

CAMBRIDGESHIRE COUNTY COUNCIL
TRANSPORT STRATEGY FOR CAMBRIDGE
CITY AND SOUTH CAMBRIDGESHIRE:

PUBLIC CONSULTATION: 22 JULY – 14
OCTOBER 2013

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1. BACKGROUND

- 1.1. Cambridgeshire County Council has drafted a transport strategy to address current challenges and meet transport needs into the longer term in support of future development plans set out in the Cambridge City and South Cambridgeshire draft Local Plans.
- 1.2. The Cambridge and South Cambridgeshire area has a vibrant and growing economy. It is a great place to live and work. We need a transport strategy that helps build the success of the region, but also protects and enhances its unique character as the growth in jobs and homes is set to continue over the next twenty years. Our road network is already very busy and to accommodate future growth, many more journeys will need to be made by bus, train, bike and on foot. The focus of the Strategy is for:
- More journeys to be made by bus, train, bike and on foot so that traffic levels are not increased from today's levels
 - Extra capacity for traffic to travel round the outskirts of Cambridge, so that road space into and across the city can be prioritised for buses, cyclists and pedestrians
 - Additional park and ride options on the fringes of Cambridge, to minimise the amount of unnecessary traffic travelling through the city
 - Ensuring public transport, cycling and walking are the best ways of getting around and across the area, since they will be quicker and more convenient than by car
 - Reducing car traffic by using a variety of techniques, which may mean limiting the available road space for cars
 - Enabling people to use public transport for at least some of their journey into Cambridge or surrounding towns, by creating a frequent, quality service across major routes
 - Developing local transport solutions with communities, which link to public transport along key routes
- 1.3. Approximately 18 months ago, consultation was held on issues and options for our Transport Strategy and the results of this fed into the development of the Draft Strategy. A consultation was then held on the Draft Strategy from 22 July to 14 October 2013, and this report details the main findings of this consultation which will feed into the finalisation of the Strategy. The responses to the consultation were analysed by the Transport Infrastructure Policy and Funding team and the Research and Performance team at Cambridgeshire County Council.

Previous Stage	Current Stage	Next Stage
Issues and Options report	Draft strategy.	Adoption of full strategy.
Consultation Period:	Consultation Period:	Target date:
15 th June – 28 September 2012	July 22 – October 14 2013	March 2014

2. EXECUTIVE SUMMARY

- 2.1. Some 800 direct responses were received to the Consultation of which the vast majority (700) came through the online or hard copy survey and a further 100 came from more detailed email and letter respondents. In addition, further comments were fed through from Cambridge City and South Cambridgeshire's consultation responses relating to transport and the Strategy.
- 2.2. Of these direct respondents, almost 30% indicated that they were from Cambridge City and 59% from South Cambridgeshire with the remaining 11% recorded as commuters who regularly passed through one or both districts.
- 2.3. For most respondents, the car is the predominant mode of travel for most everyday tasks except for school/ college/ university or leisure. However there is a key difference in that for Cambridge respondents the most popular choice of travel for most everyday tasks is via walking or cycling. For those who travel to work, the car driver was the most common mode overall at 38.9%, but this was 19.8% for respondents from Cambridge where 29% cycled to work (compared to 18.4% overall). Again for travelling to work, buses were used by fewer respondents, where only 3.6% used buses as the main mode to work, with 1% using guided bus and .6% of respondents using Park and ride.
- 2.4. The key messages coming out of the consultation were that there was a good overall level of support for the strategy, its aims and proposed methods.
 - **Over 76% of respondents* either agreed or strongly agreed with increasing the use of sustainable transport** whilst maintaining traffic at a similar level to what it is now
 - **Almost 75% of respondents* agreed with attempting to achieve the above through increasing road space for pedestrians, cyclists and public transport users**
 - **Around 60% agreed with restricting car traffic movement in some areas if it resulted in a boost of walking, cycling and public transport usage**
 - **Around 50% supported increasing park and ride spaces** available, at the expense of reducing the availability of free street parking in the city. Unsurprisingly, those from outside of the city who travel in tended to disagree with this idea more than those living in Cambridge
 - **Nearly 80% of respondents* agreed with the strategy approach** of enabling more people to use public transport for at least some of their journey
- 2.5. There were good levels of support from key partners and stakeholders for various aspects of the strategy. For example, the focus on walking, cycling and public transport, providing High Quality Public Transport (HQPT) options on all of the main corridors into the city, providing more orbital movements around Cambridge and developing a comprehensive cycle network were all well received. These partners and stakeholders included neighbouring local authorities, the Highways Agency and also local lobbying groups. This is a good indication that the strategy aims, objectives and key principles are on the right track, and will not therefore see major changes.

2.6. There was however some key issues arising, particularly from the free text within the surveys and the more detailed email and letter responses, which will require consideration ahead of finalising the strategy. This included the following issues:

- More focus on the environment with some respondents asking for more information on how the strategy plans to deal with issues like environmental impact and air quality
- Mixed views on whether the strategy was ambitious enough, with some responses expressing support and further ambition around areas such as new orbital capacity and the public transport alternatives. Some others raised concerns as to whether some longer term aspirations such as potential for a southern link were too ambitious and could have too significant an impact
- Greater consideration needed as to how those who live away from the main strategic corridors will be able to access where the HQPT is planned;
- Greater consideration regarding how the different modes will interact and be prioritised.
- Mixed responses in terms of comments on the development strategy and support for and against the proposed development sites, with a number of respondents calling for further information on mitigation and what specifically will be required and whether the growth in travel demand can be met.
- Concern about the funding available to deliver the schemes and also a call for more information on funding levels and options
- The need to be more ambitious with options for cycling, including further routes for development and/or safeguarding and setting targets for cycling patronage
- The viability of some of the High Quality Passenger Transport proposals, particularly the potential for a rail option on the A1307 corridor
- Mixed views on the demand management proposals of restricting traffic movement and further parking restrictions, with some strong support and some respondents suggesting consideration of road user charging or workplace levy to manage travel demand but others expressing concerns over potential impacts.
- Some concern in Cambridge about the impact of growth and infrastructure on the environment
- Some concern about the viability and deliverability of the proposed High Quality Passenger Transport options for the A428 corridor and whether the travel demands of the additional growth proposed along the corridor can be accommodated
- Some concern about the capacity of the A10 (between Ely and Cambridge) to cope with significant additional development
- A common theme was that any HQPT or high quality cycling alternatives need to be in place prior to restrictions on vehicle movements, and also to support major developments being delivered

2.7. It is clear that there is a high level of support for the strategy approach and objectives outlined, and as such no significant changes are proposed to this overall approach. However there are areas where there are queries, and mixed views and further information and assessment will be needed to provide clarity on options and costs and benefits of proposals to help inform next steps.

2.8. The aim of the Strategy is to provide a transport policy framework in support of the Local Plans and to clarify the key measures and interventions needed to address challenges and facilitate and mitigate the impact of growth. Some changes are proposed to the Strategy which is aimed at

addressing the key issues raised in the consultation or gaps or to provide more detailed information on the proposals already housed within the strategy. It is proposed that these changes include:

- 1) Clarifying the status of this Strategy which is expected to be adopted as part of the Local Transport Plan and that a detailed review of the LTP will follow in line with legislative requirements to incorporate this and other approved Transport Strategies.
- 2) Clarifying the key policies within the main strategy document to provide clarity on requirements and aims. Some areas identified for policies include:
 - Air quality & Emissions
 - Protecting the environment
 - Supporting growth
 - Safety & Standards for cycle, pedestrian, road and HQPT infrastructure
 - Supporting access to sustainable modes of travel
 - Supporting the planning process in achieving sustainable developments, including seeking contributions for infrastructure
 - Demand Management
- 3) Clarifying the process and priorities for implementing the Strategy – This will mainly be through an Action plan, which will be a living document (appended to the main TSCSC document) which will be updated and reviewed regularly via the relevant Governance arrangements for the areas to support the delivery of the strategy. The Action Plan will, over time, include more detailed proposals/options which will be consulted upon once the required further work has been undertaken – for example, further information of proposed schemes to manage travel demand or specifically related to proposed development sites
- 4) Identifying the sources of funding, where known for the schemes proposed, including those that will require CIL and developer contributions (likely to be in the action plan)
- 5) Identifying areas where further work will be needed – while there was general support for the Strategy approach and principles there were more mixed views expressed regarding some of the ideas proposed for longer term consideration around improving orbital capacity. In this case, further work will be needed to scope capacity and accessibility to inform thinking and options for the longer term. A study is proposed to be commissioned to scope this out further. Another area where there was strong support but some respondents considered that this needed to be more ambitious into the future was around cycling. This is an important element of the Strategy and it is proposed that we work with partners to develop a longer term cycling strategy that outlines the wider cycling network, including routes to be developed/and targets to be achieved etc.
- 6) Underlining the importance of interaction between different modes of transport
- 7) Including definitions within the strategy, such as what High Quality Passenger Transport (HQPT) means

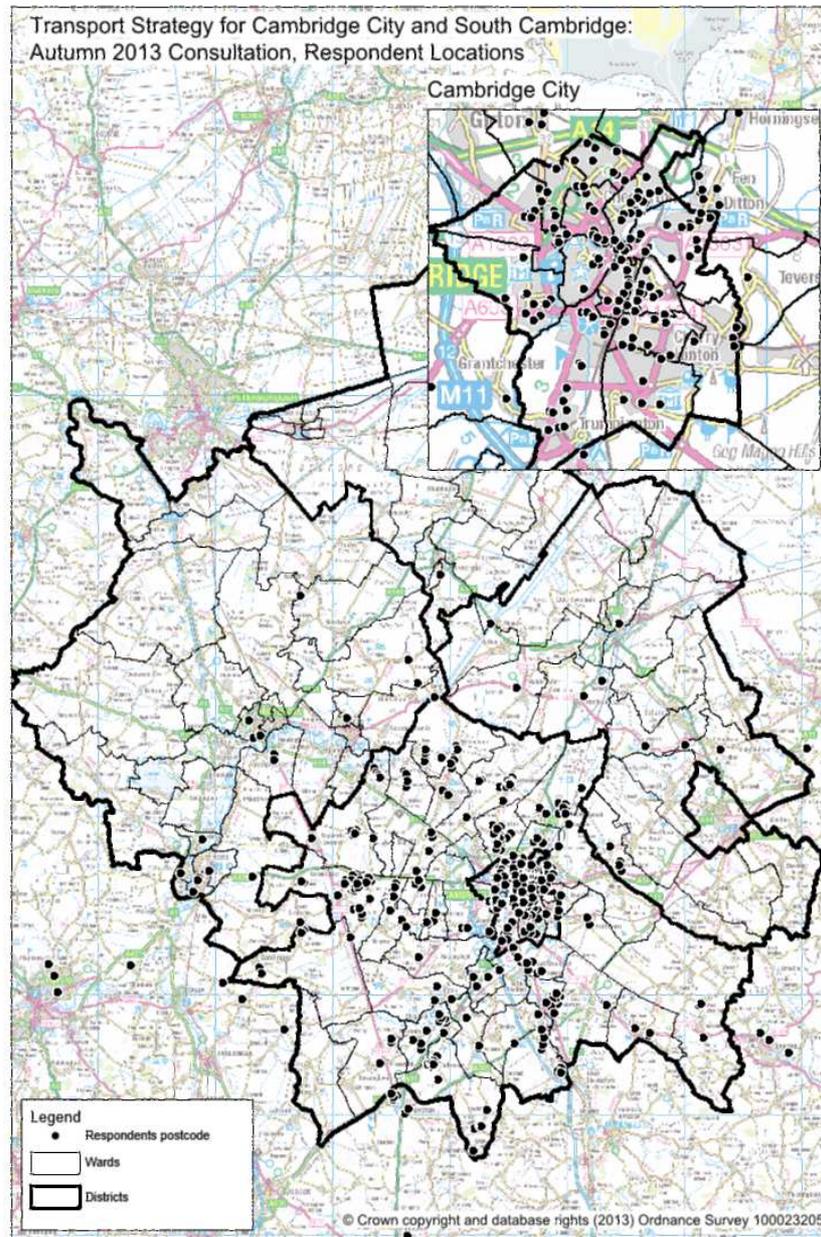
* Respondents in this case refers to just those who responded to the online or hardcopy survey

3. METHODOLOGY

- 3.1. The consultation on the draft Strategy which ran from 22 July to 14 October 2013 was held at the same time as Cambridge and South Cambridgeshire held their consultation on their Draft Local Plans. In this way the findings from all three consultations were shared to ensure that the feedback was considered in an integrated way.
- 3.2. The approach included manned shared exhibitions at some 30 venues along with a number of bespoke events such as going into schools and attending business events. The main source of feedback on the strategy has been through an online survey. This consisted of a question asking for people's home postcode, then 6 tick-box type questions and 3 further free-text questions.
- 3.3. Overall, 800 responses were received to the consultation itself, of which 700 came through the online or hard copy survey and a further 100 came in the form of more detailed email and text commentary. In addition, further comments were fed through from Cambridge City and South Cambridgeshire's consultation responses relating to transport and the Strategy. A full list of methods used to gauge as wide a variety of opinions as possible, a list of all the events we attended and a more comprehensive breakdown of the successes of the consultation methods is available in Appendix 2. A list of key partners and stakeholders who sent in responses is available in Appendix 3.

4. RESULTS

- 4.1. In total, 700 people responded to the online consultation. Of these, 29.6% indicated they were from Cambridge City, and 59% from South Cambridgeshire. The remaining 11.4% recorded themselves as commuters who regularly passed through one or both of the districts. Within the consultation respondents were invited to leave their postcode 694 respondents did, and the following map outlines their locations across the local area:



SECTION 1: MODES OF TRAVEL

4.2. The consultation began by asking respondents about how they travelled to and from certain everyday tasks which were as follows:

- Work
- School/ College/ University
- Leisure facilities
- Food shops
- Other shops
- Health services

- Community Day-centres
- Visiting friends/relatives

4.3. For each, they were asked to highlight which method of travel they usually used from the following list:

- Car driver
- Car passenger
- Bus
- Guided bus
- Park & Ride
- Rail
- Community Transport
- Walk
- Cycle
- Motorcycle
- Taxi
- Do not travel

4.4. The below table and graph show a summary of the mode of transport respondents use for everyday tasks that are listed above.

	Work	School / college / university	Leisure facilities	Food shops	Other shops	Health services	Community / day centres	Visiting friends / relatives
Car driver	272 38.9%	90 12.9%	23 3.3%	398 56.9%	286 40.9%	278 39.7%	107 15.3%	409 58.4%
Car / Passenger	12 1.7%	11 1.6%	307 43.9%	38 5.4%	21 3%	17 2.4%	6 0.9%	53 7.6%
Bus	25 3.6%	30 4.3%	48 6.9%	23 3.3%	63 9%	44 6.3%	12 1.7%	23 3.3%
Guided Bus	7 1%	2 0.3%	6 0.9%	1 0.1%	11 1.6%	3 0.4%	1 0.1%	3 0.4%
Park and Ride	4 0.6%	2 0.3%	0 0%	2 0.3%	61 8.7%	8 1.1%	2 0.3%	0 0%
Rail	28 4%	5 0.7%	15 2.1%	5 0.7%	13 1.9%	5 0.7%	0 0%	55 7.9%
Community Transport	0 0%	0 0%	0 0%	0 0%	0 0%	2 0.3%	0 0%	0 0%
Walk	18 2.6%	38 5.4%	70 10%	107 15.3%	63 9%	164 23.4%	90 12.9%	32 4.6%
Cycle	129 18.4%	63 9%	156 22.3%	74 10.6%	136 19.4%	123 17.6%	57 8.1%	76 10.9%
Motorcycle	2 0.3%	1 0.1%	2 0.3%	1 0.1%	2 0.3%	3 0.4%	1 0.1%	0 0%
Taxi	0 0%	1 0.1%	1 0.1%	0 0%	0 0%	4 0.6%	2 0.3%	3 0.4%
Do not travel (e.g. work at home, internet shopping etc)	203 29%	457 65.3%	55 7.9%	51 7.3%	44 6.3%	49 7%	422 60.3%	46 6.6%

