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Cambridge South East Transport – Better Public Transport Project: Summary Report of Consultation Findings

Final version

February 2020

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Contents

Executive Summary.....	6
Methodology Summary	7
Key findings.....	7
Use of proposed public transport route	7
Support for the more detailed proposals presented for the scheme to improve public transport to the south-east of Cambridge.....	7
Views on proposed stop locations	7
Impact on the environment.....	8
Views on Travel Hub sites	8
Views on public transport access routes for proposed Travel Hub sites.....	8
Introduction	10
Background	10
Consultation and Analysis Methodology	11
Background	11
Consultation Strategy	11
Identification of the audience.....	11
Design of consultation materials	11
Design of consultation questions.....	12
Diversity and protected characteristics	12
Analysis	12
Quality Assurance	14
Data Integrity	14
Survey Findings	15
Respondent Profile	15
Respondent location.....	15
Respondent interest in project	16
Respondent usual mode of travel.....	16
Respondent usual leisure or non-work destination.....	17
Respondent usual workplace destination.....	17
Respondent age range	18
Respondent employment status.....	19
Respondent disability status.....	19
Question 2: How often, if at all, would you use any part of the proposed public transport route?.....	20

Differences in age group response	20
Differences in 'retired' responses	21
Differences in responses by location	21
Question 3: How far do you support the more detailed proposals presented in consultation?	22
Differences in response to Question 3.....	23
Differences in response to Question 2 by answer to Question 3: How far do you support the more detailed proposals presented in consultation?.....	24
Question 4: What are your views on the proposed stop locations?	25
Summary of major themes	25
Question 5: Please comment if you feel any of the proposals would positively or negatively impact on the environment	28
Summary of major themes	28
Question 6: How far do you support each site proposed in the leaflet?.....	30
Differences in support for Travel Hub 'Site A'	30
Differences in support for Travel Hub 'Site B'.....	32
Differences in response to Travel Hub 'Site C'	33
Question 7: How far do you support each public transport route accessing the proposed Travel Hub sites?.....	34
Differences in support for 'Purple route (Site A)'	36
Differences in support for 'Pink route (Site B)'	37
Differences in support for 'Brown route (Site B)'	38
Differences in support for 'Black route (Site C)'	39
Differences in support for 'Blue route (Site C)'	39
Question 8: Would you like to provide any further comments on the route and Travel Hub options?	41
Summary of major themes	41
Question 9: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010 (www.legislation.gov.uk/ukpga/2010/15/section/4). Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.	44
Summary of major themes	44
Question 10: We welcome your views. If you have any comments on the project or particular options, please add them in the space available below	46
Summary of major themes	46
Stakeholders responses	49

Background	49
Summary of major themes	49
Email, social media, and consultation event responses	52
Summary of major themes	52

Executive Summary

Between 9 September and 4 November 2019 the Greater Cambridge Partnership (GCP) held a public consultation on a scheme to improve public transport to the south-east of Cambridge. The proposed scheme will deliver a new dedicated public transport route between a new Travel Hub near the A11/A1307/A505 junction and the Cambridge Biomedical Campus via Sawston, Stapleford and Great Shelford, with new paths for walkers, cyclists and horse riders along the length of the proposed route.

The key findings of this piece of work are:

- ▣ Analysis of the geographical spread (see figure 1) and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership has delivered a sufficiently robust consultation.
- ▣ Over half of respondents indicated they support the proposals for a scheme to improve public transport to the south-east of Cambridge
- ▣ There was no majority of support for any of the three Travel Hub locations:
 - Under half of respondents support Travel Hub 'Site B'
 - Respondents were less clear on their support for Travel Hub 'Site A'
 - Over two fifths opposed Travel Hub 'Site C'
- ▣ There was no majority of support for any of the five routes for accessing the Travel Hub sites:
 - Respondents were not clear on their support for the 'Purple route (Site A)', 'Pink route (Site B)', or 'Brown route (Site B)'
 - Respondents were opposed to both 'Site C' routes ('Black' and 'Blue' routes)
- ▣ A great deal of detailed comments were received. From these there were most debate/concerns about:
 - The negative impact the proposals would have on the environment, due to the use of Green Belt land
 - The negative impact the Travel Hub access routes and proposed stop locations would have on congestion of connected roads and villages
 - The accessibility of the stop locations
 - The suggested possibility of using existing infrastructure (A1307 or railway lines) in place of proposed route
- ▣ Responses were also received on behalf of 36 different groups or organisations. All of the responses from these groups will be made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 18,000 consultation leaflets.

5 drop-in events were held in Cambridge, Stapleford, Sawston, Great Abington and Haverhill to enable people to have their say in person and the opportunity to question transport officers and consultants.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) **with 695 complete responses** in total recorded. A large amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media.

This report summarises the core 695 responses to the consultation survey and the 134 additional written responses received.

Key findings

Use of proposed public transport route

Quantitative

- Under a quarter indicated they would use any part of the proposed public transport route 'daily' (24%)
 - Just over a fifth indicated they 'did not know' (22%) or would 'never' use it (21%)
 - Under a fifth indicated they would use it 'weekly' (18%)

Support for the more detailed proposals presented for the scheme to improve public transport to the south-east of Cambridge

- Over half of respondents indicated they supported the more detailed proposals presented (56%)
 - Just under two fifths indicated they opposed them (39%)

Views on proposed stop locations

Qualitative

- Question 4 asked for respondents' views on the proposed stop locations. The main themes were:
 - Comments approving of the stop locations
 - Concerns about how residents would access the stops

- Concerns about the stops increasing congestion due to increases in on-street parking and waiting times at the crossing points
- Comments disapproving of the stop locations
- Concerns about the impact the stops would have on the environment
- Debate about the need for the public transport route and stops to be extended towards other villages and employment sites
- Debate about improvements to the related walking and cycling routes around the stop locations
- Debate about the number of stops

Impact on the environment

- Question 5 asked if respondents felt the proposals would positively or negatively impact on the environment. The main themes were:
 - That the proposals would have a negative impact due to the use of Green Belt land
 - That the proposals would have a positive impact as they would encourage modal shift away from personal motorised vehicles

Views on Travel Hub sites

Quantitative

- Under half of respondents supported 'Site B' (46%) and over a quarter opposed it (30%)
- Respondents were less clear on their support for 'Site A', with under two fifths supporting it (37%) and under two fifths opposing it (37%)
- Over two fifths opposed 'Site C' (44%) and over a quarter supported it (30%)

Views on public transport access routes for proposed Travel Hub sites

- Respondents were not clear on their support for the following routes, with under two fifths supporting and opposing them:
 - 'Purple route (Site A)' (32% supported and 33% opposed)
 - 'Pink route (Site B)' (33% supported and 33% opposed)
 - 'Brown route (Site B)' (35% supported and 32% opposed)
- Respondents were opposed to both 'Site C' routes:
 - 'Black route (Site C)' (41%)
 - 'Blue route (Site C)' (39%)

Qualitative

- Question 8 asked for respondents' comments on the route and Travel Hub options. The main themes were:
 - Discussions about the Travel Hub site options. There were:

- Concerns about the access routes and impact on local residents from Travel Hub Site C
 - Discussion of better access to Travel Hub Site B
 - Debate about the accessibility and impact from Travel Hub Site A
 - Concerns about the environmental impact of the proposals
 - Discussion of the use of existing infrastructure, such as the rail line or A1307, over the proposed route
 - Discussion around the amount of walking/cycling routes and safety of shared use paths
 - Concerns the proposals would not improve congestion in the area or be of benefit to local residents
 - Discussion about the need for the route to be extended towards Haverhill and Linton
- Question 9 asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010. The main themes were:
 - Concerns about the accessibility of stops and shared use paths for those with disabilities and discussion on improvements to accessing public transport
 - Concerns about the negative impact on local residents due to the loss of Green Belt land and increase in congestion
 - Concerns about the accessibility of stops and impact the loss of greenspace would have on older/younger residents
 - Comments indicating there would be no impact
 - Concerns about the negative impact on the environment
- Question 10 asked if respondents had any further comments. The main themes were:
 - Discussion of the use of existing infrastructure, such as the rail line or A1307, over the proposed route
 - Concerns about the negative impact on the environment
 - Concerns the proposals would increase congestion in nearby areas
 - Concerns about the negative impact on local residents
 - Concerns about the cost of development
 - Concerns the proposals would lack usage or would not reduce congestion
 - Comments indicating they felt positively about the proposals
 - Concerns about conflict between users on shared use paths
 - Concerns about the accessibility of the stop locations and their impact on congestion
 - Discussion about the need for the route to be extended towards Haverhill and Linton
 - Debate about how future proof the proposals would be
 - Concerns about the cost of usage of the new public transport route

Introduction

Background

Between 9 September 2019 and 4 November 2019 the Greater Cambridge Partnership consulted on:

- a new Travel Hub near the A11/A1307/A505,
- a new public transport route between the A11 and the Cambridge Biomedical Campus and
- new walking, cycling and horse riding links.

The project aims to provide better public transport and sustainable options for those who travel in the A1307 and A1301 area, improving journey times and linking communities and employment sites in the area to the south east of Cambridge and beyond.

The proposed new public transport route would link the Cambridge Biomedical Campus via Great Shelford, Stapleford and Sawston to a new travel hub near the A11/A1307/A505 with connections to Babraham, the Babraham Research Campus and Granta Park.

At the Cambridge Biomedical Campus the route is proposed to run on prioritised public transport lanes on Francis Crick Avenue, connecting to the existing Busway and enabling services to continue to the station and Cambridge city centre via the Busway.

A new shared-use path for walkers, cyclists and horse riders, generally 3 metres wide, would be built alongside the new public transport route.

There were three options for the Travel Hub location:

- Site A – west of the A11 and north of the route of the old Cambridge - Haverhill railway with access from the A505
- Site B – between Babraham and the A11 with access from the A1307
- Site C – north of Little Abington, with access from the A1307 opposite the existing Four Went Ways service station junction

The public was asked for comments on the details of the proposed route, stops and travel hub sites.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Cambridge South East Transport – Better Public Transport Project proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council’s Research Team. During the design process reference was made to the County Council’s Consultation Guidelines, in particular taking into account the following points:

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

Consultation Strategy

Identification of the audience

The consultation was open for anyone to contribute to and was specifically targeted at residents and commuters in the A1307 and A1301 area. Councillors and nearby Parish Councils were also specifically targeted. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of consultation materials

It was identified that providing respondents with sufficient information on proposed locations, layouts and on potential environmental impacts and enhancements was central to enabling them to make an informed comments to the consultation. So whilst the key consultation questions were concise (people were asked to how often they would use any part of the proposed public transport route, express how far they supported the more detailed proposals presented, what their views on the proposed stop locations were, how they felt the proposals would impact on the environment, how far they supported each of the Travel Hub sites, and how far they supported the public transport access routes to the proposed Travel Hub sites) a twelve page information document was produced and supplemented with additional information available online and at events.

Design of consultation questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on the detailed design of the proposed scheme.

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

The main tool for gathering comments was an online survey and also a paper return survey, available at events, online and on request. Other forms of response e.g. detailed written submissions and social media comments were also received and have been incorporated into the analysis of the feedback. Social media comments were received via Facebook (from responses to the Greater Cambridge Partnership's Facebook posts regarding this project) and Twitter (from responses to the Greater Cambridge Partnership's tweets regarding this project and tweets including the hashtag #CambridgeSE or @GreaterCams). The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and protected characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

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

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of

the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.

- **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
 - Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
 - Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. 'Most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.
 - The final report is then written to provide an objective view of the results of the consultation.

Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

- A visual check of the raw data showed no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

There was an error in the online version of the survey materials. In Question 7: 'How far do you support each public transport route', two 'strongly support' options were listed instead of one 'strongly support' and one 'strongly oppose'. This was corrected on 11 September at 9:50am.

Due to this error, respondents who answered the survey prior to correction on 11 September at 9:50am have not been included within the summary for Question 7, owing to the impact on the validity of the results and therefore the ability to analyse accurately. A summary of the results can be found in the appendices and the full survey results will be published by GCP.

Survey Findings

Respondent Profile

In total, 682 residents and 13 stakeholders responded via the consultation questionnaire.

Respondent location

Respondents were asked for their postcode during the survey, but were not forced to enter a response. 518 respondents entered recognisable postcodes, while just under a quarter did not (164 respondents). Based on the postcode data provided most respondents resided in Stapleford (15%) and Great Shelford (11%).

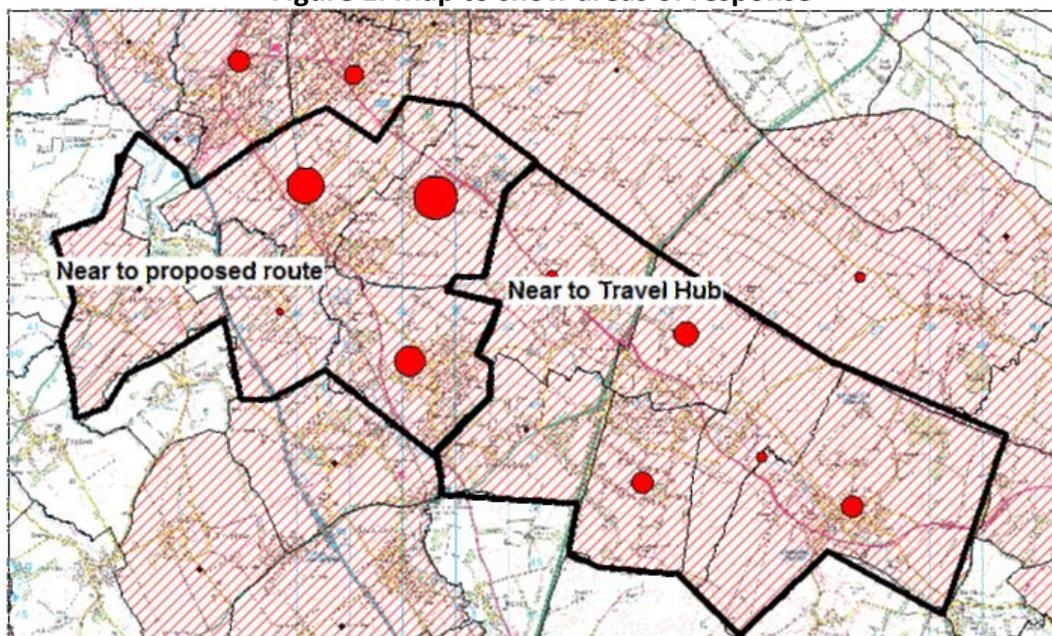
These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories, where significant;

- 'Near to Travel Hub' (covering 17% of respondents). This category covered:
 - Babraham
 - Great Abington
 - Hildersham
 - Linton
 - Little Abington
 - Pampisford
- 'Near to proposed route' (covering 34% of respondents). This category covered:
 - Great Shelford
 - Little Shelford
 - Sawston
 - Stapleford

A full breakdown of respondent locations can be found in Appendix 1.

