
The Cambourne to Cambridge Order

Transport And Works Act 1992

Transport And Works (Applications And Objections Procedure) (England And Wales) Rules 2006

Consultation Report (Required by Rule 10(2)(d))

Document Reference	CtoC-6-00
Revision Number	00
Author	Greater Cambridge Partnership
Date	November 2024

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. The Cambourne to Cambridge Scheme (the Scheme) proposes a new transport route from the growing settlement of Cambourne to the edge of Cambridge city, henceforth referred to as the Scheme. Cambridgeshire County Council (CCC) (the Applicant) is making an application on behalf of the Greater Cambridge Partnership (GCP) to the Secretary of State for Transport for an Order under the Transport and Works Act 1992 (TWA) accompanied by a request for deemed planning permission to approve this Scheme (the Application). The proposed Order will be termed the Cambourne to Cambridge Order 202[x] (the Order).
- 1.1.2. GCP is the local delivery partner for the Greater Cambridge City Deal comprising a statutory joint committee (Joint Committee) formed by CCC, South Cambridgeshire District Council and Cambridge City Council, with non-voting representatives from the University of Cambridge and the business sector who sit on the GCP Executive Board.
- 1.1.3. The Transport and Works Act 1992 requires that the Applicant must be a legal entity. t. As GCP does not perform this function the Application is being made by CCC, as a corporate entity and GCP partner, under constitutional arrangements between the parties.
- 1.1.4. The Order, if made, would authorise CCC to carry out works to construct a new 13.6 km public transport route linking Cambourne and Cambridge, and the subsequent operation and maintenance of those works. It will include a dedicated guided busway serving communities in Cambourne and the proposed Bourn Airfield development, as well as in Hardwick, Coton and the West Cambridge campus. An emergency access and maintenance track will run alongside the busway, also providing an active travel path for pedestrians, cyclists, and where practicable, for equestrian use.
- 1.1.5. In addition, the Order would authorise CCC to compulsorily acquire land and rights, to occupy land on a temporary basis, to divert utilities, to make provision for temporary alternative routes and permanent diversions and to stop up or alter roads temporarily and permanently.

1.2 THE SCHEME

- 1.2.1. The proposed guided busway lies to the west of Cambridge, running between the town of Cambourne and the edge of Cambridge city centre along the corridor served by the A428/A1303. It will connect to a wider public transport network to enable people to travel for employment, education and leisure. The Scheme will encourage modal shift to public transport via a congestion-free alternative to the car and will facilitate sustainable development at key strategic economic and housing sites.
- 1.2.2. The Scheme is a priority for the City Deal agreed in 2014 between Central Government, CCC, Cambridge City Council and South Cambridgeshire District Council, as it will create a vital link to ease congestion, offer sustainable travel choices, connect communities and support growth.
- 1.2.3. The Scheme forms part of a portfolio of projects being delivered under the City Deal by GCP, the delivery body for the Deal. GCP has been allocated up to £500 million in funding until 2030 for transport infrastructure, with the aim of contributing to the development of a better, green transport network for the city region to boost local economic growth.

1.3 CONSULTATION

- 1.3.1. The Applicant carried out comprehensive consultation on the proposed Scheme. The consultation process is outlined in Chapter 3 and this included four formal stages of consultation from 2015 to 2022 with both key stakeholders and the local community. The purpose of these consultations was to ensure statutory bodies, landowners, members of the public and other stakeholders understood the Scheme and the potential environmental effects. It provided them with a series of opportunities to comment on the proposals at key stages of development and for the project team to ensure these responses were considered as part of Scheme design and construction planning.
- 1.3.2. Each round of consultation was well publicised to ensure a wide range of individuals and organisations had the opportunity to comment. It was also iterative; issues raised informed the Scheme development and were thereby carefully considered as part of each subsequent round of consultation. Engagement with stakeholders and the wider community has been undertaken, is ongoing and will continue post-submission and up to public inquiry.

1.4 PURPOSE AND STRUCTURE OF THIS REPORT

- 1.4.1. This report summarises the four stages of consultation that have been undertaken by the Applicant as well as continued stakeholder engagement. It will be submitted with the Application in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006.
- 1.4.2. The structure of the report is as follows:
- Chapter 1: Introduction
 - Chapter 2: Scheme Context
 - Chapter 3: Consultation Strategy
 - Chapter 4: Better Bus Journeys Consultation
 - Chapter 5: Phase One Consultation
 - Chapter 6: Phase Two Consultation
 - Chapter 7: Environmental Impact Assessment Consultation
 - Chapter 8: Continued Stakeholder Engagement
 - Chapter 9: Summary

2 SCHEME CONTEXT

2.1 REQUIREMENTS FOR THE SCHEME

- 2.1.1. Greater Cambridge is one of the most successful and fastest growing economies in the UK. The pace of economic growth is unlikely to slow which will lead to population growth and, if not supported by improved public transport infrastructure, increased congestion. Greater Cambridge would be unable to achieve its full potential without investment in infrastructure and housing.
- 2.1.2. Accessibility to jobs and services is constrained in West Cambridge and along the A428/A1303 corridor by increased congestion and a lack of viable public transport alternatives. This also limits development potential and growth at key development sites including West Cambourne, Bourn Airfield and the Cambridge West University Campus.
- 2.1.3. The Scheme will provide a new transport route from the edge of Cambridge city centre to Cambourne serving the A428/A1303 corridor with eight buses per hour in each direction. This will increase accessibility for the local population and support economic growth and development in the area.
- 2.1.4. The Scheme objectives are set out in Figure 2-1. They are founded on supporting economic growth, providing a sustainable transport network and relieving congestion. The Scheme carried out a comprehensive option selection process to ensure that the proposed Scheme meets these objectives.