Table 1: How do you usually travel to and from the following? Notable 'highs' and 'lows' have been highlighted

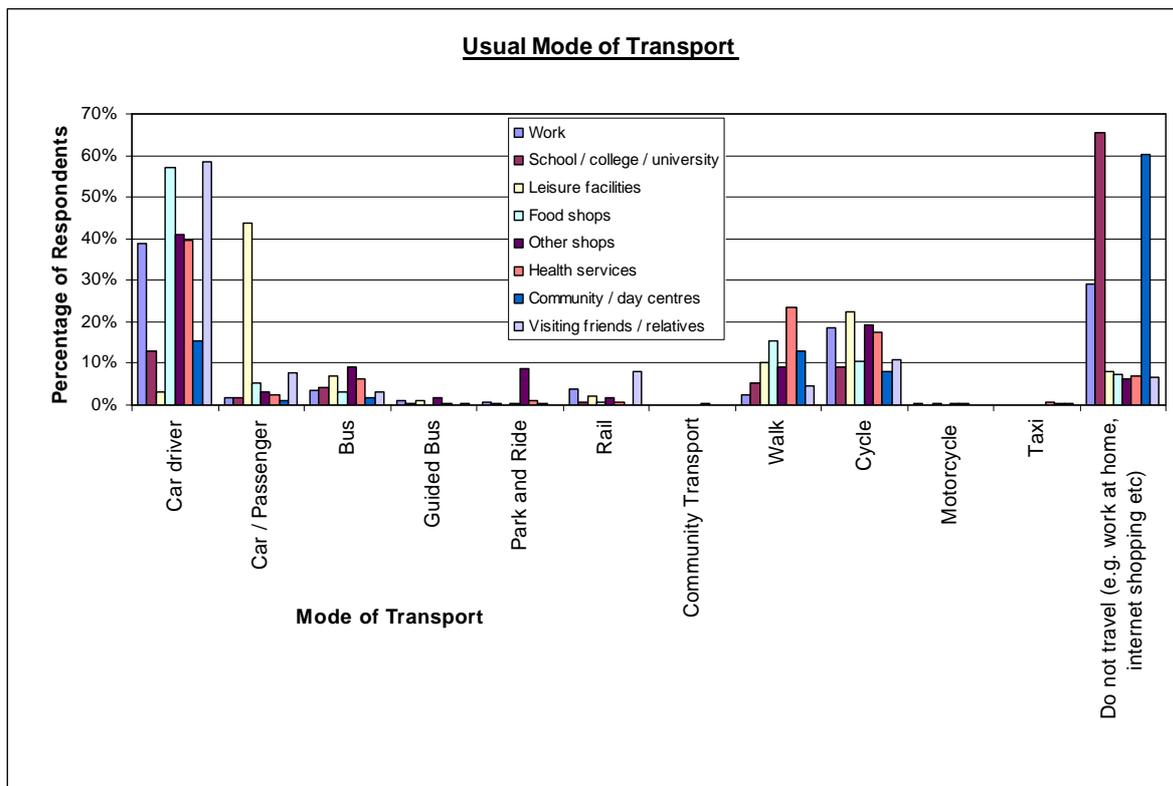


Figure 1: Usual mode of travel for everyday tasks.

The above table and chart show that car is the predominate mode of transport for the majority of the everyday tasks carried out by respondents, except for travelling to School / college / university and Leisure facilities were the most frequently used modes were do not travel and car passenger respectively.

Walking sees its greatest percentage mode share for trips to food shops and health services, 15.3% and 23.4% respectively. Cycling sees its greatest mode share for leisure facilities trips 22.3% and other shops 19.4%. Cycling was also the second most used mode for travel to work 18.4% (not included those who do not travel 29%).

Modes used with least frequency by respondents for carrying out everyday tasks were: community transport, taxi, motorcycle, rail and bus. Community Transport was a very infrequently used with respondents only using it for getting to health care 0.3%.

4.5. The following section of this report analyses each everyday task and compares results against the three 'respondent groups' – defined by location of residence:

- Cambridge City
- South Cambridgeshire
- Commuters (Recorded as those who selected "Elsewhere but I travel to or through Cambridge City / South Cambs on a regular basis")

4.6. Overall, one key difference stood out for Cambridge City: That the bicycle and sometimes walking took preference over the use of a car, which stood out as being most commonly used to all of the listed everyday tasks. This is not necessarily surprising however considering the difference in

layout of Cambridge City – and the options of cycling and walking being more accessible as a result.

- 4.7. For those who travelled to work, the car (driver) was the most common mode of transport overall (38.9%). When looking at those who lived within Cambridge City however the most common method of transport was in fact the bicycle, with 29% as compared to just 19.8% going by car. Nobody took either community transport or a taxi to work. Buses were used by surprisingly few – only 3.6% overall. The guided bus and park & ride also scored low – with 1.0% and 0.6% respectively.
- 4.8. The majority of respondents from all groups did not travel to attend schools, colleges or universities. Of those that did, the car (driver) was again the method of choice, with 12.9% overall. This was particularly popular in the commuters' group (20.0%). Cycling again took the lead as the primary travel method in Cambridge City (20.3%), with a very low percentage of South Cambridgeshire and commuter respondents using a bike (4.8% and 1.3% respectively).
- 4.9. When visiting leisure facilities, overall people tended to drive (43.9%), but cycling was more popular, with 22.3% recording this method. Within Cambridge City, cycling was again the primary method of travel (44.9%) with only 16.4% driving a car. A higher number of City respondents also noted walking as their regular method of travel (15.9%), and this group also had a higher percentage using the bus (10.5% compared to an average of 5.8% for the other groups).
- 4.10. The majority of respondents (56.9%) access food shops by car (driver) – which was the same picture for all respondents from each location. Cycling did again feature more within Cambridge City (27.5%) than for respondents from South Cambridgeshire or commuters. Walking proved to be more common in Cambridge City (27.5%) and with commuters (15%). Public transport options were still only highlighted by a small percentage of users, however slightly more than for other tasks.
- 4.11. For accessing shops other than those for food, overall the car (driver) option was most common (40.9%), followed by cycling (19.4%). Buses and Park & Ride as options were slightly more common for this (9% and 8.7% respectively). 44.4% of respondents within Cambridge City cycled to access these shops, followed by 16.4% walking. Park & Ride was more common amongst those living in South Cambridgeshire (11.4%) and commuters (12.5%) than within the City – logical considering the locations and purpose of the scheme.
- 4.12. 39.7% of all respondents drove by car to access health services – a majority for all respondents from each group with the exception again of Cambridge City where 33.8% travelled by bicycle, and 23.7% by foot. Walking featured more commonly in all respondents for this category (23.4%) – a percentage which was consistent for those from all groups (South Cambridgeshire: 23.5% and commuters: 22.5%). Again this is not something that would be surprising since typically people attend surgeries close to home. This was also the only point where community transport was noted as being used by anyone – two people from South Cambridgeshire (0.5%).
- 4.13. Very few respondents used community or day centres, with 60.3% of all respondents indicating they do not travel to them. For those that did, driving (15.3%) and walking (12.9%) were the most common methods of travel.