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

Figure 1: Map to show areas of response

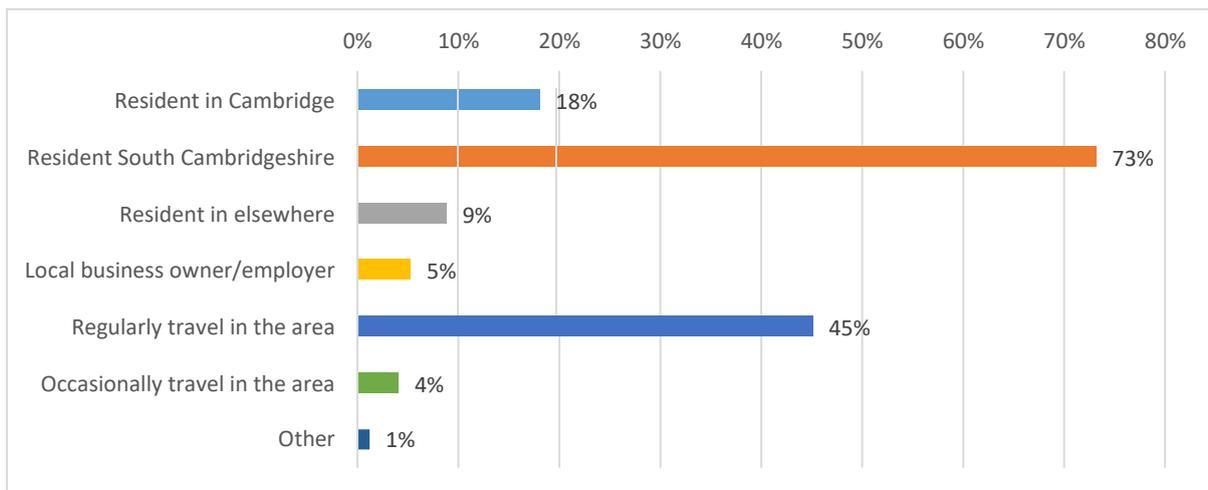


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

Respondent interest in project

670 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'resident in South Cambridgeshire' (73%).

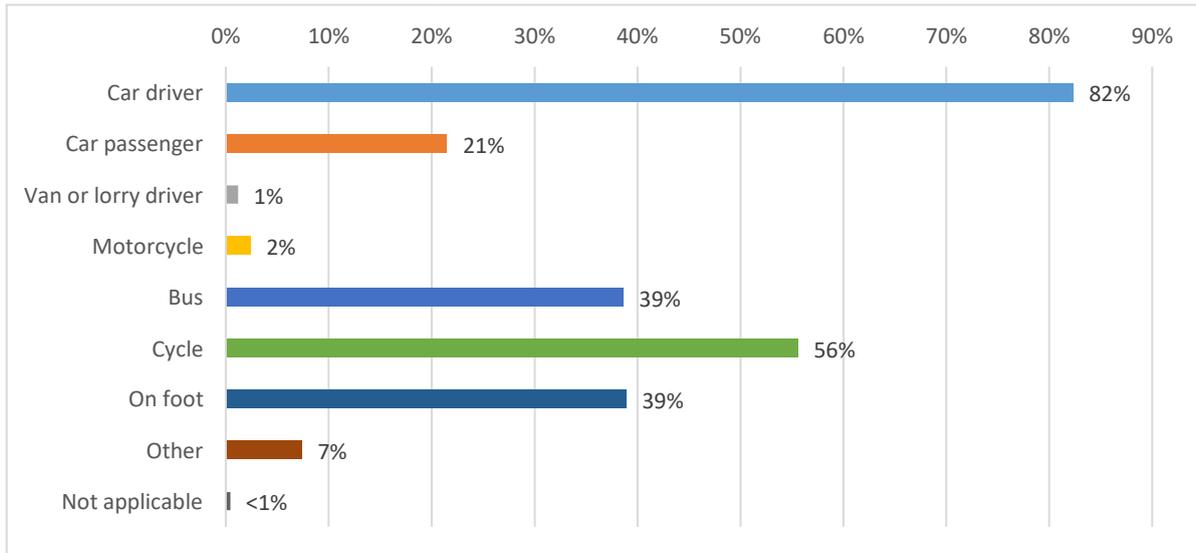
Figure 2: Interest in project



Respondent usual mode of travel

666 respondents answered the question on their usual mode of travel in the area. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'car driver' (82%) or travelled by 'cycle' (56%). Under two fifths of respondents indicated they travelled 'on foot' (39%) or by 'bus' (39%).

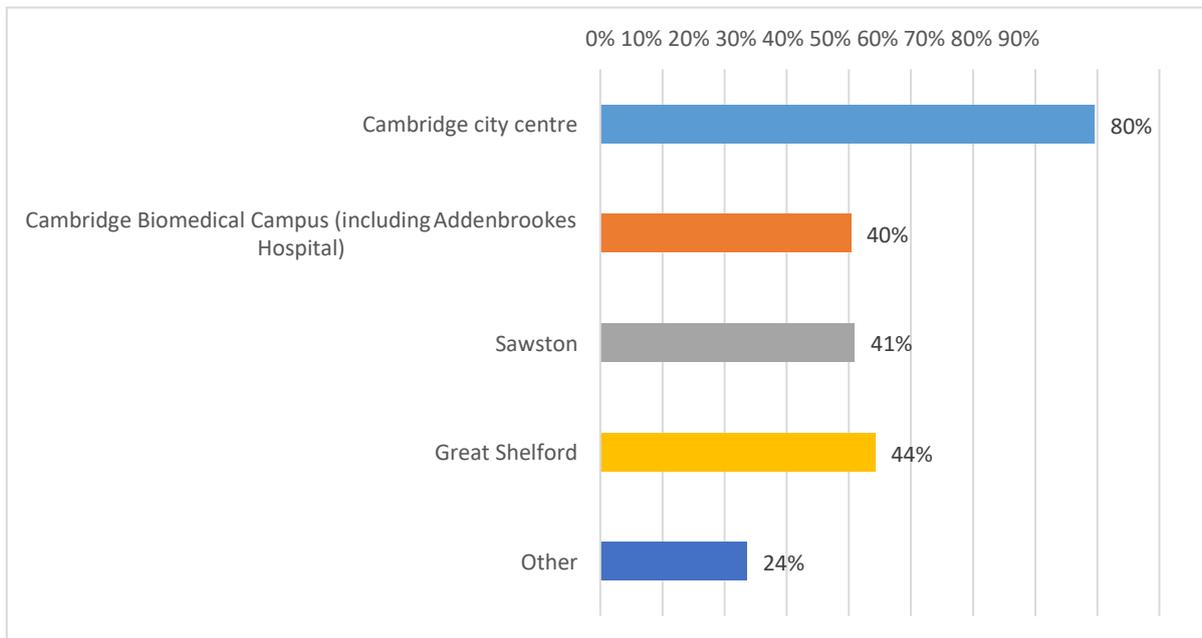
Figure 3: Usual mode of travel



Respondent usual leisure or non-work destination

640 respondents answered the question on their usual leisure or non-work destinations if they travel in the area. Respondents could select multiple answers to this question. The majority of respondents indicated they usually travel to 'Cambridge city centre' (80%).

Figure 4: Usual leisure or non-work destination

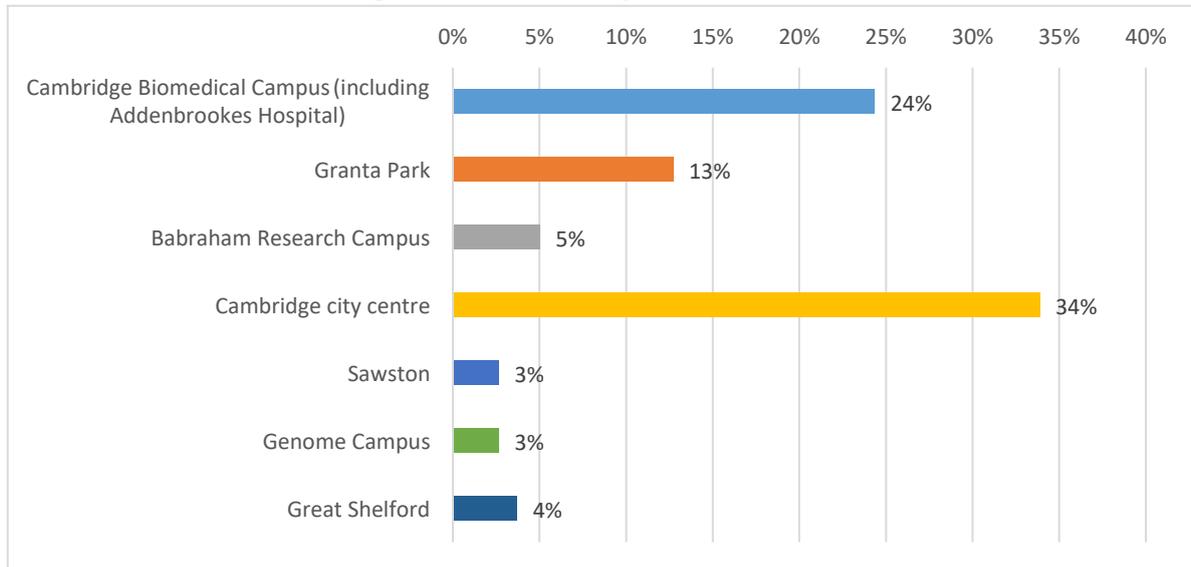


Respondent usual workplace destination

378 respondents answered the question on their workplace destination if they travel in the area. Over a quarter of respondents indicated they usually travel to 'Cambridge city centre'

(34%) and just under a quarter indicated they usually travel to 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' (24%).

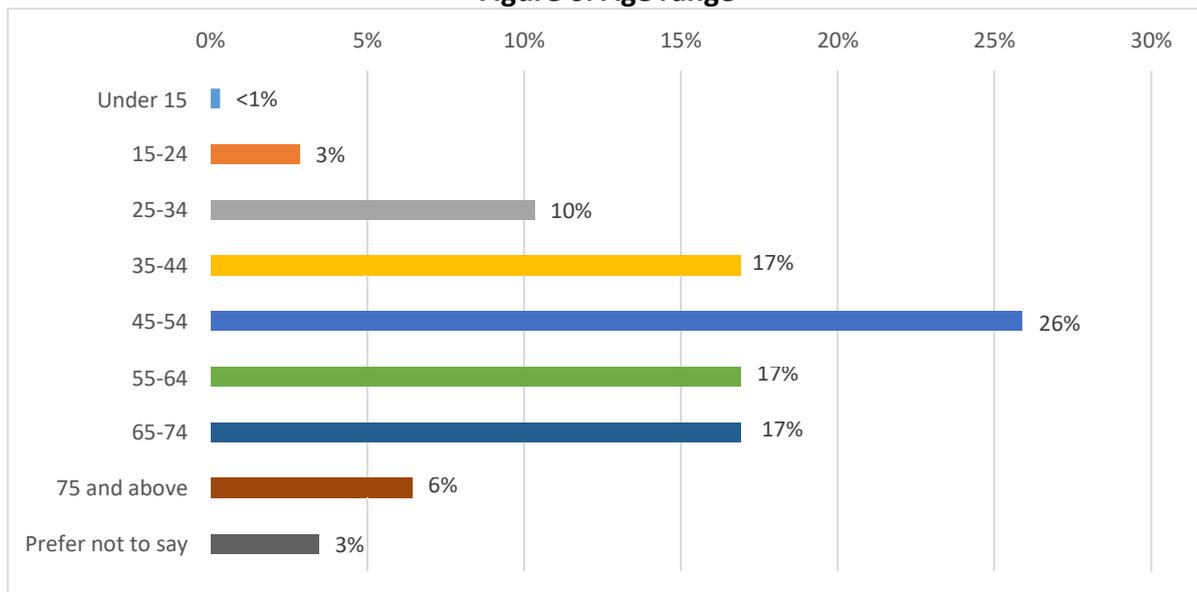
Figure 5: Usual workplace destination



Respondent age range

668 respondents answered the question on their age range. Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population, ages from '15-24' were slightly under represented compared to the general Cambridgeshire population, only accounting for 3% of respondents.

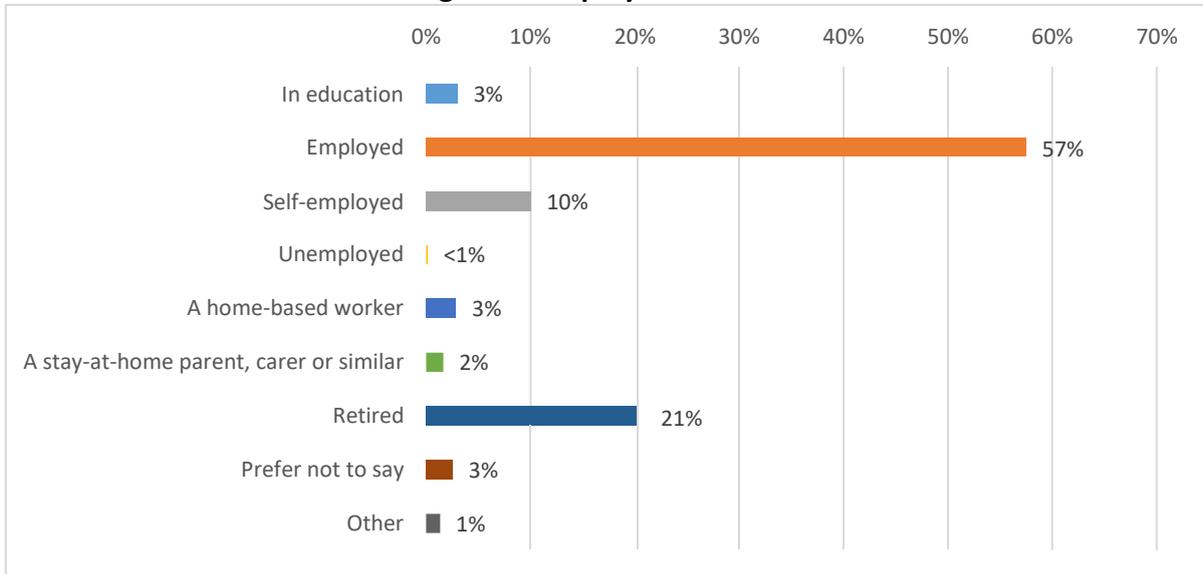
Figure 6: Age range



Respondent employment status

668 respondents answered the question on their employment status. The majority of respondents indicated they were 'employed' (58%).

