Bretton (P/boro). She can not travel by bus now from P/boro to visit me unless she changes at Wishbech. She is 73 and finds it very difficult.
995	If we became unable to drive we would be very isolated with very few local services.
996	It would have little impact as I rarely use them. However, if there was a regular and convenient service I would use it every day for work. I would also not have replaced my car this year. How about asking everyone who uses a car to work if they would consider the bus instead? If you got a favourable response the idea would free up the roads and the bus could more swiftly move to and from town.
997	My wife are pensioner so we get free buses all over the county, and beyond if needed. To save money would it not be better to take away free buses and passes and replace with say 1/2 price fare. Most people I see on say Park&Ride after 9.30am most are over 60's, so are all travelling free of charge. I am sure, like us, most would not mind paying a reduced fare rather than travelling free of charge, therefore saving many thousands of pounds. You would not then have to withdraw services.

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2	Please tell us anything further which would help us under...
998	As previously stated I am an 84 pensioner living on my own, I use this service to purchase all my daily needs. I am unable to afford taxi fares.
999	I live in Little Eversden which is 7 miles from Cambridge City Centre. No. 75 & No. 18 are the only buses providing services. Withdrawal of these buses will cause me lots of inconvenience.
1000	I have a car, which I will use in place of a bus. Some poepl don't have this option. It will mean much more to them than to me.
1001	use of service No 12 and the guided bus enab le my husband (age 86 yr) & myself (age 80 yr) lead reasonable independent lives.
1002	No. 9 bus from Littleport was usually more or less on time. The No. 9 bus from March can sometimes be very late - up to 40 minutes. I also use 196 service most weeks, because it is always on time - 9.20am. I hope this service continues because people living in Horningsea will have no bus service it it is stopped.
1003	As I am elderly buses are very important for my well being.
1004	It would be impossibel to attend dentist or hospital appointments or doctors or visit family or friends in hospital.
1005	I start work at 8.15 (as an early shift) Having only 1 bus per hour, mean I get to work either at 8.30 which means I'm late or at 7.30 which means l@m too early having to wait outside in winter months for 45 mins. The same in the evening I finish work at 5.30 cand can't get out til 5.40 meaning a 50 min wait for a bus.
1006	It would be devastating for the elderly and disabled
1007	As a registered partially sighted person losing bus services could mean giving up as to far to walk to Duxford from Trumpington each day.
1008	Could not get to do shopping in places like Peterborough & Cmbridge. Also could not visit daughters in Cambridge. I have no car.
1009	We two, one 85 one 88 are not able to use taxi cars and Dial-a-ride is not cheap compared with some other cities/towns.
1010	127 bus. If this was taken away so many people wouldn't be able to shop or go to the Post Office or Bank. I can imagine what it would be like or what we would do. So please please keep this bus running.
1011	Because I am registered blind I rely on service 1A and Stagecoach Busway B, so that I don't have to expect my wife to ferry me everytime.It is very difficult to attend meetings/concerts in Cambridge, Huntingdon and St. Ives in the evening.
1012	Can't get to work at night time isolated in my home not able to visit friends and having to rely on other people.
1013	A basic right is the freedom to move about. This would be infringed for us ina village without a bus. It is a means of maintain of health.
1014	The totzl loss of shopping, eating, loss of rural friends. It could not be more clearer.
1015	It means that I am unable to socialise, it is hard not knowing when I can do the next food shop. I am stuck at home rather than knowing I have freedom to go out.
1016	It is essential to keep a reliable & sufficient bus service, a) to encourage more people to use it rather than cars b) most villages have few, if any shops now. Some less used routes could use smaller buses, this worked quite well in Norfolk.
1017	Changes to services have made it more difficult to travel to Addenbrookes Hospital for appointments. I'm diabetic, this has led to problems attending clinics. I'm no longer able to visit the cinema in Cambridge as often as I did.