4.14. For visiting friends and relatives, 58.4% of all respondents travelled by car. This is the most common method of transport for all, with a slightly reduced percentage in Cambridge City (34.8%), which again saw a higher percentage of respondents indicating they would cycle to their destination (21.3%). The following table and graph outlines the different methods of travel against each location. The options 'Park and Ride', 'Community Transport', and 'Motorcycle' have been removed since no respondents selected these throughout:

Respondent Type	Car driver	Car / Passenger	Bus	Guided Bus	Rail	Walk	Cycle	Taxi	Do not travel
All	58.4	7.6	3.3	0.4	7.9	4.6	10.9	0.4	6.6
Camb City	34.8	9.7	5.8	0.0	15.0	5.3	21.3	1.4	6.8
S Cambs	70.2	7.3	2.4	0.5	3.6	4.4	6.3	0.0	5.3
Commuters	58.8	3.8	1.3	1.3	11.3	3.8	7.5	0.0	12.5

Table 2: Methods of travel when visiting friends/relatives: Respondents by %

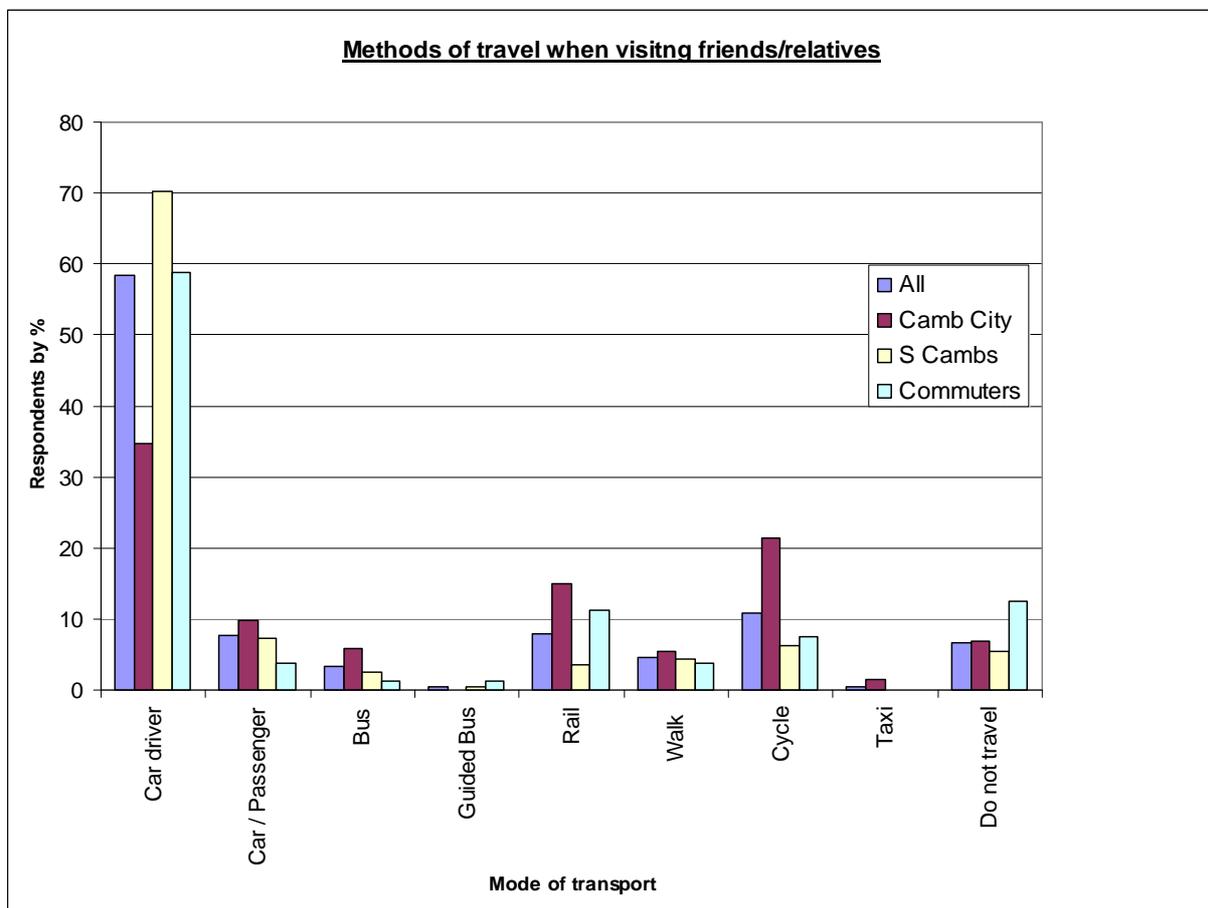


Figure 2: Method of travel when visiting friends /relatives

SECTION 2: TRANSPORT STRATEGY DEVELOPMENT

4.15. Respondents were then asked to consider the approach of increasing the use of sustainable transport whilst maintaining traffic at a similar level to what it is now. The consultation explained to respondents that this approach would help make the most of the limited capacity on the roads across the region. **Overall, the majority agreed or strongly agreed to this approach – 76.4%.** This was consistent across all three respondent types, with, unsurprisingly, commuters agreeing slightly more – 81.3%. A summary of the results is shown below:

	Count	%
Strongly agree	294	42%
Agree	241	34.4%
Undecided / Don't know	83	11.9%
Disagree	39	5.6%
Strongly disagree	43	6.1%

4.16. Opinion was then sought on the question of giving more road space to buses, cyclists and pedestrians should motor traffic be able to travel around the outskirts of Cambridge more easily. This would include bus lanes or cycle lanes as well as other measures. **Again the majority agreed with this suggestion (74.6%),** with 7.1% strongly disagreeing. Looking at the respondent groups by location, again all groups were in favour, with those from South Cambridgeshire being slightly less so. A summary of the results is shown below:

	Count	%
Strongly agree	305	43.6%
Agree	217	31%
Undecided / Don't know	65	9.3%
Disagree	63	9%
Strongly disagree	50	7.1%

4.17. When asked about the degree of support for proposals for restrictions on car traffic on some roads in Cambridge, so that buses and cyclists could travel more quickly, whilst most were in support, this was with a lower majority than the previous questions (61.7%). South Cambridgeshire respondents demonstrated the least support with just 42.9 agreeing. Examining those who disagreed a lower percentage of people from Cambridge City disagree than for anywhere else, with 16.4% as compared to 27.6% for South Cambridgeshire, and 30.1% for commuters. A summary of the results is shown below:

	Count	%
Strongly agree	267	38.1%
Agree	165	23.6%
Undecided / Don't know	96	13.7%
Disagree	110	15.7%
Strongly disagree	62	8.8%

4.18. Respondents were asked to consider the potential of creating new Park and Ride sites and more spaces, and whether they would agree with on-street parking restrictions such as more widespread residents parking in Cambridge. 21.7% of respondents could not come to a decision. 50% were in agreement, with the remaining 28.3% either disagreeing or strongly disagreeing with the suggestion. Examining those who disagreed a lower percentage of people from Cambridge City disagree than for anywhere else, with 17.9% as compared to 32.9% for South Cambridgeshire, and 31.3% for commuters. A summary of the results is shown below:

	Count	%
Strongly agree	163	23.3%
Agree	187	26.7%
Undecided / Don't know	152	21.7%
Disagree	130	18.6%
Strongly disagree	68	9.7%

4.19. Finally, respondents were asked whether they agreed with the approach for enabling people to use public transport for at least some of their journey. Again, the majority agreed or strongly agreed with this suggestion (78.7%). Looking by location, a higher percentage of commuters agreed with the proposal (88.8%) than for those within Cambridge City or South Cambridgeshire. A summary of the results is shown below:

	Count	%
Strongly agree	291	41.6%
Agree	260	37.1%
Undecided / Don't know	82	11.7%
Disagree	38	5.4%
Strongly disagree	29	4.1%

SECTION 3: SUMMARY OF TRANSPORT RELATED RESPONSES TO THE LOCAL PLAN CONSULTATIONS

4.20. The below briefly outlines transport related comments received from the consultation on the South Cambridgeshire District Council's Proposed Submission Local Plan and Cambridge City Council's Local Plan Proposed Submission. As stated above, the consultation on the local plans and

transport strategy was carried out simultaneously so the results could be used to inform both documents.