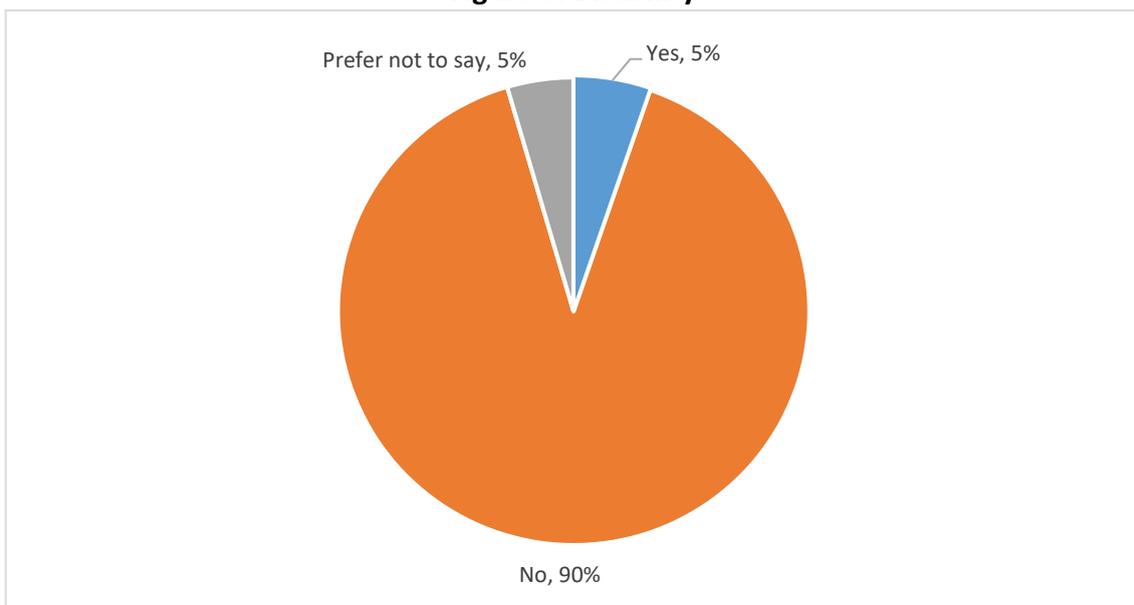
Figure 7: Employment status



Respondent disability status

682 respondents answered the question on whether they had a disability that influences travel decisions, 5% of respondents indicated they did.

Figure 8: Disability



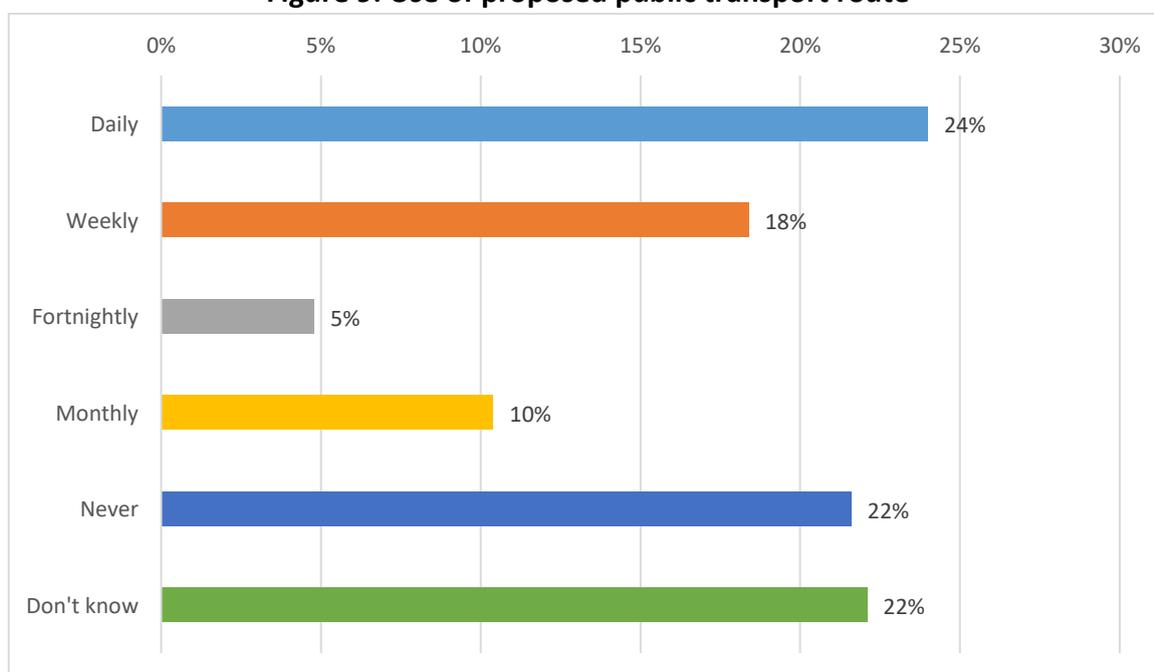
Question 2: How often, if at all, would you use any part of the proposed public transport route?

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

670 respondents answered the question on how often, if at all, they would use any part of the proposed public transport route. Respondents could select multiple answers to this question. Under a quarter indicated they would use any part of the proposed public transport route 'daily' (24%)

- Just over a fifth indicated they 'did not know' (22%) or would 'never' use it (22%)
- Under a fifth indicated they would use it 'weekly' (18%)
- Few respondents indicated they would use it 'monthly' (10%) or 'fortnightly' (5%)

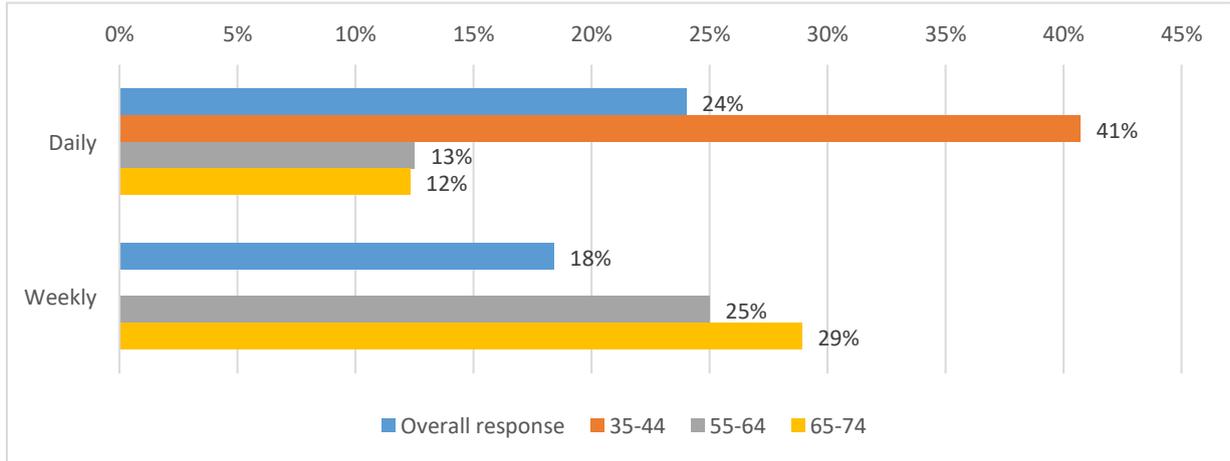
Figure 9: Use of proposed public transport route



Differences in age group response

Cross-tabulation of the data showed significant differences in response from a number of different age groups. Noticeable differences, when compared with the overall response, are depicted in figure 10.

Figure 10: Differences in age group response to Question 2

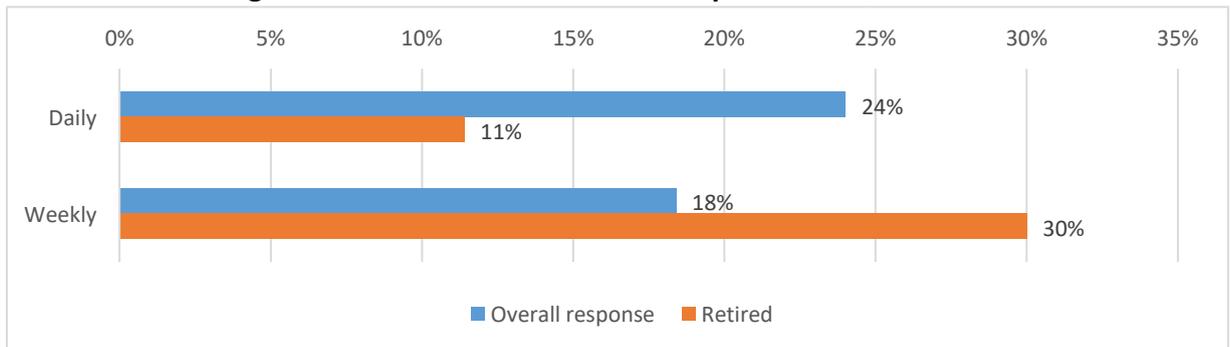


- More respondents aged '35-44' than the overall response indicated they would use any part of the proposed public transport route 'daily' (41%)
- Fewer respondents than the overall response indicated they would use it 'daily' when they were aged '55-64' (13%) and '65-74' (12%)
 - More of these respondents than the overall response indicated they would use it 'weekly', 25% of those aged '55-64' and 29% of those aged '65-74'

Differences in 'retired' responses

Cross-tabulation of the data showed significant differences in response from those who indicated they were 'retired'. Noticeable differences, when compared with the overall response, are depicted in figure 11.

Figure 11: Differences in 'retired' responses to Question 2

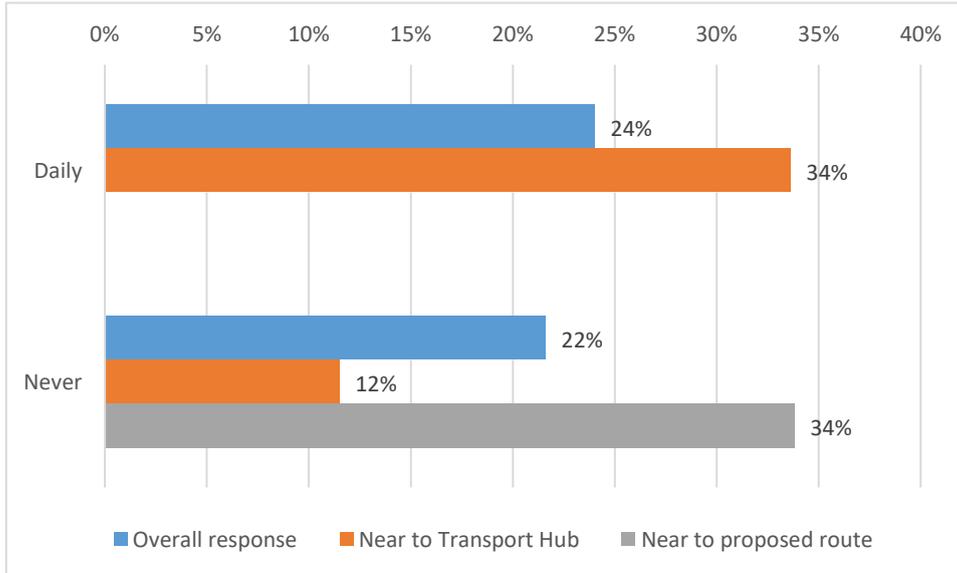


- Fewer respondents who indicated they were 'retired' indicated they would use any part of the proposed public transport route 'daily' (11%) and more indicated they would use it 'weekly' (30%) than the overall response

Differences in responses by location

Cross-tabulation of the data showed significant differences in response from a number of different location based groups. Noticeable differences, when compared with the overall response, are depicted in figure 12.

Figure 12: Differences in response to Question 2 by location



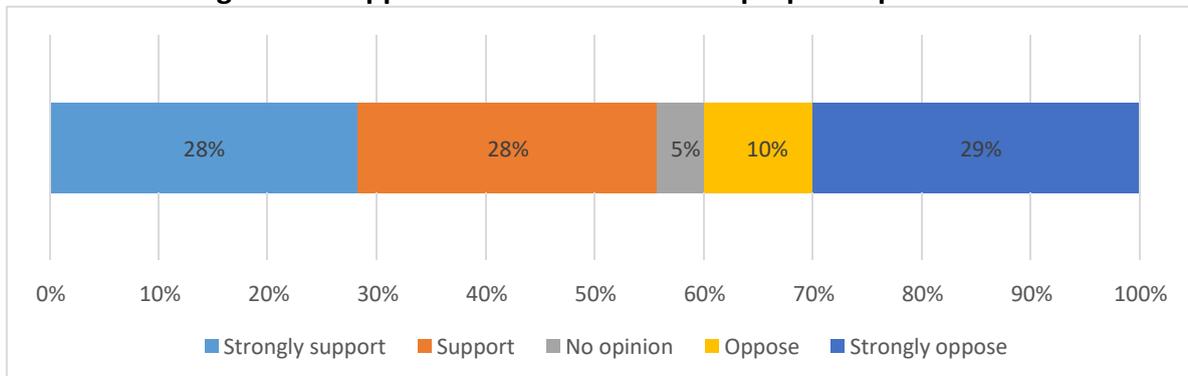
- More respondents who were located 'Near to Transport Hub' indicated they would use any part of the proposed public transport route 'daily' (34%) than the overall response and fewer indicated they would 'never' use it (12%)
- More respondents who were located 'Near to the proposed route' indicated they would 'never' use it (34%) than the overall response

Question 3: How far do you support the more detailed proposals presented in consultation?