1018	See my comments re Q2
1019	Visiting relatives. Food shopping. Clothes shopping. Attending hospital appointments.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
1020	I am an elderly pensioner, with no savings and no other means of transport apart from the bus. The bus gives me a small amount of independence which I value very highly.
1021	None
1022	I have epilepsy and I do security/door supervisor, work and my hours are varied and if I can't afford the bus fare to the site where I am working, then I lose that shift and could lose my job and also I have to go to hospital appointments, and if I miss too many calls I can't pay the bus fare they will cancel me, so I need my bus pass.
1023	Bus services are a central part of the local fabric in rural communities & should be preserved where possible.
1024	All the people I have spoken to would rather pay to use the buses than not having them.
1025	The withdrawal of these services would mean I would be house bound as I cannot walk long distances. Transport improves the quality of my life & health. It also enables me to be independent.
1026	I am 88 yrs & to me, the bus service is a strong lifeline, enabling me to do a little shopping (food mainly) on different days & very important to mix & talk with neighbours on the bus. Also for any doctors visit to the surgery. Feeling independent is very important to me.
1027	I would hve to use my car (and sometimes boke), and this would be more expensive than bus (becasue I am 67 and have bus pass)
1028	Our village is isolated from other means of transport the buses are our lifeline. It would cause hardship to the elderly and young mothers. Not all of us drive.
1029	Without a regular bus service it would be difficult to get out of village, without a 2 mile walk to A1 service road on an unpaved dangerous section of B660. For a 70+ person with possible future health problems this would become impossible.
1030	We would not be able to shop, doctors or hospital.
1031	Teh bus service to Linton is invaluable. I visit an elderly friend twice a week to help her to lead an independent life at home. Also one can get into Cambridge from there. Is there any chance the No. 13a could come through some of the villages, i.e. Balsham, West Wickham?
1032	We have not got a car so the 106 bus service is very important.
1033	The buses go throughalconbury Weston just down the road. Why can't they detour up to Upton on their way to Huntingdon/Peterborough. Its too far to walk with shopping from Alconbury Western.
1034	I would have to rely on my family to take me, I feel I will lose my independence. I might be 80 but I am still able to get about.
1035	Thsi withdrawal is a nuisance but not necessary can get by without it.
1036	The withdrawal of these bus services would have a big impact, these few services are a lifeline when living in isolated villages. Not only are they important to go shopping but also to be able to see people and have a chat!
1037	Please see my answer to Q2 on section 1.
1038	Horningsea has no other public transport. Whole village would have to have cars or be stuck. Bad for the community to lose bus. Several elderly people especially are dpeendent onb us as don't drive/can't afford cars. We need a minimum bus service, please get us an extra loop on the Citi3 twice a day at least. I don't mind paying more to have this.
1039	As previous the bus service is my lifeline.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
1040	As well as being essential for grocery shopping & health appointments our bus service is a major help in our day to day social lives. I meet up with friends on visits to Newmarket. Without the service my wife & I would be more socially isolated.
1041	I am a pedestrian, not a car owner. Many old people drive long after they are safe to do so because buses are not available. Youngsters need to go out & about and learn self-sufficiency - not be driven everywhere by parents. A reliable service (anywhere) gets cars off the road & reduces resources used. A good bus service widens people's horizons and improves quality of life for all.
1042	Neither my mother or myself can walk very far, so we need our local bus services. 125, 9A and 19 - these help us get to doctors, local hospital and pick up other services from Ely Town Centre. When we first moved here there was a better bus service.
1043	I was responsible for getting our service through the good offices of our local councillors Judy Broadway & John Abbott. It is well used & appreciated. I think most users would willingly pay something rather than lose the buses.
1044	The Impington to Ely bus is a god send. I have no transport as I sold my car 5 1/2 years ago when my husband passed away. I have osteo arthritis so I find my once a week trip on the Thursday bus is all I need.