4.21. A large number of comments were received in relation to the local plan consultations, South Cambridgeshire received over 7,500 representations to the consultation. It should be noted that through the local plan consultation process specific representations and comments will be addressed by the City and District councils. The below provides a summary of the transport related comments and emerging themes from the consultation responses:

- Many comments related to specific sites and the transport implications of these sites, i.e. potential congestion caused by development, the need for improved public transport and walking and cycling routes
- New developments should be integrated with existing transport networks to lessen impact on the highway and reduce the need for new infrastructure
- Planned developments will lead to greater numbers commuting into Cambridge increasing congestion problems
- Concerns that the transport network cannot accommodate the growth outlined in the local plans which will have a detrimental impact on the areas nearby
- Location of development is important to reduce need for travel and maximise opportunity to travel by sustainable modes
- Plans require a large amount of new infrastructure and currently there is a funding gap for delivery of infrastructure
- An integrated approach to development is needed taking into account all modes of transport
- Some commented that the transport strategy has been led by development strategy rather than the other way round
- Transport infrastructure could be damaging to the historic environment. This should be considered and enhancement should be sought
- Comments were generally supportive of sustainable transport options and some called to go further with these improvements
- Concerns regarding on street parking in Cambridge City
- Comments regarding the requirements for cycle parking - some calls for an increase and others calling for decrease
- Comments both in favour and against Cambridge Airport expansion
- The plans should have a greater focus on rail and the need to maximise rail freight
- Concerns that the transport related scheme focus on new development rather than the needs of existing communities
- Comprehensive Transport Assessments are needed for the sites to fully assess their impact
- Comments against developments that lead to an increase in car use
- Call for improvements to rights of way for all users included horse riders
- Comments stating that there are some areas which still need improved public transport
- Comments were received about the Duty to Cooperate with neighbour authorities over transport related issues

It can be seen from the above that while there are some queries and concerns regarding how far travel demands will be mitigated and the need for more information on the specific sites, overall there is a good level of support for the strategy and sustainable transport options. The above does however highlight the need to clarify further the measures for specific development sites which will need to

ebundertaken as part of the transport assessment process. The responses above are similar to the free text responses to the transport strategy examined in more detail in section 4 below.

SECTION 4: KEY ISSUES ARISING FROM THE FREE TEXT RESPONSES

4.22. The survey contained 3 free text questions which gave respondents the freedom to express their views on where there are gaps in the cycle network (particularly in South Cambridgeshire), where new transport hubs should be located and finally whether or not they thought there were any 'gaps' in the Draft TSCSC. In addition to this, significant text comments were received by email and letter from key partners and stakeholder (see list in Appendix 3). The free text responses identified a number of key issues, which have been summarised into strategy areas below:

Overall Strategy Approach

4.23. The overall strategy approach, which focuses on ensuring those in the strategy area can travel easily by walking, cycling and public transport, whilst not encouraging the use of private motor vehicles was generally very well supported. The notion that each main corridor from South Cambridgeshire into the city will have a High Quality Public Transport (HQPT) option, supported by a more safe and comprehensive cycle network drew significant support. Similarly, giving pedestrians and cyclists priority over cars was also a popular element of the strategy, along with increasing the use of and accessibility of rail travel and controlling 'free' street parking where it is appropriate.

4.24. The strategy and its general approach gained support from a number of key local partners and stakeholders such as South Cambridgeshire District Council, Cambridge City Council, Hertfordshire County Council, the University of Cambridge, Suffolk County Council, West Suffolk and others.

General Points

4.25. Some respondents outlined that more ambition and forward thinking should be shown in terms of the public transport alternatives proposed. Likewise with cycling, some responses intimate a need to explicitly prioritise space for sustainable modes of transport (at the expense of cars). Indeed, a common theme was that any HQPT or high quality cycling alternatives need to be in place prior to any potential restrictions on vehicle movements, and also prior to major developments being delivered. A definition of what HQPT means also needs to be added.

4.26. Other more general points made include a view that the strategy does not go far enough in catering for those who do not live on the main strategic corridors, and that it is difficult for many, especially those who are elderly or with mobility problems to reach the HQPT options proposed. A point made is that many people require their car due to a lack of access to other modes, convenience and cost purposes, and that the strategy is unduly 'anti-car'. More provision for parking close to HQPT options is required. Other points raised in relation to car and vehicle travel include a need to identify pinch points that already exist on the network, a need to recognise the A1(M) as a key strategic north-south route for the area.

4.27. A need to be more multi-modal and for the strategy to underline how different transport users interact with each other also came up. Some responses also highlight a lack of detail on proposals for taxis and traders, as well as for pedestrians and those who ride horses – particularly in relation

to Rights of Way and Bridleways. Use of the River Cam for sports and recreational purposes is also under-represented in the strategy.

4.28. There were also some questions regarding the adequacy of the survey and the consultation.

Environment

4.29. One area which drew a lot of comments and a call for the strategy to be more adventurous is the environment. Some respondents called for more analysis on proposed schemes to be undertaken and stated within the TSCSC. Many also called for protection of green and open spaces to be a key consideration, as well as the built environment when the TSCSC proposals are drawn up.

4.30. Some respondents also asked for further information on actual measures aimed at improving air quality in the strategy area. Suggestions were also made for Low Emission Zones in line with current Air Quality Management Areas.

4.31. Furthermore, the strategy should make more of an argument for buses reducing carbon emissions and how electric and low emission vehicle infrastructure can be supported.

Links to the Local Plans and Modelling

4.32. An area which drew some particularly in depth responses, particularly from land owners and those with links to the large proposal sites, was the link between what is proposed in the TSCSC and the Draft Local Plans for Cambridge and South Cambridgeshire.

4.33. There was a mixed response in terms of support for and against the schemes put forward to mitigate the proposed development sites. There were also calls for further information about the development sites and the schemes proposed, and their specifics.

Links to the Strategic Road Network

4.34. The Highways Agency (HA) made representations regarding the TSCSC and the link to the strategic road network (SRN). Although supportive of the strategy and its aims, the HA are keen to have more detail on the schemes and developments proposed and the likely subsequent impacts these may have on the SRN as and when they are available.

Funding

4.35. A common concern amongst respondents to the consultation is the issue of funding for the schemes proposed within the strategy. Questions were raised regarding the deliverability of the strategy given the likely cost of many of the larger proposals. In addition, some respondents queried whether there was a contingency plan for addressing development and whether the strategy is too City Deal reliant.

4.36. The strategy should give more of an indication of the broad costs of each scheme and also the likely timescales for delivery. Furthermore, priorities for funding should be outlined as well as likely funding sources.

Cycling

4.37. In general the support for the cycling proposals in the TSCSC was very good. However, there were a number of responses that identified some areas where the strategy could potentially go further in supporting cycling. Specifically, the need to strive for higher standards of both cycling

infrastructure and levels of cycling trips was highlighted through the consultation. Aiming to have standards similar to those on the continent, such as in the Netherlands, was put forward as something the strategy should promote. An idea of setting levels of cycling for Cambridge at between 40-50% and in the necklace villages at 30% was put forward.

- 4.38. Other points made included the need for the TSCSC to further identify cycle routes, including those requiring safeguarding in the future, providing more cycle parking – perhaps through the conversion of car parking spaces into cycle parking spaces. The strategy could also stipulate the standard of cycle infrastructure required, and show this through drawings and diagrams.
- 4.39. The consultation also asked for people to identify routes and areas, particularly within South Cambridgeshire, which need to be better linked up to create a wider cycle network. These suggestions are located in Appendix 4

Public Transport

- 4.40. In terms of the responses received to the public transport proposals within the draft strategy, again there were significant levels of support for most proposals, such as improving access to rail travel, providing HQPT routes on all the main corridors into the city and providing more orbital services for Cambridge. However there were also some concerns received too.
- 4.41. Some questioned the feasibility of the rail proposals within the strategy given the lack of capacity in some places and the cost associated with rail infrastructure. There were also calls for rail to play more of a role. The cost of guided bus infrastructure was also highlighted as potentially prohibitive to the strategy achieving its aims. Some responses identified a lack of smartcard and integrated ticketing proposals within the TSCSC. This is a particular problem when community transport is being proposed to fill the void of linking more remote areas with major corridors.
- 4.42. Increasing the availability and capacity of Park & Ride sites received good support, however there were some concerns regarding how this expanded capacity is proposed to be provided. For example, the longer term proposal for moving the Newmarket Road P&R to Airport Way received mixed support, as did the potential new site at Hauxton.
- 4.43. The consultation also asked for respondents to identify areas in which additional public transport interchanges could be provided. These suggestions are located in appendix 5.