669 respondents answered the question on how far they supported the more detailed proposals presented in the consultation

- Over half of respondents indicated they supported the more detailed proposals presented (56%)
- Just under two fifths indicated they opposed them (39%)

Figure 13: Support for the more detailed proposals presented



N.B. Figures in the graph may not exactly match the text in the report due to rounding

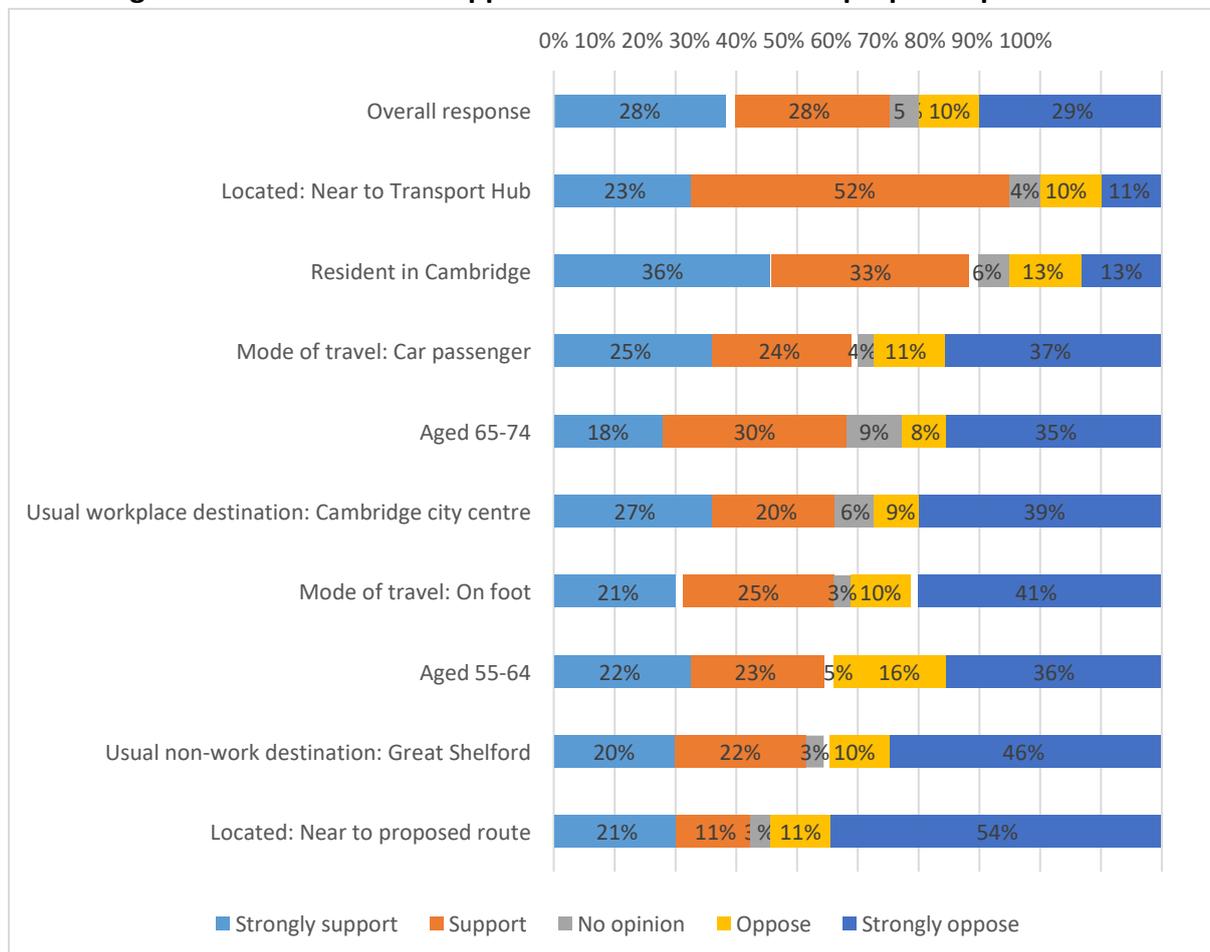
11 stakeholders answered Question 3.

- 5 indicated they supported the more detailed proposals presented
 - 1 stakeholder ‘strongly supported’ them and 4 stakeholders ‘supported’
- 3 stakeholders indicated they had ‘no opinion’
- 3 stakeholders indicated they opposed the more detailed proposals presented
 - 2 stakeholders ‘opposed’ them and 1 stakeholder ‘strongly opposed’

Differences in response to Question 3

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for ‘Question 3 How far do you support the more detailed proposals presented in consultation?’ by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 14.

Figure 14: Differences in support for the more detailed proposals presented



N.B. Figures in the graph may not exactly match the text in the report due to rounding

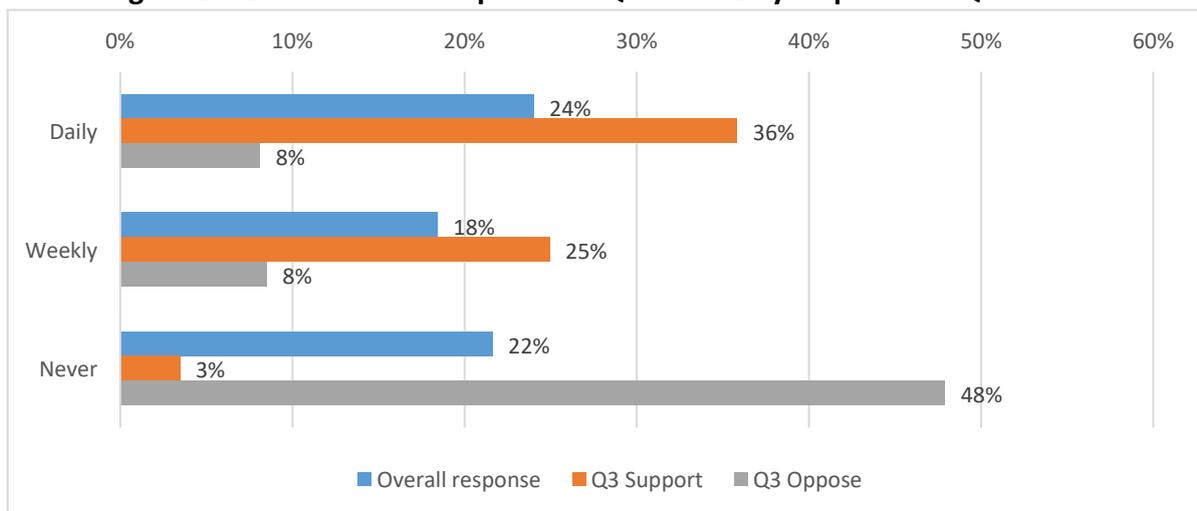
- More respondents than the overall response indicated they supported the more detailed proposals presented when they indicated they were located ‘Near to Transport Hub’ (76%) or were a ‘resident in Cambridge’ (68%)
- Respondents were less clear on their support when they indicated:
 - They usually travelled as a ‘car passenger’ (49% supported and 47% opposed)

- They were aged '65-74' (48% supported and 43% opposed)
- Their usual workplace destination was 'Cambridge city centre' (46% support and 47% opposed)
- They usually travelled 'on foot' (46% support and 51% opposed)
- They were aged '55-64' (45% support and 51% opposed)
- More respondents than the overall response indicated they opposed the more detailed proposals presented when they indicated they were located 'Near to proposed route' (65%) or their usual workplace destination was 'Great Shelford' (56%)

Differences in response to Question 2 by answer to Question 3: How far do you support the more detailed proposals presented in consultation?

Cross-tabulation of the data showed significant differences in response to 'Question 2: How often, if at all, would you use any part of the proposed public transport route?' from those who answered 'Question 3: How far do you support the more detailed proposals presented in consultation?' indicating their support or their opposition to the proposals. Noticeable differences, when compared with the overall response, are depicted in figure 15.

Figure 15: Differences in response to Question 2 by response to Question 3



- More respondents who indicated they were supportive in Question 3 (those who indicated they either 'strongly supported' or 'supported' the more detailed proposals presented) than the overall response to Question 2 indicated they would use any part of the proposed public transport route 'daily' (36%) or 'weekly' (25%).
 - Fewer of these respondents indicated they would 'never' use it (3%)
- Fewer respondents who indicated they were opposed in Question 3 (those who indicated they were either 'strongly opposed' or 'opposed') than the overall response to Question 2 indicated they would use any part of the proposed public transport route 'daily' (8%) or 'weekly' (8%).
 - More of these respondents indicated they would 'never' use it (48%)

Question 4: What are your views on the proposed stop locations?

561 respondents left comments on question 4, which asked for respondents' views on the proposed stop locations.

Summary of major themes

Comment theme	Respondent comments
Approving comments	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments indicating they approved of the proposed stop locations <ul style="list-style-type: none"> ○ Some of these respondents felt that the stops for villages along the route may be too far from the centre of those villages to be useful to the majority of residents in those locations. However, they also felt the proposed locations struck the best balance between giving villages access and avoiding the challenges from having a busway too close to residents' homes ○ A few of these respondents indicated they were located east of the route and, although they felt this would work for other commuters, would not benefit them personally
Accessing stops	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the stop locations were too far from village centres and employment sites to be useful <ul style="list-style-type: none"> ○ Some of these respondents felt that the time needed to access these stops by walking/cycling would negate the time saved by the new public transport route. Most of these respondents felt stops should be located; closer to village centres; further into Cambridge; at Babraham Research Campus and Granta Park ○ Some of these respondents felt that the stops located outside villages along the route were difficult to access by walking/cycling due to the condition of the paths ○ Some of these respondents felt that the stops located outside villages would require/encourage users to travel to them by personal vehicle which, without adequate parking, would result in on-street parking nearby causing problems for local residents ○ A few of these respondents felt the stops would be too difficult for older/younger residents and those with disabilities to access
Congestion	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned the stop locations outside villages, particularly

	<p>the ones outside Great Shelford and Stapleford, would increase congestion in the area</p> <ul style="list-style-type: none"> ○ Some of these respondents felt this would be due to the increase in on-street parking from users looking to access the new public transport route. Some of these respondents felt that more parking was needed at the stops. ○ Some of these respondents felt the traffic signals at the stops would increase congestion on the roads they were attached to, which they felt was already an issue ○ A few of these respondents were concerned that the poor visibility on Hinton Way, due to the hill crest and bends, along with the increase in congestion the Great Shelford stop would cause could increase the risk of accidents <ul style="list-style-type: none"> ● A few of the respondents who discussed this theme felt that these proposals would have no impact on some of the main areas of congestion in the area. Namely around Linton, Haverhill, and the Fourwentways roundabout ● A few of the respondents who discussed this theme felt that the proposals would help reduce traffic in the area
<p>Disapproving comments</p>	<ul style="list-style-type: none"> ● Respondents who discussed this theme left comments indicating they disapproved of the stop locations <ul style="list-style-type: none"> ○ Some of these respondents indicated they opposed the whole scheme (including the stop locations) as they felt it would not improve connectivity in the area or improve congestion and that it would have a negative impact on the environment due to the locations on Green Belt land. <ul style="list-style-type: none"> ▪ Some of these respondents were concerned this scheme would open up further development on Green Belt land for businesses and housing ○ Some of these respondents indicated they disapproved of the stop locations as they were located too far away from employment sites and village centres ○ Some of these respondents indicated they opposed the stop locations near to villages as they felt it would increase congestion
<p>Environment</p>	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they opposed the stop locations as they felt they would have a negative impact on the environment, as they were located in Green Belt land, and have a negative impact on the villages they were located next to, due to the increase in traffic from

	<p>the new public transport route and its impact on other road users</p>
Public transport route	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the new public transport route needed to be extended to improve connectivity for more users <ul style="list-style-type: none"> ○ Some of these respondents felt the route should extend further east towards Balsham, Linton, and Haverhill ○ Some of these respondents felt it needed to extend closer to employment sites like Babraham Research Campus and Granta Park ○ A few of these respondents felt it needed to extend further into Cambridge • Some of the respondents who discussed this theme felt that existing public transport routes, both buses and rail, should be expanded rather than building a whole new route. These respondents felt existing services were fast enough and just required more connectivity <ul style="list-style-type: none"> ○ Some of these respondents were concerned the new public transport route could result in the loss of existing services
Walking/cycling routes	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that walking/cycling routes to the stops needed to be improved. Particular concern was raised about the routes from the villages to their proposed stops, as they felt path conditions were poor, lacked lighting, and would be difficult for some users due to the gradient <ul style="list-style-type: none"> ○ Some of these respondents felt the distance between users' homes and the stop locations would be too far for many to walk • Some of the respondents who discussed this theme indicated they were more interested in walking/cycling routes than the new public transport route. <ul style="list-style-type: none"> ○ Some of these respondents felt the paths should be wide enough to safely accommodate cyclists and pedestrians or that there should be a separate path for each. ○ Some of these respondents felt there needed to be some form of barrier between cyclists/pedestrians and the new public transport route • Some of the respondents who discussed this theme queried how much cycle parking would be available at the stops and whether it would be secure and sheltered <ul style="list-style-type: none"> ○ A few of these respondents also queried whether there would be space to take cycles onto the bus/CAM

Number of stops	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that there needed to be more stops, particularly to employment sites such as Babraham Reseach Campus and Granta Park, but also to other villages, such as Linton, Haverhill, Balsham, and Babraham • Some of the respondents who discussed this theme felt that the number of stops was suitable, ensuring the route had good coverage but also limiting how often it would need to stop to ensure quicker journey times
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Question 5: Please comment if you feel any of the proposals would positively or negatively impact on the environment

486 respondents left comments on question 5, which asked for respondents’ comments if they felt any of the proposals would positively or negatively impact on the environment.

Summary of major themes

Comment theme	Respondent comments
Negative impact	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments indicating they felt the proposals would have a negative impact on the environment <ul style="list-style-type: none"> ○ Most of these respondents were concerned about the use of Green Belt and farming land, feeling it was important that these areas remain protected and untouched. Most of these respondents were concerned about the new public transport route. A few of these respondents were concerned about the Travel Hub sites <ul style="list-style-type: none"> ▪ Some of these respondents were concerned that the use of Green Belt land would also negatively impact on local wildlife sites, particularly as the new public transport route passed closely to the Ninewells Nature Reserve and the Gog Magog Downs ▪ Some of these respondents were concerned the proposals would make development more likely around the new public transport route, as infrastructure would already be in place ▪ A few of these respondents felt that this impact would be offset by the reduction in personal motorised vehicles from the increased use of the new public transport route

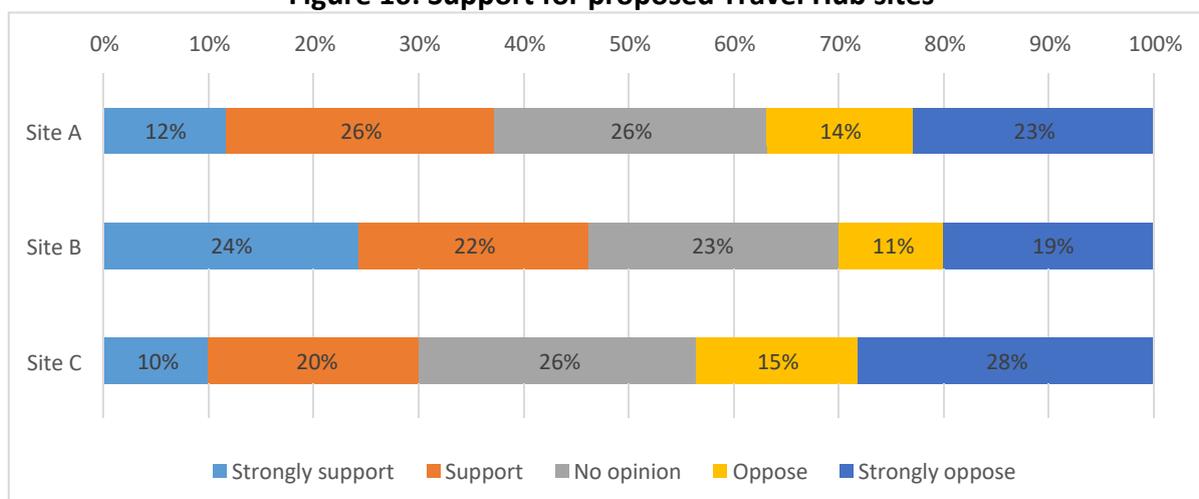
	<ul style="list-style-type: none"> ▪ A few of these respondents felt that enough mitigation plans were proposed to lessen this impact ○ Some of these respondents were concerned proposals would have a negative impact on local residents and the environment of nearby villages <ul style="list-style-type: none"> ▪ Some of these respondents were concerned the stop locations and introduction of more traffic signals would increase congestion on connected roads, causing an increase in air pollution and potential safety issues ▪ Some of these respondents were concerned the proposals would negatively impact on the views and “rural feel” of villages along the route ○ A few of these respondents felt that improving existing public transport (by increasing routes, the number of buses, and expanding the nearby rail network) would have less of an environmental impact and be as effective at reducing personal motorised vehicle use
Positive impact	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the proposals would have a positive impact on the environment <ul style="list-style-type: none"> ○ Most of these respondents indicated they felt the proposals would encourage modal shift away from personal motorised vehicles to public transport and active transport, reducing the overall amounts of traffic on the roads and improving air quality <ul style="list-style-type: none"> ▪ Some of these respondents felt there would be a negative impact on the environment due to building on Green Belt land, but that this would be offset by the reduction in personal motorised vehicle use <ul style="list-style-type: none"> • Some of these respondents felt that planting and careful management of wildlife sites would help mitigate the negative environmental impact of the new infrastructure in the long term ▪ A few of these respondents felt that ensuring the public transport vehicles used were not powered by fossil fuels would make the proposals sustainable

Question 6: How far do you support each site proposed in the leaflet?