1045	Not applicable
1046	1. It is the future which matters, as I age in a community which has already lost its vital services, i.e. Post Office and food/general shop. 2. A recasting of bus routes and change of bus type might help. e.g. smaller buses (but with space for shopping) running continuously between Park & ride locations and calling at village shops and those Post Offices which survive.
1047	Unable to get to my place of work.
1048	I moved to Ely 2 years ago - the location of stop and hours of operation were an important factor in choice of house location. I can no longer use a bus to visit the GP at the hospital site (and St Marys books have been closed for 2 years) 45 fast walking is hard enough when you are feeling well. My son attends swimming and trampolining lessons after school to help with core muscle weakness but holds back when he knows we'll be walking home afterwards. Having to carry the grocery shopping would exacerbate my carpal tunnel problems. Life will be more
1049	106 only link with villages between Cottenham and Ely.
1050	Having lived in Needingworth 16 years, there have been several changes to the bus timetable which has caused confusion for others than myself who do not own a car. We are reliant on the bus service to do our weekly shopping or visit Doctor, Dentist, Optician, Hospital.
1051	I need the Whippet No 8 service to Cambridge to visit my dentist, optician, audiologist, to see friends and go to my pensioners club. (which is once a month)
1052	Regular hourly services mean I can shop regularly for food. I can carry what I buy and manage the walk to my home. I can also socialise and meet up with friends. I particularly enjoy Huntingdon's library
1053	Complete withdrawal would be devastating as I do not have a car and taxi fares are prohibitive except perhaps once a week. Variety would go out of my life leading to a feeling of depression. My shopping, classes, social activities would all be affected. It would be more difficult to meet up with friends & visits to the dentist etc. would have to be by taxi.
1054	I currently have a car which I can use to get essential shopping (as there are no facilities in Fowlmere). I am, however nearly 84 yrs old & I accept that soon I will have to rely on public transport.
1055	Please see the comments I have made already

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
1056	We need our bus service twice a week to go to St ives to do our shopping
1057	Look at section (1)
1058	Orwell is a very isolated village & a village bus is essential for most people.
1059	I am not so much concerned about the impact on my own life as I jhave other options for travel (family members! cars) and am not required to travel on bus daily. However I believe the withdrawal of my local srvice would severely affect the daily routines of, in particular, the elderly community many of whom use the services as a change to do essential shopping and also to socialise - it is essential not to cut them off.
1060	Withdrawal of local buses would mean not being able to get out of the village to access the facilities available in Ramsey, Huntingdon & Peterborough unless friends were willing to take us.
1061	I'm 96. I regularly use my bus 2 x/weeks for essential shopping, occasional health appointment. My knwon alternative is taxis (high cost) or occasional friends car
1062	As I do not possess a car, the bus service is important to me, especially when I have heavy shopping to carry.
1063	IOt is the only bus service from my village, Haddenham, which only goes to Ely and allows a way to Cambrdige. It is essential to my grandmother, who uses it 3/4 times a week & has no other regular means of transport.
1064	As before I travel to & from work into Cambridge from Somersham ... I use the Stagecoach 21 at least twice a week sometimes more depending on what shift I am on. If early shift then I get the 06.30A from Somersham to Cambridge... If the 21 was cut it would be a great loss for the village. I buy a Megerider & each week thats why I use Stagecoach.
1065	No means of transport if by any reason no longer able to drive.
1066	Undergoing tratment for arthritis - it is important I can get to hospital/doctor when necessary.
1067	I think the Elsworth to Cambridge bus (No. 8) could be cut as it is 6 days a week and is empty a lot of the time. When I moved here years ago it was a Wednesday & Saturday bus service.