Demand Management

- 4.44. The responses demonstrated good support for the principle with 61% agreeing or strongly agreeing restrictions for general vehicular traffic on some roads to enable improved access for buses, cyclists, and pedestrians. Some responses show strong support for the more widespread use of parking controls and the closing off of some routes in order to make space for public transport and cyclists. However, many also have strong concerns, in relation to the potential closing off of any roads, especially if improvements are not made to making alternative modes available.
- 4.45. Other comments on demand management within the strategy centre on it not being ambitious enough, and how the TSCSC should give consideration to the use of a workplace parking levy and/or a congestion charge.

Area Specific Key Issues

Cambridge

- 4.46. Proposals for Cambridge drew a lot of responses and significant levels of support were received for a number of the measures proposed. An example of this being increased bus movements and bus priority in the city, and also for more orbital movements. More Park and Ride and rail options also received good levels of support.
- 4.47. The options proposed for providing cyclists with better and safer routes were also supported by many, with particular support received for the construction of the Chisholm Trail and a new large cycle parking facility in the centre of Cambridge. In addition, a number of the responses received suggested that restrictions on access and through movements to vehicles would be supported if it ensured that routes for cycling became easier and safer (and helped support public transport).
- 4.48. Although many of the cycling measures proposed were looked upon favourably, a number of respondents called for further ambition to be shown. Some people called for the TSCSC to strive for Dutch standards of cycling provision, whilst setting ambitious modal split levels for cycle trips. More emphasis on the importance of the Chisholm Trail was also requested.
- 4.49. Whilst there was support for exploring the potential for further orbital public transport capacity, there were also strong concerns expressed about the potential environmental impacts of any new orbital road infrastructure, such as a road under the Gogs or a Fen Ditton to Newmarket Road link.
- 4.50. In terms of public transport, although more orbital routes were given good levels of support, some of the proposed infrastructure that may be required to provide the routes received strong objections. This concern was particularly evident in responses to the proposal to potentially consider a busway link between the new Chesterton station and Newmarket Road. There were also concerns received about the need to further acknowledge the interaction between buses and cyclists/pedestrians, and safety and priority issues.
- 4.51. The environmental performance of buses and the impact increasing their movements within the city was also a point of concern from some respondents.

St Neots – Cambridge Corridor

- 4.52. There were a number of responses relating to this corridor, particularly in relation to the proposals for new development at Cambourne West and Bourn Airfield. There was a good level of support for upgrading the A428 west of the Caxton Gibbet roundabout and for improvements to the public transport options on the route, which are currently perceived to be inadequate by many respondents.
- 4.53. However, there were also a large number of responses that have concerns about the proposals for this route. Most commonly, concerns about the current capacity of the A428 and also the A1303 (Madingley Rise) which lead to significant levels of congestion already, were raised. These concerns were further highlighted by a feeling amongst respondents that there is little scope for upgrading the roads on the corridor, that rat running will occur as a result of further congestion. Concerns relating to the proposed tolling of the A14 and any subsequent negative impacts on the A428 were received.

- 4.54. In terms of public transport, whilst many people highlighted the lack of access to HQPT on the route currently and a wish for this to improve, a lot of the responses received questioned whether the proposals in the TSCSC (for HQPT along the A428 from Cambourne to Cambridge) would serve those in existing settlements such as Comberton, Bourn and Caldecote. A common concern received is the distance between a number of the villages along this route and the A428 itself, where the HQPT route is likely to be located. Some also question the viability of HQPT routes on this corridor given the likely cost of such a scheme(s).
- 4.55. Whilst many responses called for improved cycle links between St Neots and Cambridge, there were responses questioning the feasibility of cycling as an alternative to the use of private cars on this corridor, given the distances between many of the villages and the main service and employment centres.

Ely – Cambridge Corridor

- 4.56. The proposed development at Waterbeach barracks also meant that the Ely to Cambridge corridor proposals in the TSCSC drew in a lot of responses. Once again good support was received to proposals for upgrading cycle links, rail links and the creation of a new HQPT route.
- 4.57. The capacity of the A10 and its ability to cope with the additional growth however came up as a common concern. The proposals to increase the capacity of the road to deal with the proposed development also received comment, with a number of local residents keen to understand more about the details of the proposals at the earliest possible stage.
- 4.58. In terms of public transport, concerns about the possible relocation of Waterbeach station were also registered, along with comments about the possible routing of any HQPT route.

Haverhill – Cambridge Corridor

- 4.59. The role and performance of the A1307 dominated the responses received in relation to this corridor. Key concerns were raised about the A1307's ability to deal with the levels of growth proposed, not just in South Cambridgeshire but also over the border into West Suffolk too. Indeed, the level of growth proposed in Haverhill was raised as a likely cause of increased congestion on the route. Furthermore, the safety record of the A1307 was also brought up as an issue by some respondents. Many respondents would like the TSCSC to improve the capacity and performance of the A1307 and not just focus on public transport solutions.
- 4.60. There were a number of responses supporting increases in HQPT availability on the route, as well as increased cycle accessibility. These were however tempered by the concern that a HQPT option may not encompass all of the trips made, and would therefore be a costly option. The reopening of the Colchester to Cambridge rail line, whilst supported in theory, was cited as being unrealistic given likely costs and difficulties with delivery.

Royston – Cambridge Corridor

- 4.61. Good levels of support were received for the TSCSC proposals for the Royston to Cambridge corridor. Improving the cycle links along the A10 and between the settlements either side of this road gained particular support, with a commitment from Hertfordshire County Council to work with us to deliver safe routes between Royston and Melbourn. In addition, the improvements planned for rail stations and interchanges along the route were also widely supported.

4.62. There were mixed responses on the upgrade of the Foxton crossing, with many supporting this proposal but also a number of concerns raised about the impact it could have on traffic levels in the area, particularly through Harston. Concerns about a lack of bus option on the corridor were also received during the consultation period.

Alconbury – Huntingdon – Cambridge Corridor

4.63. The A14 dominated the responses on this corridor. The vast majority of responses received supported an upgrade to the A14, but many are concerned about tolling and the impact it will have on local roads.

4.64. Responses also suggest that cycling links in the villages directly on the Guided Bus route also need to be better linked to the guideway, where there is a good, dedicated cycle route.

Newmarket – Cambridge Corridor

4.65. Support was received for the TSCSC proposals to support further electrification of the rail link to Newmarket and the dualling of lines where required. However, some concerns were raised about the lack of bus option in this area.

Saffron Walden – Cambridge Corridor

4.66. In general, the responses received for this corridor supported the TSCSC proposals. The improvement in and access to rail interchanges was popular, however there were some concerns raised about the lack of funding for all of the proposals. This corridor was also highlighted as having a lack of bus option by respondents.

5. NEXT STEPS AND CHANGES TO THE TSCSC

5.1. The good level of support received during the consultation is a positive indication that the strategy aims, objectives and key principles are on the right track, and will not therefore need to undergo any major changes.

5.2. There were however some key issues arising, particularly from the free text within the surveys and the more detailed email and letter responses, which will require some alterations and additions to the strategy. In addition, there are some areas which will require further work and investigation, and an Action Plan will be included in the Strategy and this will provide further information on key interventions and measures and this will be a living document, and will be periodically reviewed and updated to ensure that it can meet the up-to-date requirements of delivering the strategy. The areas where additions and changes to the strategy are proposed are summarised below:

Policies

5.3. In a number of cases, changes and additions to the strategy as a result of responses received will be covered by the addition of specific policies within the TSCSC. Policies within the strategy will be closely related to those adopted through the Local Transport Plan.