634 respondents answered the question on how far they supported each site proposed in the leaflet.

- Under half of respondents supported 'Site B' (46%) and over a quarter opposed it (30%)
- Respondents were less clear on their support for 'Site A', with under two fifths supporting it (37%) and under a fifth opposing it (37%)
- Over two fifths opposed 'Site C' (44%) and over a quarter supported it (30%)

Figure 16: Support for proposed Travel Hub sites



N.B. Figures in the graph may not exactly match the text in the report due to rounding

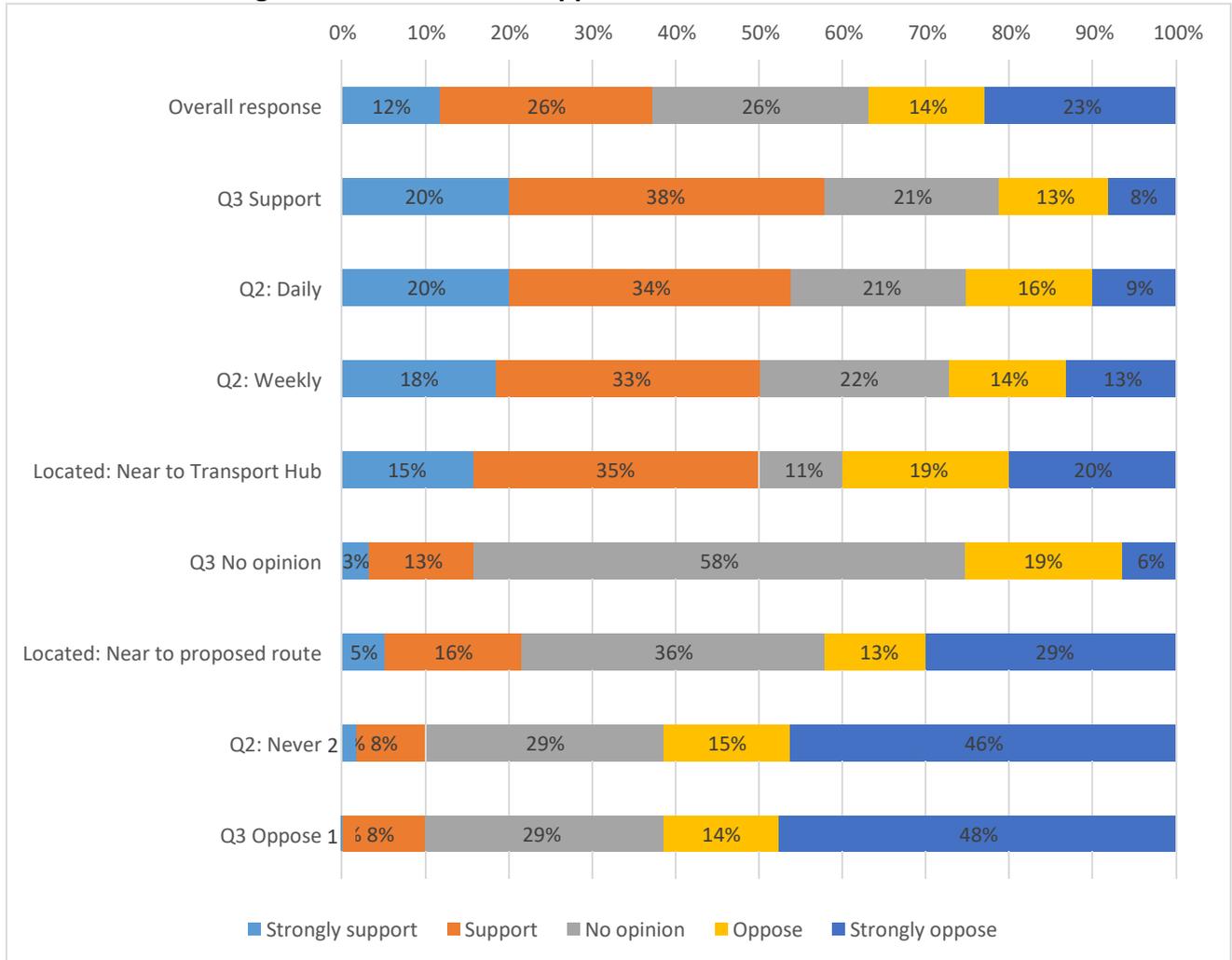
10 stakeholders answered Question 6.

- For 'Site A'
 - 6 stakeholders had 'no opinion'
 - 4 stakeholders opposed this site (3 opposed and 1 strongly opposed)
- For 'Site B'
 - 2 stakeholders supported this site (1 strongly supported and 1 supported)
 - 6 stakeholders had 'no opinion'
 - 2 stakeholders opposed this site (both selected oppose)
- For 'Site C'
 - 2 stakeholders supported this site (both selected strongly support)
 - 6 stakeholders had 'no opinion'
 - 2 stakeholders opposed this site (both selected oppose)

Differences in support for Travel Hub 'Site A'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for Travel Hub 'Site A' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 17.

Figure 17: Difference in support for Travel Hub 'Site A'



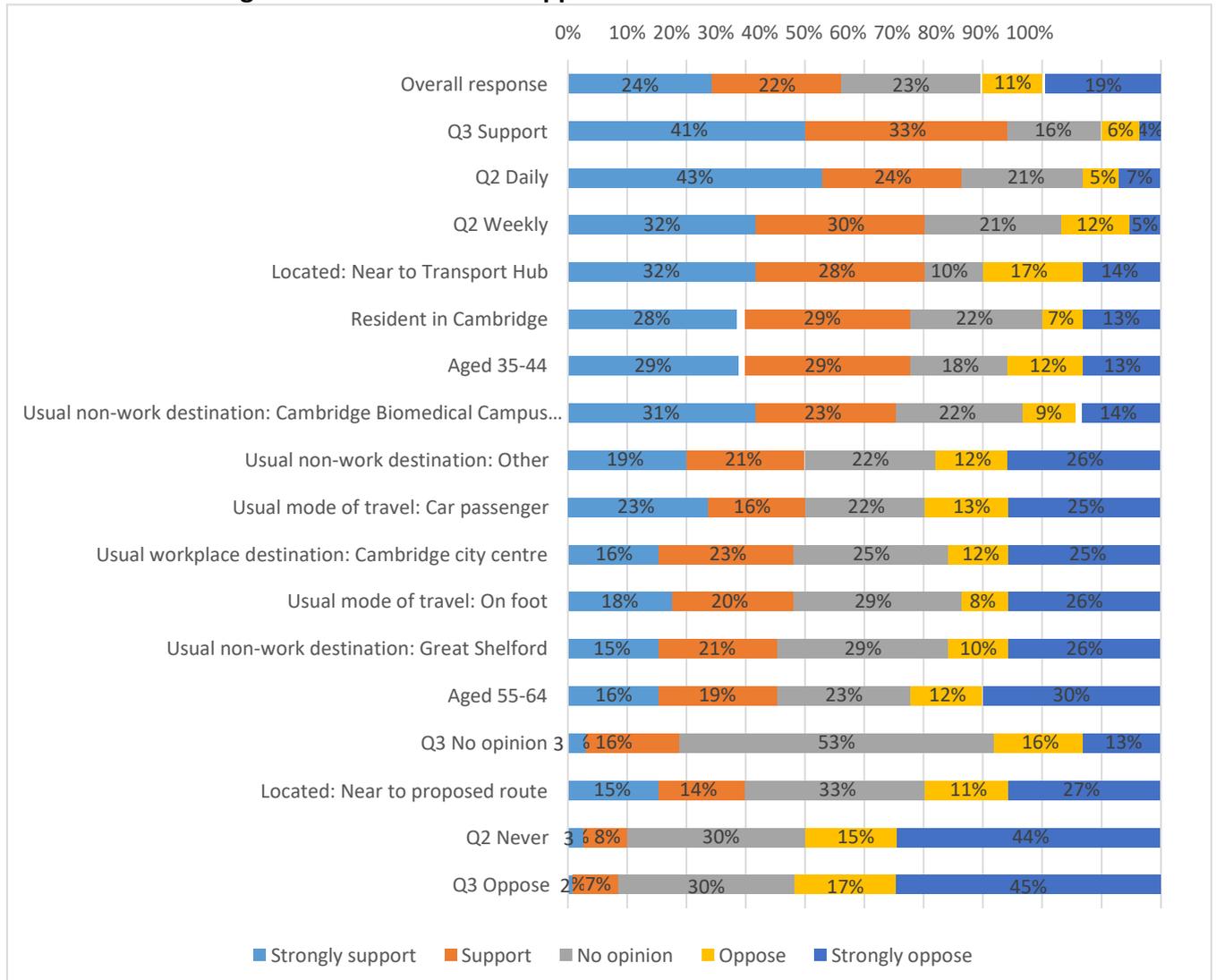
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- More respondents supported Travel Hub 'Site A' than the overall response when they indicated:
 - They were supportive of the detailed proposals in Question 3 (58%)
 - They would use any part of the proposed public transport route 'daily' (54%) or 'weekly' (51%) in Question 2
 - They were located 'Near to Transport Hub' (50%)
- More respondents had 'no opinion' on this site than the overall response when they indicated they had 'no opinion' on the detailed proposals in Question 3 (58%) or were located 'Near to proposed route' (36%)
 - Fewer respondents located 'Near to proposed route' supported 'Site A' (21%) than opposed it (42%)
- More respondents opposed Travel Hub 'Site A' than the overall response when they indicated they were opposed to the detailed proposals in Question 3 (62%) or that they would 'never' use any part of the proposed route in Question 2 (61%)

Differences in support for Travel Hub 'Site B'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for Travel Hub 'Site B' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 18.

Figure 18: Differences in support for Travel Hub 'Site B'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

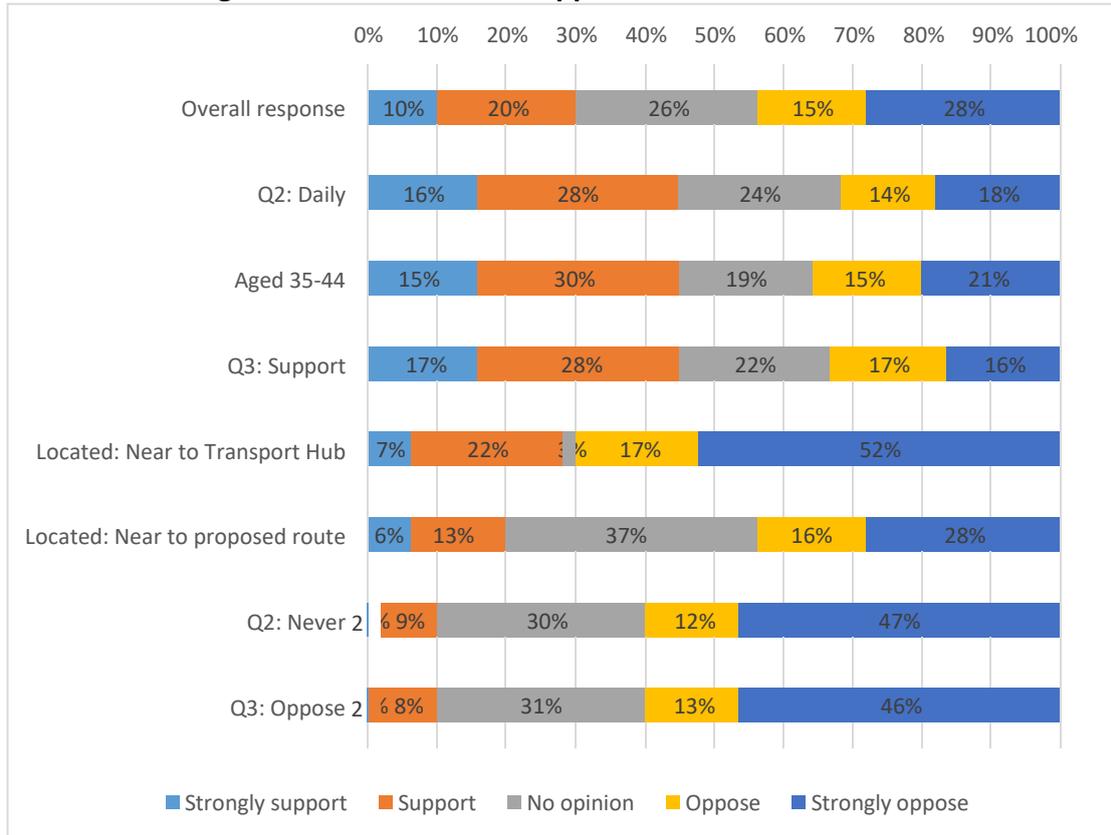
- More respondents supported Travel Hub 'Site B' than the overall response when they indicated:
 - They supported the more detailed proposals in Question 3 (74%)
 - They would use any part of the proposed public transport route 'daily' (67%) or 'weekly' (62%)
 - They were located 'Near to Transport Hub' (59%)
 - They were a 'resident in Cambridge' (58%)
 - They were aged '35-44' (57%)

- Their usual non-work destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' (55%)
- Respondents were less clear on their support for Travel Hub 'Site B' when they indicated:
 - Their usual non-workplace destination was 'Other' (40% supported and 38% opposed)
 - Their usual mode of travel was as a 'car passenger' (39% supported and 39% opposed)
 - Their usual workplace destination was 'Cambridge city centre' (39% supported and 36% opposed)
 - Their usual mode of travel was 'on foot' (37% supported and 34% opposed)
 - Their usual non-workplace destination was 'Great Shelford' (35% supported and 36% opposed)
 - They were aged '55-64' (35% supported and 42% opposed)
 - They had 'no opinion' about the more detailed proposals in Question 3 (19% supported and 28% opposed)
 - They were located 'Near to proposed route' (29% supported and 38% opposed)
- Fewer respondents supported Travel Hub 'Site B' than the overall response when they indicated:
 - They would 'never' use any part of the proposed public transport route (11% supported and 59% opposed)
 - They opposed the more detailed proposals in Question 3 (9% supported and 62% opposed)

Differences in response to Travel Hub 'Site C'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for Travel Hub 'Site C' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 19.