1068	the 199 bus offers a very limited service - twice a week, but it gives people of limited mobility the chance to shop with a shopping trolley, visit the hairdresser, use the central library, shop in the market. It is very valuable indeed to the older members of the community who live in
1069	106 Ely bus service is well used from Cottenham it runs daily 6 days a week, the bus stops are conveniently placed, more so than No. 8 bus service which is a long walk for many people living north end of village. Would the reduction of one journey a day (now 5 times) help financially, mindful of workers using early morning & late ev. services, i.e. shoppers are given 2 hrs - this could be increased to 4 horus (omitting) one return journey.
1070	At present we are semi retired and have access to two cars. This may well change in future due to health/financial reasons and we would not be able to easily travel into town, without the back-up of a bus service (or something similar) we would be isolated.
1071	My wife & I are trying to use the buses more, but it is early days & requires a lifestyle change. The spirit is willing but the bus service at times are weak!
1072	I am retired and 85 yrs old. I use the bus to do my weekly shopping. In good weather I like to walk into the shops but catch the bus coming home because of carrying my shopping.

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1	Appendix 2
2	Please tell us anything further which would help us under...
1073	Since I don't have anyone with transport who could take me to shop, and I don't have a computer, I would be in trouble and I know I'm not the only one here.
1074	Although I have a car I find the parking situation in Cambridge so difficult and expensive. I prefer to use the bus.
1075	We are elderly. My wife is physically impaired. Bad legs back etc. I also have trouble walking.
1076	Use of car - parking is difficult in city. Cost of petrol & parking, & not eco friendly having to use car. overcrowding on already congested roads.
1077	I am registered as partially sighted and my wife is on the blind registers. We certainly need a good bus service, otherwise the difficulties are too awful to contemplate.
1078	As a pensioner I feel it is important to be able to keep my independence.
1079	It would hurt pensioners who would not have available transport to go out for the day & have a change of scene - meet more people, or see relatives - also getting to hospital appointments etc.
1080	75 is the only service that comes out from Cambridge & stops within 3 miles of where I live. When I am unable to get a lift to & from work using the 75 service is the only way to get there & back, as long as I can then get a lift from where the bus stops to my house.
1081	I live in a very nice village, 8 miles west of Huntingdon. I am an OAP and do not drive. Therefore having a regular service to and from Huntingdon for hospital, dentist, optician, bank and general every day shopping is of the utmost importance to me. I understand that cutbacks may be necessary, but I would not mind having to pay, providing we have a service.
1082	Same answer as Q2
1083	This estate is about 1 1/4 miles from town. First we had a post office closure, so now we have to go to town. I am 83 and can still walk to town, (slowly) but for how long. We have a bus service Whippet from 9.50 - 12.50 daily, none during the afternoon or Saturday. This firm is very obliging & drivers very helpful.
1084	I use my car to use a Park & Ride service across Cambridge to get to Addenbrookes but maybe could be less frequent out of the rush hour - say 20 minutes.
1085	It is very essential that we keep our public transport, it affects all ages from children for education, people in general and elderly who all rely on it very much.
1086	I do not shop in Cambridge because I am a pensioner & Cambridge is too crowded & to get anywhere you have to fight your way forward, also as a pensioner I find the prices in the shops are far too high for my pocket it is much easier to shop in the local small market towns.
1087	Unable to cycle, no car, no other means of getting to Cambridge
1088	Personally I have an arthritic condition which makes walking more than a short distance difficult & especially when carrying a bag or two of groceries for the week. Others who ride the Newnham bus are in far worse condition than I am. Some are in their 90s as well.
1089	The 196 bus Cambridge/Waterbeach. This bus is our lifeline. Both pensioners with rheumatoid arthritis unable to walk very far.
1090	The bus service is the only way I have to the shops and to see my sister who is in a care home in Cambridge.
1091	I live on my own and see not one person apart from when I go shopping, any more cuts will mean more cost and I will have to move from my council house of 26 years.
1092	I currently need weekly hospital appointments and there is no way I could get to them without the bus Trains are too expensive.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
1093	My life would change for the worst. I'm great believer of buses. Great Eversden no village shop. I can travel on 75 bus (Whippet) buy a newspaper. Would affect many people, chance to speak to other people, give me a mental break, as I have husband to look after, long term Parkinsons. I have never learnt to drive.