8) These policies will give a clear steer on the direction of each section of the strategy, for example, by committing to implementing high standards of infrastructure or working towards environmental targets. Some areas identified for policies include:

- Air quality & Emissions

- Protecting the environment
- Supporting growth
- Safety & Standards for cycle, pedestrian, road and HQPT infrastructure
- Supporting access to sustainable modes of travel
- Supporting the planning process in achieving sustainable developments, inc. seeking contributions for infrastructure
- Demand Management

Demand management

- 5.4. A number of responses were received relating to the two demand management proposals in the draft strategy. While there was good overall support for the principle, views were split when it came to the concept of reducing access to certain routes through expansion of the Core Traffic Scheme principles. Further study work on this will be undertaken to inform demand management proposals through a more holistic Access and Capacity study and the key agreed proposals from this will feed into the Action Plan. In addition, a policy on demand management will be included in the Strategy.
- 5.5. There was also good support for using on-street parking as a demand management tool. Again, further work will be undertaken to outline a programme for how this could be achieved and again any proposals will feed into the Action Plan.

Action Plan

- 5.6. The Action Plan is intended to provide an outline programme of schemes and interventions. This will be a living document to support the delivery of the strategy aims and provide more clarity on the specific proposals. Of necessity, the action plan will contain packages of work that will need to be undertaken to define many of the schemes in more detail and a timetable is included for this work, based on the relative priority and sequence of development. This may include further detailed study work and option appraisal. As more detail is developed for individual schemes, this will be included in future revisions of the Action Plan
- 5.7. This study work and the development of scheme options will cover the vast majority of the changes to be made to the TSCSC as a result of the responses received. Every scheme in the Action Plan will undergo its own programme of consultation with local communities and stakeholders at relevant stages of the design process.

Funding

- 5.8. A range of respondents questioned how the Strategy aims will be funded. Further work has been undertaken on this and the Action Plan will identify likely sources of funding for each scheme (where known) and likely costs of each proposal, within broad ranges if this information is also not known. Funding from development as well as City Deal are expected to be the main sources.
- 5.9. Although we have identified likely sources of funding for many of the schemes, it is clear that there will still be a gap, and further funding will be sought and bid for from a range of sources to support the delivery of the Strategy's programme. However it is important that the Strategy includes the full list of schemes in order that they can be brought forward should an opportunity arise in the future. Furthermore, the positive signs from Government regarding the City Deal potentially offer a far greater opportunity to deliver the larger, more expensive transformative schemes, which in turn will help to deliver the growth planned.

Modelling

- 5.10. Comprehensive modelling was carried out to test the development scenarios alongside a range of transport interventions, and this fed into both refining the development and transport strategies. Modelling of the Draft Strategy and Local Plans has demonstrated that together these will have a positive effect on managing the growth in travel demand, helping to reduce the amount of car traffic and significantly increase the amount of people travelling by sustainable alternative modes. Therefore, no further strategic modelling will be undertaken as part of the TSCSC. It is expected that further detailed assessment work on specific development sites will be carried out by developers as part of the Transport Assessment process and the County Council's model is available for this purpose.

Public Transport

- 5.11. The importance of interchange and interaction between modes will be outlined more clearly to reflect the fact that positive and negative impacts can result from the interaction of different transport modes. More detailed proposals and scheme specifics will follow as a result of the Access and Capacity study proposed which will consider key routes, patterns and public realm and interaction and integration between modes. The proposals from this will feed into the Action Plan.
- 5.12. The strategy wording on rail will be strengthened to reflect the importance of influencing any rail investment plans coming forward. The Action Plan will provide further detail on public transport options as they are developed. It will aim to identify if and how options for rail, bus or any HQPT option can be delivered, along with costs, phasing and timescales etc.

Cycling and pedestrian facilities (inc. bridleways)

- 5.13. A cycling strategy for the area will be developed through working with key partners.. This will include more detail on developing the network and standards in line with the strategy approach and prioritise routes to key destinations such as for example routes to schools, colleges and employment. Consideration will be given to setting targets for specific developments. A cycling policy will be included in the strategy which seeks to secure the highest feasible standards of access, safety and infrastructure.
- 5.14. In addition, the strategy will be strengthened to ensure that high quality cycle and pedestrian provision will be provided alongside any new HQPT or road infrastructure that is built and that this is mainstreamed. The current Cambridgeshire Guided Busway provision should be taken as an example of this. A policy will be included in the strategy to this effect and specific locations for such provision will be included in the Action Plan, where known. Such a policy will also stipulate the need to provide additional cycle parking at HQPT interchange points to allow easier access for those not living on the main strategic corridors.

Environment

- 5.15. Each individual scheme within the Action Plan will need to go through the relevant environmental assessment and be consulted upon.
- 5.16. Policies will be developed to ensure that the TSCSC helps achieve air quality and carbon emission targets set locally and nationally. A policy to help new transport interventions minimise the negative impact on the built and natural environment will also be present within the strategy.

6. APPENDICES

APPENDIX 1: SURVEY & ONLINE RESULTS

****This serves as an appendix document to a full consultation analysis report provided by the Cambridgeshire CC Research Group.****

NB: Percentages rounded to the nearest one decimal.

ABOUT YOU

Do you live in:

	Count	%
Cambridge	207	29.6%
South Cambridgeshire	413	59.0%
Elsewhere – but I travel to or through Cambridge City / South Cambridgeshire on a regular basis.	80	11.4%

What is your home postcode?

A total of 694 respondents submitted a postcode. These locations have been displayed on a map which can be reviewed in the main consultation analysis document.

MODES OF TRAVEL

How do you usually travel to and from the following?

Column comparisons – notable 'highs' and 'lows' have been highlighted.

	Work	School / college / university	Leisure facilities	Food shops	Other shops	Health services	Community / day centres	Visiting friends / relatives
Car driver	272 38.9%	90 12.9%	23 3.3%	398 56.9%	286 40.9%	278 39.7%	107 15.3%	409 58.4%
Car / Passenger	12 1.7%	11 1.6%	307 43.9%	38 5.4%	21 3%	17 2.4%	6 0.9%	53 7.6%
Bus	25 3.6%	30 4.3%	48 6.9%	23 3.3%	63 9%	44 6.3%	12 1.7%	23 3.3%
Guided Bus	7 1%	2 0.3%	6 0.9%	1 0.1%	11 1.6%	3 0.4%	1 0.1%	3 0.4%
Park and Ride	4 0.6%	2 0.3%	0 0%	2 0.3%	61 8.7%	8 1.1%	2 0.3%	0 0%
Rail	28 4%	5 0.7%	15 2.1%	5 0.7%	13 1.9%	5 0.7%	0 0%	55 7.9%
Community Transport	0 0%	0 0%	0 0%	0 0%	0 0%	2 0.3%	0 0%	0 0%
Walk	18 2.6%	38 5.4%	70 10%	107 15.3%	63 9%	164 23.4%	90 12.9%	32 4.6%
Cycle	129 18.4%	63 9%	156 22.3%	74 10.6%	136 19.4%	123 17.6%	57 8.1%	76 10.9%
Motorcycle	2 0.3%	1 0.1%	2 0.3%	1 0.1%	2 0.3%	3 0.4%	1 0.1%	0 0%
Taxi	0 0%	1 0.1%	1 0.1%	0 0%	0 0%	4 0.6%	2 0.3%	3 0.4%
Do not travel (e.g. work at home, internet shopping etc)	203 29%	457 65.3%	55 7.9%	51 7.3%	44 6.3%	49 7%	422 60.3%	46 6.6%

Do you support the approach to increase the use of sustainable transport, whilst maintaining traffic at a similar level to what it is now? This will help to make the most of the limited capacity available on the region's roads.

	Count	%
Strongly agree	294	42%
Agree	241	34.4%
Undecided / Don't know	83	11.9%
Disagree	39	5.6%
Strongly disagree	43	6.1%

If motor traffic was able to travel around the outskirts of Cambridge more easily, would you approve of giving more road space to buses, cyclists and pedestrians? This might mean bus lanes or cycle lanes, for example?