Figure 19: Differences in support for Travel Hub ‘Site C’



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- More respondents indicated they supported Travel Hub ‘Site C’ than the overall response when they indicated:
 - They would use any part of the proposed public transport route ‘daily’ (45%)
 - Were aged ‘35-44’ (45%)
 - They supported the more detailed proposals in Question 3 (45%)
- Fewer respondents supported ‘Site C’ than the overall response when they indicated:
 - They were located ‘Near to Transport Hub’ (28% supported and 69% opposed)
 - They were located ‘Near to proposed route’ (19% supported and 44% opposed)
 - They would ‘never’ use any part of the proposed public transport route in Question 2 (11% supported and 59% opposed)
 - They opposed the more detailed proposals in Question 3 (10% supported and 60% opposed)

Question 7: How far do you support each public transport route accessing the proposed Travel Hub sites?

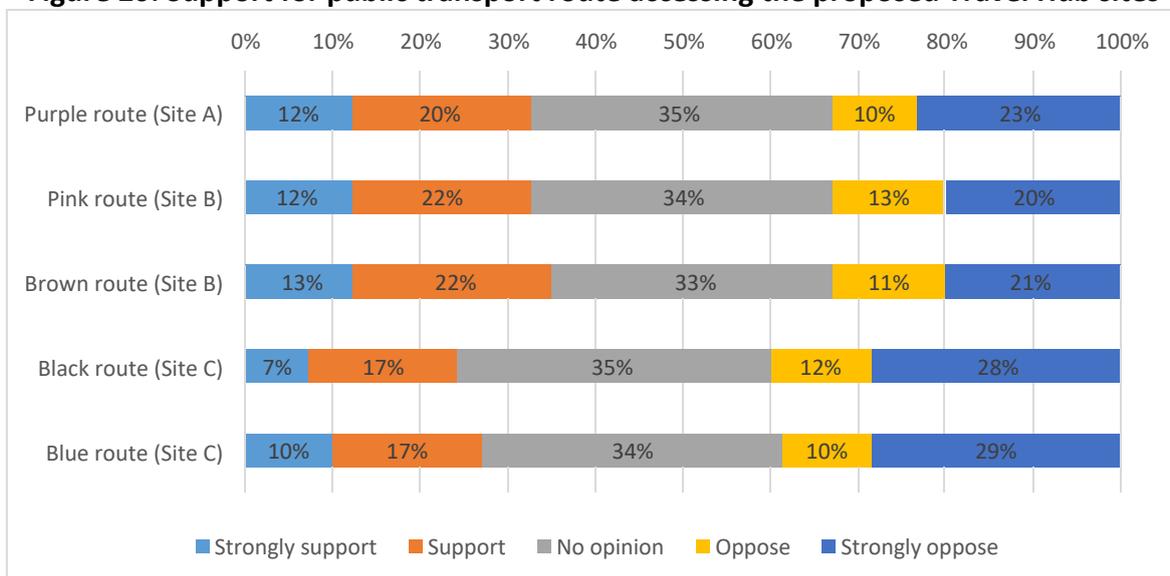
Due to an error within the survey materials, respondents who answered the survey prior to correction on 11 September at 9:50am have not been included within this summary owing to the impact on the validity of the results and therefore the ability to analyse accurately. A

summary of the results can be found in the appendices and the full survey results will be published by GCP.

554 respondents answered the question on how far they supported each of the 5 public transport routes accessing the proposed Travel Hub sites.

- Respondents were not clear on their support for the following routes, with under two fifths supporting and opposing them:
 - 'Purple route (Site A)' (32% supported and 33% opposed)
 - 'Pink route (Site B)' (33% supported and 33% opposed)
 - 'Brown route (Site B)' (35% supported and 32% opposed)
- Respondents were opposed to both 'Site C' routes:
 - 'Black route (Site C)' (41%)
 - 'Blue route (Site C)' (39%)

Figure 20: Support for public transport route accessing the proposed Travel Hub sites



N.B. Figures in the graph may not exactly match the text in the report due to rounding

10 stakeholders answered Question 7.

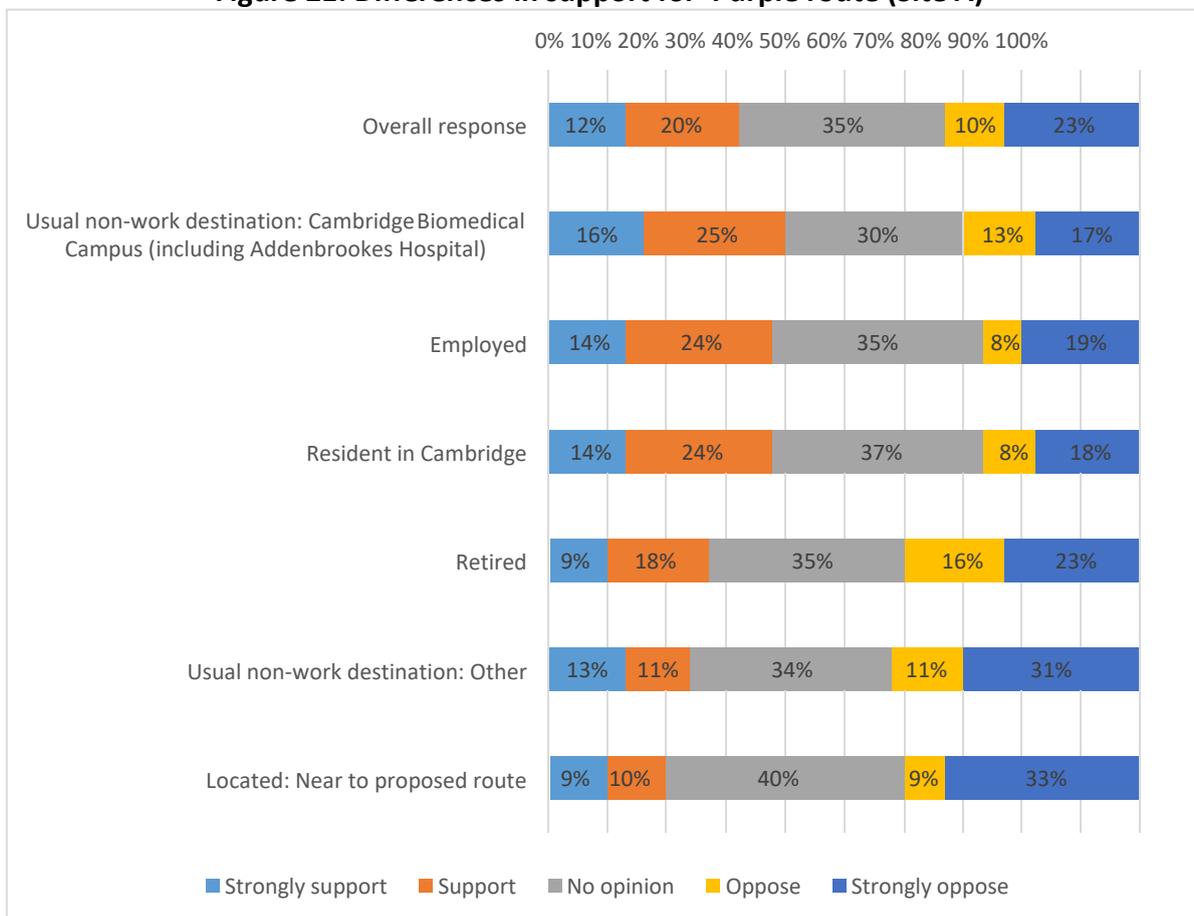
- For the 'Purple route (Site A)':
 - 7 stakeholders had 'no opinion'
 - 3 stakeholders opposed this route (all three selected oppose)
- For the 'Pink route (Site B)':
 - 1 stakeholders supported this route
 - 7 stakeholders had 'no opinion'
 - 2 stakeholders opposed this route (both selected oppose)
- For the 'Brown route (Site B)':
 - 1 stakeholder strongly supported this route
 - 7 stakeholders had 'no opinion'
 - 2 stakeholders opposed this route (both selected oppose)
- For the 'Black route (Site C)':
 - 1 stakeholder supported this route

- 7 stakeholders had 'no opinion'
- 2 stakeholders opposed this route (both selected oppose)
- For the 'Blue route (Site C)'
 - 1 stakeholder supported this route
 - 7 stakeholders had 'no opinion'
 - 2 stakeholders opposed this route (both selected oppose)

Differences in support for 'Purple route (Site A)'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'Purple route (Site A)' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 21.

Figure 21: Differences in support for 'Purple route (Site A)'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

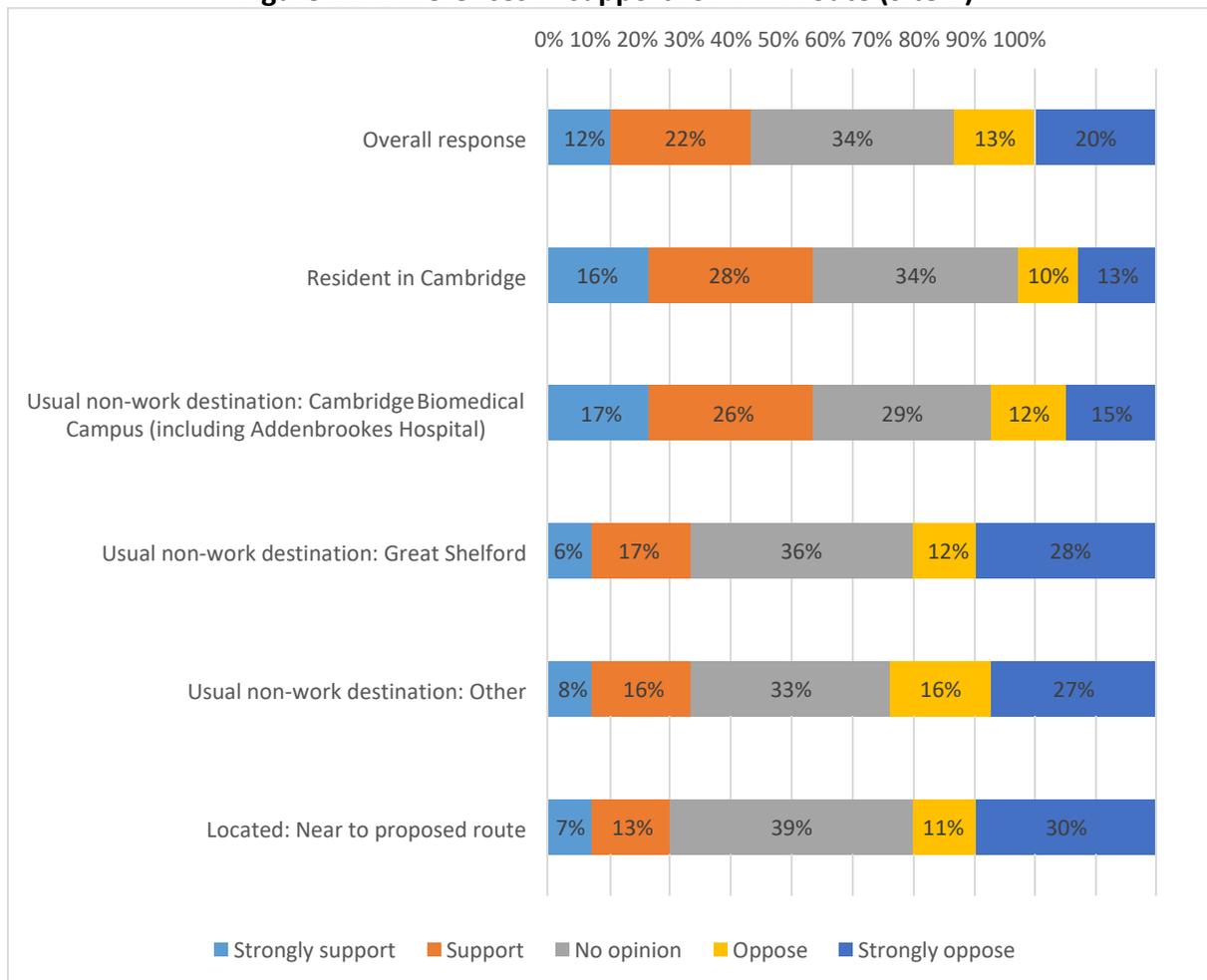
- More respondents supported 'Purple route (Site A)' than the overall response when they indicated:
 - Their usual non-workplace destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' (41%)
 - They were 'employed' (38%)
 - They were a 'resident in Cambridge' (38%)

- Fewer respondents supported this route than the overall response when they indicated:
 - They were 'retired' (27% supported and 38% opposed)
 - Their usual non-workplace destination was 'other' (24% supported and 42% opposed)
 - They were located 'Near to proposed route' (18% supported and 41% opposed)

Differences in support for 'Pink route (Site B)'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'Pink route (Site B)' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 22.