1094	If the 75 bus service is withdrawn, I will not be able to get to and from work, or be able to get into Cambridge at all. My family will not be able to get about. I may have to give up my job, if there is no replacement. There are many elder people in the village, my parents this will leave them stranded. We don't all drive!!
1095	Lack of public transport isolates villages and any one without a car. People using cars clogs roads and needs constant repairs and new roads as traffic increases. it would be preferable to alter the older person bus pass to perhaps half fare rather than cut services.
1096	Q12 is incorrect, so makes subsequent answers artificial.
1097	We would rather pay 1/2 fare with a pass.
1098	Basically, if there is not a bus service in the village, i would not be able to get out of the village to do essential everyday things.
1099	It would reduce my quality of life and add to traffic congestion and pollution of air quality. I would suggest - as a retired bus pass holder - that a fee of £20 per year would be acceptable.
1100	Slightly disabled. Would rather pay a small fee than lose the buses.
1101	Dr, dentist, hospital appointments, which i have regularly. Unable to do my shopping, the local village shop is too expensive. Visiting friends which is very important otherwise I have no contact without travelling to see them.
1102	The impact of withdrawing 18/18A service to Longstowe was limited for Toft residents, but if the 18/18A remaining service was withdrawn it would be devastating. The 11pm bus has already been withdrawn - Monday to Thursday & there is no Sunday service. If the existing service is withdrawn, Toft (particularly elderly & young no drivers) will become isolated.
1103	Although I use the bus service only two to three times a month, when I use them its because there is no suitable alternative - i.e. cycling isn't suitable & car not available.
1104	Without the bus service you will isolate people including myself with no other means to travel into Cambridge. Free bus services should be means tested.
1105	Its a lifeline and independence.
1106	We are both mid eighties, neither of us are able to drive so withdrawal of the bus services, would result in total isolation.
1107	Nothing to say.
1108	No buses I would not be able to go shopping or to doctors and see family.
1109	I have no car and this my only means for essential shopping.
1110	I think removal of many rural buses will probably cause the people using them to become of necessity more isolated and maybe more dependent on other services and encourage us to be less adventurous, and physically and mentally less active which could impact on the national health service, which incidentally has already been heavily targeted and reduced in our area already. How about lowering the very high wages of the top posts in the County Council instead?
1111	I have written the problems I would have at the beginning.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
1112	This isolates people and they lose their independence.
1113	I just want our Benwick to Peterborough bus back. "please"...
1114	One problem is that the daytime service (18/18A) is poorly supported and hence the bus is too large. There is probably no solution to this problem because it would be uneconomic to expect Stagecoach to implement this because larger buses may be needed during and early morning and evening. There are other providers with smaller buses but the possibility of integrating these and larger buses is a long term objective. I appreciate there may be little difference in cost between manning a large us and a small bus.
1115	Work could be jeopardised.
1116	I do have a personal car but do try to use public transport to keep our costs down, to be more 'green' and efficient use of transport.
1117	To cut March-Wisbech, Wisbech-March would leave me totally unable to travel to work and get home again.
1118	I must not miss dental appointments. I occasionally run out of food.
1119	The 31 village bus is as important to the people who live in the villages as life is to you and your family.
1120	I enjoy going to Ely for the market and Waitrose, Bon Marche & Wilkinsons. Its more friendly than Cambridge.
1121	I do need the Ely city service for travelling to & from Ely to the essential shopping. I also need the Newmarket bus for other shopping & also the Cambridge bus. If these buses were withdrawn there actually would be an impact on all these places. This would be a backward step as we are all encouraged to use the public transport system.
1122	Need to rely on friend for a lift in their own car, taken away my own independence.
1123	Living in a village and a non driver, I rely on buses to get to shops for food shopping. I have to go to Papworth for checkups & twice a year for tests, the return journey by taxi cost £40.00. As a pensioner I can't afford it.