	Count	%
Strongly agree	305	43.6%
Agree	217	31%
Undecided / Don't know	65	9.3%
Disagree	63	9%
Strongly disagree	50	7.1%

Do you support proposals for restrictions on car traffic on some roads in Cambridge, so that buses and cyclists could travel more quickly?

	Count	%
Strongly agree	267	38.1%
Agree	165	23.6%
Undecided / Don't know	96	13.7%
Disagree	110	15.7%
Strongly disagree	62	8.8%

If new Park & Ride sites and more spaces were created, would you agree with on-street parking restrictions, such as more widespread residents' parking, in Cambridge?

	Count	%
Strongly agree	163	23.3%
Agree	187	26.7%
Undecided / Don't know	152	21.7%
Disagree	130	18.6%
Strongly disagree	68	9.7%

Do you agree with the approach for enabling people to use public transport for at least some of their journey?

	Count	%
Strongly agree	291	41.6%
Agree	260	37.1%
Undecided / Don't know	82	11.7%
Disagree	38	5.4%
Strongly disagree	29	4.1%

We want to create better cycle and pedestrian links in South Cambridgeshire. What villages, facilities and/or services would you like to see connected?

Free text fields have been compiled and analysed in the core report

Do you have any suggestions on where new transport hubs, such as bus stops, Park and Ride sites and train stations could be located?

Free text fields have been compiled and analysed in the core report

Please use this section to identify any gaps that you think exist in the strategy.

Free text fields have been compiled and analysed in the core report

*****SURVEY END*****

APPENDIX 2: CONSULTATION PROCESS AND METHODS

In order to gauge the opinions of as wide a sector of the population as possible, a wide variety of methods were used to ensure the consultation reached as many people as possible. This included:

- Press releases sent to the local media which resulted in a number of press articles;
- Consultation promoted on Twitter using #tscsc;
- All exhibition dates were promoted on cambridgeshire.net;
- Exhibition banners were displayed at Cambridge Central library from September-October 2013;
- Dedicated webpages for Transport Strategy on our corporate website with an online survey and the full strategy available to download;
- Emailed all parish councils in Cambridgeshire and surrounding councils with information on the consultation;
- Having hard copies of the survey and leaving these in libraries and places of public interest;
- Informing 'key stakeholders', partner authorities and organisations by email;
- Promotional postcards (complete with weblink) left in public areas (such as Libraries and community buildings);
- 25 exhibitions throughout the city and South Cambridgeshire, held jointly with the City Council and SCDC;
- Blog on consultation was added to Shape Your Place;
- Leaflets were displayed in four Cambridge Community Centres; and
- Article published in Histon and Impington's website;

In order to gather options from as wide a range of society as possible, we targeted the harder to reach groups whereby it is considered that the response rate to previous consultations has been lower than

hoped. Examples of these groups include school and college aged children, those with mobility difficulties, the business community and staff from the area's large employers. A list of ways in which we attempted to reach these groups is below:

- Consultation was published on the Cambridge Network website and included in their e-newsletter and social media channels
- School assembly held at Swavesey Village College
- Article on consultation was published on Cambridge Charity Voluntary Sector website and in their e-newsletter
- Article on consultation was published in Cambridge Older People's Enterprise Forum in their newsletter to all their members
- Article on consultation was published in Addenbrooke's internal intranet
- Article on consultation was published in the library e-newsletter
- Leaflets were sent to all schools and colleges in Cambridgeshire
- Leaflets were displayed on all Park and Ride sites
- Article included in the young people's site Youthoria
- Article included in the Travel for Work's newsletters
- Article included in the Cambridgeshire's school ICT portal, Learn Together
- Leaflets were sent to all libraries in Cambridgeshire
- Attended the Cambridge Urban Festival to gauge the opinions of younger people
- A presentation to the City Council Disability Consultative Panel
- Attended an exhibition of small businesses at Cambridge Airport

A summary of the numbers of, and the methods that people used to respond to the consultation, as outlined below, helps to show how successful our attempts to reach a wide variety of people were:

- We received 700 completed surveys (both online and paper)
- We received over 100 more detailed email responses
- The #tscsc was mentioned 19 times on Twitter according to Topsy Pro
- There were 11 tweets with the words 'Transport Strategy for Cambridge and South Cambridgeshire' according to Topsy Pro
- Twitter resulted in 78 unique page views to the Transport Strategy for Cambridge and South Cambridgeshire on the County Council website
- During the consultation period (22nd July) there were 2,391 unique page views. 1,221 were referred to the page from Google and 687 were directly from entering the URL
- A link on the Cambridge Cycling Campaign resulted in 96 unique page views
- A link on the Cambourne.info website resulted in 177 unique page views
- Links on Facebook resulted in 47 unique page views

APPENDIX 3: LONG LIST OF KEY EMAIL/LETTER RESPONDENTS

Significant text comments were received by email and letter from the following key partners and stakeholders:

- Various Local Members
- Cambridge Past, Present and Future
- Milton PC
- Cambridge Cycling Campaign
- Natural England
- Rail Futures

- Linton PC
- Hertfordshire CC
- St Ives TC
- Hauxton PC
- South Cambridgeshire District Council
- Commercial Estates Group
- Teversham PC
- Uttlseford DC
- Representatives of West Suffolk & South Cambs
- Harston PC
- Fulbourn Forum
- Cambridge Constituency Labour Party
- Various Neighbourhood and Residents Associations
- CTC Cambridgeshire County Council Countryside Properties (Bourn Airfield developers)
- Cambridge University
- AECOM
- Cambridge Local Access Forum
- British Rowing
- Camrow
- Fen Ditton PC
- West Chesterton Labour Party
- Highways Agency
- Suffolk CC
- GtShelford PC
- Savills (on behalf of Grosvenor Developments)
- St Edmundsbury DC & Forest Heath DC
- Oakington&Westwick PC
- Toft PC
- Bourn PC
- GtChesterford PC
- Friends of Mitcham's Corner
- Clewlow Consulting
- Cambridge City Council
- English Heritage
- Keep Waterbeach Rural

APPENDIX 4: CYCLE NETWORK EXPANSION SUGGESTIONS

The list below demonstrates the areas most commonly identified as needing better cycle links in the strategy area:

- Bar Hill
- The villages along the A428 corridor (from Cambourne to Cambridge)
- The A10 (south) corridor, from Royston to Cambridge (including the villages along the route such as Melbourn, Shepreth, Barrington and Foxton)

- Safe links across the A10 and A505 between Hertfordshire and Cambridgeshire
- Saffron Walden to Cambridge, including a link to GtChesterford and to the business parks along this corridor
- The A1307 corridor, including a link from Linton and the surrounding villages and from Sawston and the business parks into Cambridge
- Waterbeach, Landbeach and the villages surrounding the A10 (north) into Cambridge and the science park
- Linking the villages along the A14 and CGB route to the dedicated cycle link along the guideway
- Haslingfield and Grantchester to Cambridge
- Oakington to Histon and Impington and then to Cambridge
- Newmarket to Cambridge corridor, including the villages inbetween
- Chisholm Trail
- Generally linking neighbouring villages in South Cambs

Note: These will be considered as part of a cycle strategy which will be developed through the life of the action plan.

APPENDIX 5: NEW PUBLIC TRANSPORT INTERCHANGE SUGGESTIONS

The list below demonstrated the areas most commonly identified as being good locations for new public transport interchanges:

- Barton Road (additional P&R site)
- Fulbourn and/or Cherry Hinton (rail)
- Addenbrookes (rail)
- A new long distance coach station for Cambridge (not in current location at Parkers Piece)
- Cambourne/A428 route
- Between Foxton and the M11
- Something further out of the City on the A1307
- Another P&R site to serve the A14 traffic, perhaps around Huntingdon Road
- East/West rail link to the west of Cambridge
- Further north of the A14 on the A10
- Around Histon (or somewhere on the B1049)

Note: These will be considered through the life of the action plan.