Figure 22: Differences in support for 'Pink route (Site B)'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

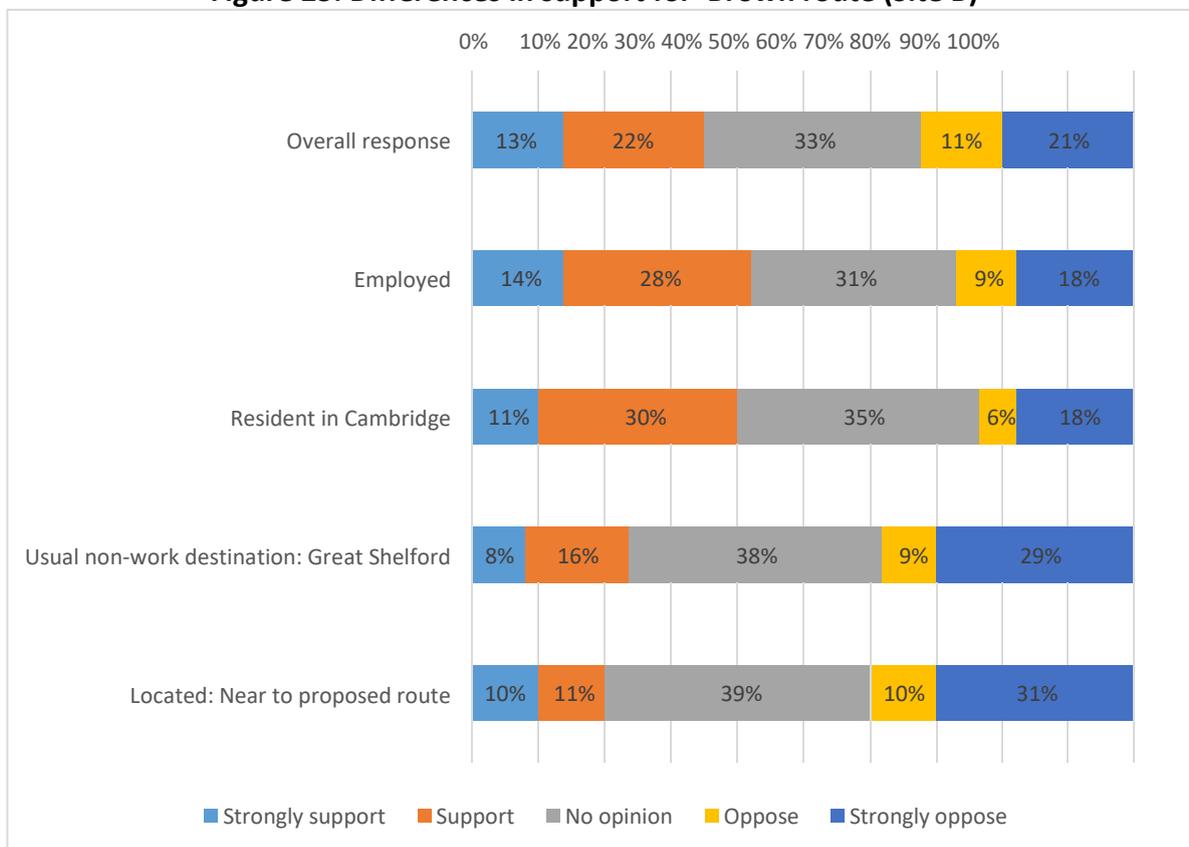
- More respondents supported 'Pink route (Site B)' than the overall response when they indicated:
 - They were a 'resident in Cambridge' (44%)
 - Their usual non-workplace destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' (44%)

- Fewer respondents supported the route than the overall response when they indicated:
 - Their usual non-workplace destination was 'Great Shelford' (23% supported and 40% opposed)
 - Their usual non-workplace destination was 'Other' (23% supported and 44% opposed)
 - They were located 'Near to proposed route' (21% supported and 41% opposed)

Differences in support for 'Brown route (Site B)'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'Brown route (Site B)' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 23.

Figure 23: Differences in support for 'Brown route (Site B)'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

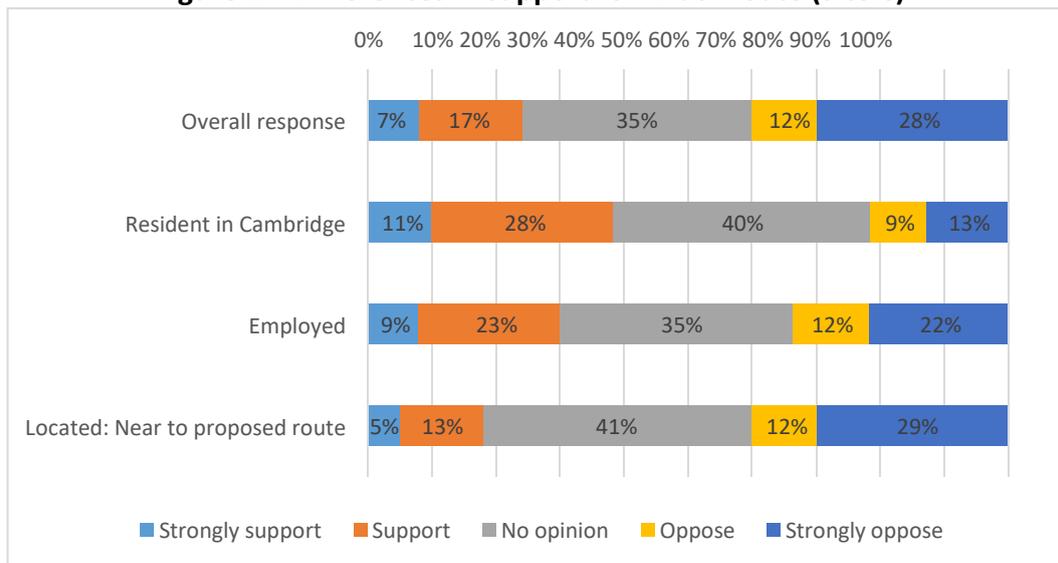
- More respondents supported 'Brown route (Site B)' than the overall response when they indicated:
 - They were 'employed' (42%)
 - They were a 'resident in Cambridge' (41%)
- Fewer respondents supported this route than the overall response when they indicated:

- Their usual non-workplace destination was 'Great Shelford' (24% supported and 38% opposed)
- They were located 'Near to proposed route' (21% supported and 40% opposed)

Differences in support for 'Black route (Site C)'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'Black route (Site C)' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 24.

Figure 24: Differences in support for 'Black route (Site C)'



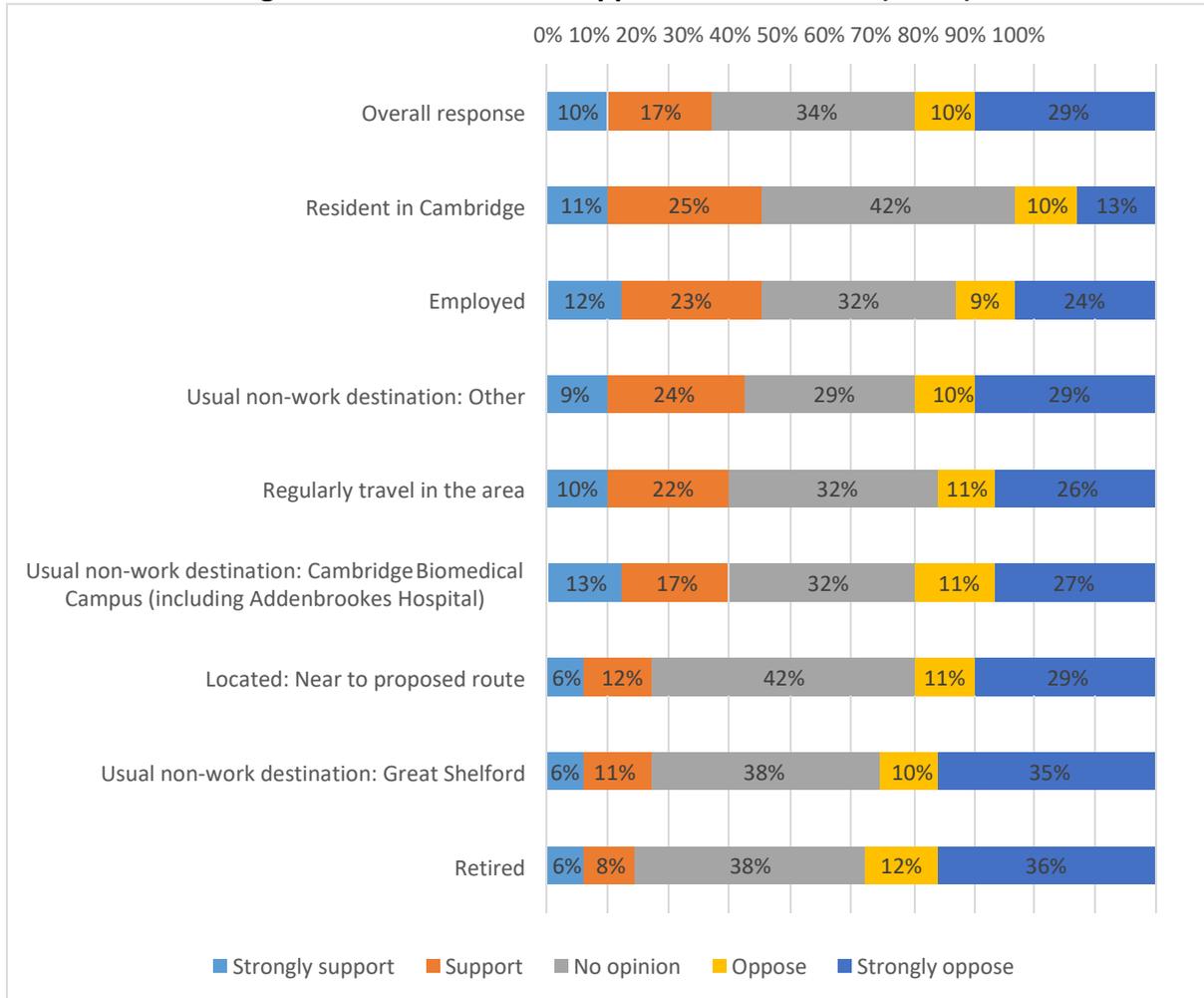
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- More respondents supported 'Black route (Site C)' than the overall response when they indicated they were a 'resident in Cambridge' (38%)
- Respondents who indicated they were 'employed' were less clear on their opinion of the route, with under two fifths supporting (31%) and opposing (34%)
- More respondents opposed the route when they indicated they were located 'Near to proposed route' (41% opposed and 18% supported)

Differences in support for 'Blue route (Site C)'

Cross-tabulation of the data showed significant differences in the levels of support and opposition reported for 'Blue route (Site C)' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 25.

Figure 25: Differences in support for 'Blue route (Site C)'



N.B. Figures in the graph may not exactly match the text in the report due to rounding

- More respondents supported 'Blue route (Site C)' than the overall response when they indicated they were a 'resident in Cambridge' (36%)
- Respondents were less clear on their opinion of this route when they indicated:
 - They were 'employed' (35% supported and 33% opposed)
 - Their usual non-workplace destination was 'Other' (33% supported and 38% opposed)
 - They 'regularly travel in the area' (31% supported and 36% opposed)
 - Their usual non-workplace destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' (30% supported and 38% opposed)
- More respondents opposed this route than the overall response when they indicated:
 - They were located 'Near to proposed route' (40% opposed and 18% supported)
 - Their usual non-workplace destination was 'Great Shelford' (45% opposed and 16% supported)
 - They were 'retired' (48% opposed and 14% supported)

Question 8: Would you like to provide any further comments on the route and Travel Hub options?

369 respondents left comments on Question 8, which asked for respondents' comments on the route and Travel Hub options.

Summary of major themes

Comment theme	Respondent comments
Travel Hubs	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments discussing their thoughts on the Travel Hub options <ul style="list-style-type: none"> ○ Most of the respondents who discussed Travel Hub 'Site C' indicated they were opposed to this option <ul style="list-style-type: none"> ▪ Most of these respondents were concerned the site's access routes and signalised crossing for the new public transport route would cause traffic issues on Fourwentways roundabout and the A1307 ▪ Some of these respondents were concerned the site would have a negative impact on the residents of Little Abington, as the site would attract traffic through the village and/or cause increased air pollution from the congestion it would cause ▪ Some of these respondents indicated they were opposed due to the increased cost from the need for a bridge over the A11 ▪ A few of these respondents felt this site was too far away from Babraham Research Campus and Granta Park to attract use ▪ A few of these respondents felt that the difficulty accessing the site from the A11 would lead to the site being underutilised ○ A few of the respondents who discussed Travel Hub 'Site C' indicated they supported this option <ul style="list-style-type: none"> ▪ Most of these respondents felt the site was located in the best place to intersect traffic from the A1307, which they felt was a significant area of congestion, while still being accessible to those coming from other routes ▪ A few of these respondents felt this site was best suited to future expansion; both the new public transport route, which they felt could be extended to Haverhill; and the site itself, as it was not located on Green Belt land nor

	<p>constrained by the high pressure gas main or river</p> <ul style="list-style-type: none"> ○ Most of the respondents who discussed Travel Hub 'Site B' indicated they supported this option, as they felt it offered the best access from the A11/A1307/A505 and nearby villages as well as being the closest site to Babraham Research Campus and Granta Park <ul style="list-style-type: none"> ▪ A few of these respondents had concerns about the access to/from the A1307, as they felt the current proposals could lead to increased congestion on the A1307 and Fourwentways roundabout and so needed adapting ○ A few of the respondents who discussed Travel Hub 'Site B' indicated they were opposed to this option <ul style="list-style-type: none"> ▪ Some of these respondents were concerned the site would cause increased congestion on the A1307 and Fourwentways roundabout ▪ Some of these respondents felt the site was located too close to Babraham and that it would have a negative impact on local residents ○ Some of the respondents who discussed Travel Hub 'Site A' indicated they supported this option <ul style="list-style-type: none"> ▪ Some of these respondents felt the site was best placed for future expansion of the new public transport route to Haverhill ▪ Some of these respondents felt it had good access from the A11 without the need for additional bridge construction ▪ A few of these respondents felt the site avoided negatively impacting on any nearby villages ○ Some of the respondents who discussed Travel Hub 'Site A' indicated they opposed this option as they felt it was too far from key routes (A11 and A1307) to attract usage <ul style="list-style-type: none"> ▪ A few of these respondents felt the site would have a negative impact on congestion on the A505, A11, and A1307 ○ A few of the respondents who discussed the Travel Hubs indicated they opposed all three locations and felt it should be located elsewhere. Suggestions included: <ul style="list-style-type: none"> ▪ Haverhill ▪ Linton
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	<ul style="list-style-type: none"> ▪ Expanding Babraham Road Park & Ride
Environmental impact	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned about the impact of the proposals on wildlife and the natural environment because of the use of Green Belt land <ul style="list-style-type: none"> ○ Some of these respondents were concerned this would also negatively impact on quality of life for residents of villages in the area ○ A few of these respondents were concerned about the proximity of the route to Nine Wells Nature Reserve and Gog Magog Downs • Some of the respondents who discussed this theme were concerned about the negative impact of the proposals on congestion, particularly near to villages, feeling this would increase air pollution
Making use of existing infrastructure	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt the route should make use of existing infrastructure and be built on the A1307 or using the old railway line. These respondents felt this would save on development costs and minimise the impact on the environment and Green Belt land • Some of these respondents felt that subsidising and improving existing public transport, including expanding routes, would be more beneficial to local residents while reducing private motorised vehicle usage as they were currently underserved <ul style="list-style-type: none"> ○ A few of these respondents queried whether the new public transport route would impact on existing public transport in the area • Some of these respondents felt the rail link from Haverhill to Cambridge should be reinstated instead of these proposals
Improvements to walking/cycling routes	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that cycling and walking routes in the area should be prioritised, ensuring routes introduced in these proposals connected with other cycle/walking routes in the area (such as the Greenways) • Some of the respondents who discussed this theme were concerned about cyclist/pedestrian safety <ul style="list-style-type: none"> ○ Some of these respondents felt that the shared use path needed to be wider to allow users to pass each other safely ○ Some of these respondents were concerned about lighting along the routes and at the Travel Hub/stops, feeling there needed to be sufficient lighting for users to see each other and improve personal safety

	<ul style="list-style-type: none"> • A few of the respondents who discussed this theme felt that more cycling parking was needed at the Travel Hub, stops, and employment sites
Lack of improvement	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would not significantly improve transport in the area <ul style="list-style-type: none"> ○ Most of these respondents felt the proposals would not reduce congestion in the area, with some of these respondents feeling it would cause further issues due to the stop locations and signalised crossings ○ Some of these respondents felt the proposals would be of little benefit to those living along the route ○ A few of these respondents felt that the proposals would only benefit a small number of employees at Babraham Research Campus and Granta Park
Extend new public transport route	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the new public transport route needed to be expanded to be effective and attract usage <ul style="list-style-type: none"> ○ Most of these respondents felt the route needed to extend towards Haverhill and Linton, as these were significant areas of congestion ○ A few of these respondents felt the route needed to extend further into Cambridge to attract users travelling to central Cambridge

Question 9: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010 (www.legislation.gov.uk/ukpga/2010/15/section/4). Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

140 respondents left comments on Question 9, which asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010.