1124	I like to use this bus for personal shopping. If this bus was stopped I wouldn't be able to do this. It would also impact on Ely itself as there would be less trade for shops etc. if people were unable to get there.
1125	I have health issues that limit my use on public transport. I would not be able to go into Cambridge, change buses to then get to Ely. Therefore the current bus from Cottenham to Ely is my only option, as I am a non-driver.
1126	Neither my wife or I drive and we would therefore be confined to stay in the village (Somersham) unless we were offered a lift.
1127	I am a widow of 84 years old, have no family & no means of transport other than the buses or expensive taxis. As already stated I would be a prisoner in my own home without the buses. For me they are a lifeline to the outside world.
1128	Age
1129	If I was to lose my Bus 33 I would be confined to home. Hoping friends or dial-a-ride could help me.
1130	The 33 service is very important to many OAP's in March. The service at present is good. It would be very bad to see it go.
1131	If the bus service (106 Cottenham - Ely) is withdrawn I will have to rely on taxis or lifts to see my girlfriend in Haddenham, thus enduring higher costs to me.
1132	The impact on my children would be far bigger than on myself. We live in a small village and the bus is so important to them to be independent and able to work and go to college. My mother no longer drives and the bus is her lifeline. She can't afford taxis.
1133	If 16/17 withdrawn then my village, Teversham would not have any bus! I have no other transport.

	A
1	Appendix 2
2	Please tell us anything further which would help us under...
1134	Ely market is a great place for buying fresh fruit and vegetables. Ely also has a great variety of independent shops not found anywhere else and the people have time to stop and chat. There are also some great value shops such as Wilkinsons which sells a range of goods at excellent prices - not found in Cambridge. I look forward to my weekly shop in Ely.
1135	I have retired but do a lot of volunteer work. I would not be able to do if I couldn't get out of the village. Consequently with no amenities in the village I would become very low.
1136	At present, our No. 18/18A bus has only been withdrawn evenings. This means that a lot of Toft village residents can no longer go into town or to other villages after teatime. Toft has a large number of elderly residents. If the service is withdrawn totally, many would never travel out of the village. The current bus is an under subscribed double decker. A small vehicle, at regular times, would do. We feel it is important that every village in Cambridgeshire should have a regular service, even if it is only every 1-2 hours.
1137	Although I have a car for long journeys I am trying to reduce my carbon footprint. How can we do this if you reduce the bus service? I live in a village and really appreciate the bus to take me to the railway, which I often use. Also to do my shopping & meet friends. Buses are important for community life.
1138	If you cut the 1B, could the B (Stagecoach) drive up Mere Way then continue to the new housing estate and on to St Iwles. The B bus route does not stop from the Marina to Mill Rise. The Council has paid millions for the busway and then makes it very hard to pick it up at a suitable bus stop for many people eg pensioners, young mothers with push chairs and people who live in more remote areas but still have to
1139	We are retired people with walking problems so the buses are essential for shopping, hospital appointments & day care etc.
1140	Nobody from Fowlmere can get to Royston, and the bus service we do have, takes 45 mins to get to Cambridge. Then it's a very long wait to come back again!
1141	I am on pension credit guarantee - perfectly happy pottering about using my bus pass. I do not bother anyone. I have no internet access, no bank account and no phone line. The village phone box - when it works - only allows -0800 calls and phoen cards, which do not allow clls to non-geographic numbers like 0345 and 0845. So - with a useless bus pass how will I exist without a form of regular transport. I do not have to order by phone and/or pay money for?
1142	I would be devastated to lose the 110 bus. The 2 1/2 hrs we are in Ely. allows me to do everything I need and is my one outing a week. I had to give up my car fter my husband passed away.
1143	I need a bus for work. Also fitness club. Shopping. Visiting friends & relatives. My good companions group.