Summary of major themes

Comment theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the stop locations were located too far from residences and places of employment to be accessible by those with disabilities

	<ul style="list-style-type: none"> ○ A few of these respondents felt the paths from villages to the new public transport route stops were too narrow and of poor condition ○ A few of these respondents felt that more parking spaces, particularly disabled parking spaces, were needed at the new public transport route stops to reduce this impact ● Some of the respondents who discussed this theme were concerned the use of shared use paths and the size of the paths would negatively impact on those with disabilities, as it would limit their access or put them into conflict with other users ● Some of the respondents who discussed this theme felt the proposals would have a positive impact on those with disabilities as it would increase access to transport ● Some of the respondents who discussed this theme were concerned about the impact the development of the proposals would have on those with disabilities, due to the construction, loss of open, green space, and increase in local congestion
Negative impact on local residents	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the proposals would have a negative impact on local residents, due to the construction, loss of open, green space, and increase in local congestion <ul style="list-style-type: none"> ○ A few of these respondents indicated they were particularly concerned about the negative impact Travel Hub 'Site C' would have on residents of Little Abington
Age	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned the stop locations were located too far from residences and places of employment to be accessible by younger/older residents ● Some of the respondents who discussed this theme were concerned about the impact the development of the proposals would have on younger/older residents, due to the construction, loss of open, green space, and increase in local congestion
No impact	<ul style="list-style-type: none"> ● Respondents who discussed this theme left comments indicating they felt the proposals would have no impact on those with protected characteristics
Environment	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned the proposals would have a negative impact on the environment due to the use of Green Belt land

Question 10: We welcome your views. If you have any comments on the project or particular options, please add them in the space available below.

317 respondents left comments on Question 10, which asked respondents if they had any comments on the project or particular options.

Summary of major themes

Comment theme	Respondent comments
Existing infrastructure	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the new public transport route should make use of existing infrastructure instead, by being built alongside the A1307 or along the old railway line • Some of the respondents who discussed this theme felt that the rail links in the area should be reinstated and a new Cambridge South station built • Some of the respondents who discussed this theme felt that existing public transport should be improved instead, by increasing the number of routes and subsidising the cost of use • A few of the respondents who discussed this theme felt that the proposals were not needed for villages along the route as they were already well served by public transport and cycle/pedestrian routes
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the negative impact the proposals would have on the Green Belt, the environment, and wildlife in the area <ul style="list-style-type: none"> ○ Some of these respondents were concerned the proposals would open up Green Belt land to further development
Congestion	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the proposals, particularly the Travel Hub and stop locations, would increase congestion in nearby villages • Some of the respondents who discussed this theme felt the proposals would not reduce congestion at its worst point, in Linton and Haverhill • A few of the respondents felt that the main areas of congestion within Cambridge were not addressed by the proposals so they would not improve journey times
Impact on local residents	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals would have a negative impact on local residents <ul style="list-style-type: none"> ○ Most of these respondents were concerned about the stop locations, feeling they would cause rat-running through the nearby villages to avoid the crossings or that the crossings would cause a significant build-up of traffic, and increase the

	<p>amount of on-street parking from those accessing the stops</p> <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the location of the Travel Hub and its impact on nearby roads and the Abingtons. This was a common concern for all three sites, but more respondents were concerned about Travel Hub ‘Site C’ ○ A few of these respondents felt the proposals for development on Green Belt land would have a negative impact on local residents’ quality of life as well as negatively impacting on the environment. Some of these respondents were concerned it would open up the areas to further development
Cost of development	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the cost of the proposals was too high and that it could be spent on other projects <ul style="list-style-type: none"> ○ Some of these respondents felt that savings could be found by developing the new public transport route next to the A1307 or along the old railway line ○ A few of these respondents were concerned about the extra cost involved with building a bridge over the A11 for Travel Hub ‘Site C’ ○ A few of these respondents felt that Suffolk County Council should be investing in the cost of these proposals due to the amount of traffic originating from Haverhill
Lack of potential usage and improvement	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt the proposals would be of limited use to those living along the route outside of those working at Babraham Research Campus/Granta Park or the Cambridge Biomedical Campus ● Some of the respondents who discussed this theme felt the proposals would not improve congestion in the area as the route did not extend out to Haverhill/Linton
Positive	<ul style="list-style-type: none"> ● Respondents who discussed this theme left comments indicating they felt positively about the proposals <ul style="list-style-type: none"> ○ A few of these respondents indicated they wanted the proposals to be developed as soon as possible
Shared use paths	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about the use of shared use paths for active travel users. These respondents felt that these paths could result in conflict between users <ul style="list-style-type: none"> ○ Most of these respondents felt the paths needed to be wider to accommodate all users and wider forms of active transport safely ○ A few of these respondents felt that lighting was needed along these paths to increase personal safety and reduce conflict between users

Stop locations	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the stop locations outside villages, feeling they were too far from residences for local users to access and that they would increase congestion due to on-street parking, rat-running from those avoiding the crossings and motorised transport waiting at the crossings
Extend route	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the new public transport route needed to extend towards Linton and Haverhill as this was where most commuters originated • A few of these respondents felt the route needed to extend further into Cambridge as the Biomedical Campus would not be the start/end destination for most users
Future proofing	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about how the new public transport route would be adapted for the CAM, feeling this needed to be considered more in order for it to be future proof <ul style="list-style-type: none"> ○ A few of these respondents were concerned the CAM would not be future proof due to the use of rubber tyres, which were not felt to be environmentally friendly • Some of the respondents who discussed this theme felt the proposals had limited scope to expand, both in terms of parking at the Travel Hub and capacity on the new public transport route, limiting how future proof the proposals would be
Cost of usage	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the potential cost of use for the new public transport route. Respondents were concerned that ticket prices, particularly if there was no cross-ticket availability, and the cost of parking at the Travel Hub could dissuade potential users if they were not low enough

Stakeholders responses

Background

37 written responses were received on behalf of a number of different groups and organisations

Axis Land Partnerships Ltd	Linton Parish Council
Babraham Parish Council	Little Abington Parish Council
Babraham Research Campus	Little Shelford Parish Council
British Horse Society	Natural England
Cambridge Biomedical Campus	Pampisford Parish Council
Cambridge Connect	Pemberton Trustees
Cambridge Group of Ramblers' Association	Pigeon Land and Lands Improvement Holdings
Cambridge Past, Present & Future	Railfuture East Anglia
Cambridge University Hospitals	Sawston Parish Council
Cambridgeshire Local Access Forum	Shelford and District Bridleways Group
Camcycle	St John's College
Coppice Avenue Residents' Association	Stapleford Parish Council
CTC Cambridge	Suffolk Chamber of Commerce
Deal Land LLP	The Green Group for Shelfords, Stapleford and Sawston
Great Shelford Parish Council	Trumpington Residents' Association
Grosvenor	University of Cambridge
Historic England	Uttlesford District Council
Hobson's Conduit Trust	West Suffolk Council
James Binney Will Trust/Pampisford Hall	

All of the responses from these groups are being made available to The Greater Cambridge Partnership's Executive Board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of major themes

Comment theme	Stakeholder comments
Environmental impact	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme were concerned about the impact of the proposals on wildlife and the natural environment because of the use of Green Belt land <ul style="list-style-type: none"> ○ Some of these stakeholders were concerned this would also negatively impact on quality of life for residents of villages in the area ○ A few of these stakeholders were concerned about the proximity of the route to Nine Wells Nature Reserve and Gog Magog Downs

	<ul style="list-style-type: none"> • Some of the stakeholders who discussed this theme were concerned about the negative impact of the proposals on congestion in nearby villages, some due to the public transport stop locations (and the crossing points) and some due to the access requirements of the Travel Hubs, feeling this would increase air pollution • Some of the stakeholders who discussed this theme felt positively about the proposed measures to mitigate negative impacts on the environment, particularly around sites such as Gog Magog Downs and Nine Wells Nature Reserve, so long as these were adhered to
<p>Cycling and pedestrian improvements</p>	<ul style="list-style-type: none"> • Some of the stakeholders who discussed this theme had concerns regarding the use of shared use paths, as they felt there was a potential for conflict between non-motorised users. These stakeholders felt that design measures, such as on path segregation and expanding the width of the path, could help mitigate these issues • Some of the stakeholders who discussed this theme felt that more connectivity was needed with other non-motorised user pathways along the route, particularly with the Greenways scheme Some of the stakeholders who discussed this theme felt that the proposed stop locations were too far from areas of residence/employment for potential users to travel by foot or cycle and did not have the infrastructure for safe use by cyclists and pedestrians • Some of the stakeholders who discussed this theme were concerned about the safety of the route alongside the busway, citing recent serious accidents between non-motorised users and public transport on other busways. These stakeholders felt that some form of barrier between the busway and shared use path should be put in place to increase safety
<p>Travel Hub location</p>	<ul style="list-style-type: none"> • Stakeholders who discussed this theme debated the impacts of the three possible Travel Hub locations. Although individual stakeholders had preferences, no particular site had clear support or opposition. Stakeholders were concerned about: <ul style="list-style-type: none"> ○ The ability to access the site from surrounding roads and the potential impact this could have on those roads ○ The impact on the environment and nearby villages ○ Access to Granta Park and Babraham Research Campus

	<ul style="list-style-type: none"> ○ The possibility of future proofing through expanding the site and extending the route towards Haverhill
Congestion	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme were concerned about the potential for the proposals to increase congestion <ul style="list-style-type: none"> ○ Some of these stakeholders were concerned about the Travel Hub site's impact on surrounding roads and villages, feeling incorrectly placed site access could increase congestion. This concern was raised regarding all three sites by different stakeholders. ○ Some of these stakeholders were concerned about the public transport route's stop locations and the crossing points. Stakeholders felt there could be increased on-street parking from those accessing the stops and that the crossing points could cause congestion due to the waiting time required
Stop locations	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme were concerned the proposed stop locations were too far from centres of residence to be easily accessible by users. Stakeholders were also concerned the paths connecting from the villages to the stops were not suitable for safe use by pedestrians or cyclists ● Stakeholders who discussed this theme were also concerned that these stops would increase congestion and negatively impact on the villages they were connected to. Stakeholders felt there would be increased on-street parking and delays due to the waiting times at the crossing points
Use of existing infrastructure	<ul style="list-style-type: none"> ● Most of the stakeholders who discussed this theme felt that the route should make use of the existing rail lines in the area, as it would have less of an impact on the environment and offer more connectivity ● Some of the stakeholders who discussed this theme felt the cycle and pedestrian routes proposed should link up to existing infrastructure more to improve connectivity for non-motorised users

Email, social media, and consultation event responses

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

Summary of major themes

Comment theme	Respondent comments
Use of existing infrastructure	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the new public transport route should follow the railway line or be alongside the existing road network <ul style="list-style-type: none"> ○ Most of these respondents felt these routes would have less negative impact on the environment and be more cost effective • A few of the respondents who discussed this theme felt that the funding for these proposals could be spent on improving existing public transport, increasing their routes/frequency and subsidising cost of use
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the impact of the proposals on wildlife and the environment <ul style="list-style-type: none"> ○ Most of these respondents were concerned about the use of Green Belt land. Some of these respondents were concerned the proposals would attract further development ○ Some of these respondents were concerned about the proximity of the proposals to Nine Wells Nature Reserve and Gog Magog Downs
Congestion	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned that the proposed stop locations would increase congestion in nearby villages, due to the risk of increased on-street parking and waiting times at the crossing points, which would have a negative impact on local residents • Some of the respondents who discussed this theme were concerned about the potential Travel Hub sites, as they felt congestion would increase in nearby roads and villages with vehicles attempting to access the sites. Some of these respondents were concerned this would have a negative impact on local residents
Stop locations	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposed stop locations for the new public transport route were too far away from residential centres for users to access and that the paths to them were too

	<p>narrow/in poor condition for users to walk or cycle on them. These respondents were also concerned the proposed stop locations would increase congestion in nearby villages, due to the risk of increased on-street parking and waiting times at the crossing points, which would have a negative impact on local residents</p>
Improve public transport	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the funding for these proposals could be spent on improving existing public transport, increasing their routes/frequency and subsidising cost of use • Some of the respondents who discussed this theme felt that public transport vehicles should avoid being powered by fossil fuels and more environmentally friendly measures used
Usage	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the proposals would be underutilised, as they would only be useful for those travelling between campuses <ul style="list-style-type: none"> ○ Some of these respondents felt the proposals would not be of benefit to those living in nearby villages
Shared use paths	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about the use of shared use paths as they felt there was a risk of conflict between users. These respondents felt that some form of on path segregation or wider paths were needed to avoid this • Some of the respondents who discussed this theme debated about the appropriateness of equestrian access on these paths, with some respondents feeling the routes were needed to improve equestrian access and others concerned about the safety of mixing equestrians with other non-motorised users