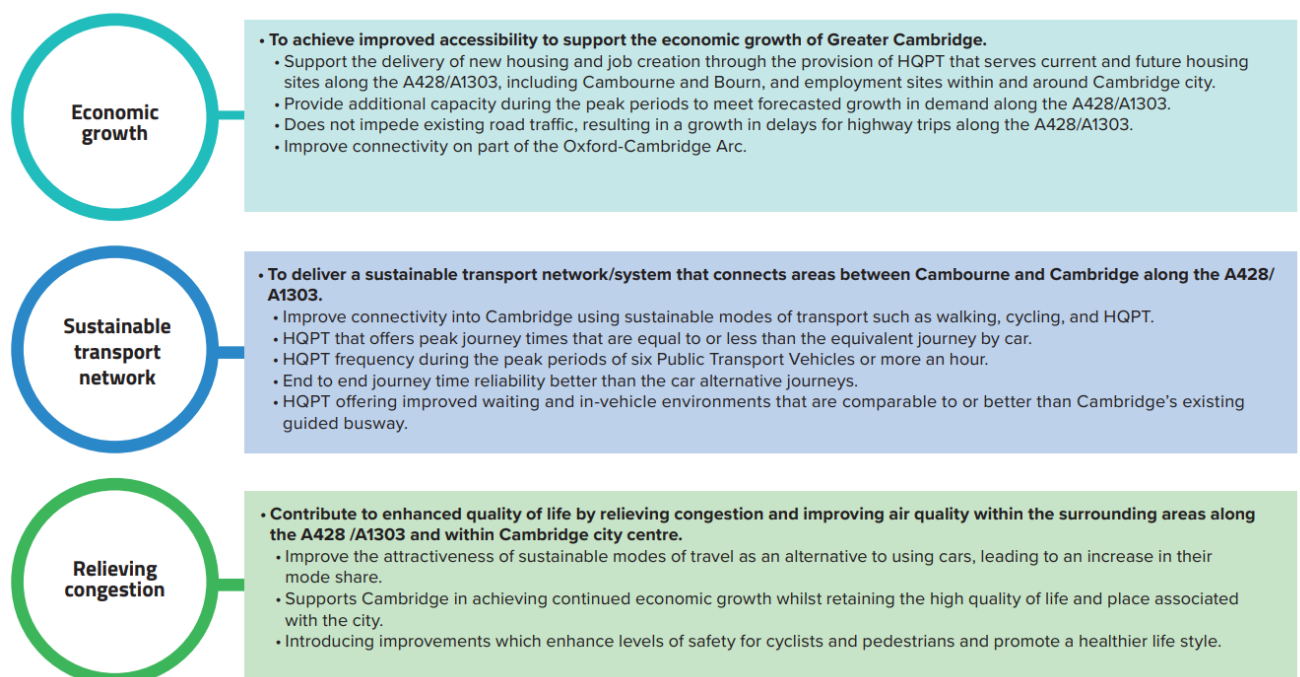


Figure 2-1 – Scheme Objectives

2.2 SCHEME DESCRIPTION

THE SCHEME

- 2.2.1. The Scheme runs between the edge of Cambridge city centre and Cambourne, 8 miles west of Cambridge. It will serve existing and growing settlements along the route, including Cambourne and Hardwick, and future developments, including Bourn Airfield and Cambourne West.
- 2.2.2. The Scheme consists of the following main elements:
- a two-way guided busway 13.6 kilometres in length commencing at Sterling Way, Cambourne and terminating at Grange Road, Cambridge segregated from local highways except for stretches along St Neots Road and Charles Babbage Road;
 - intermediate bus stops along the route and an emergency and maintenance access track to be dedicated as a bridleway running alongside the two-way guided busway for most of the length of the guided busway (the Service Track);
 - a new travel hub building and Park and Ride site east of Scotland Farm with access for the buses over the existing A 428 bridge
 - new bridges over the M11 and at Bin Brook to provide for the two-way guided busway and adjoining emergency and maintenance track;
 - access roads, temporary compounds, stopping up, diversion and creation of public rights of way, highway crossings, drainage works and attenuation and infiltration ponds.
- 2.2.3. It. The guided busway will be used by electric or hybrid vehicles, with a minimum emissions standard of Euro VI, providing a service of eight buses per hour each way. The guidance technology is explained in the Environmental Statement document CtoC-10-ES0
- 2.2.4. The guided busway will pass via a new travel hub (referred to in early consultation as a Park & Ride) at Scotland Farm on the A428, from where drivers can leave their cars and continue into the city using the Scheme, by bus or cycle, and avoid the increasingly congested roads.
- 2.2.5. Construction is anticipated to be undertaken over a period of approx. 24 months. It will require the use of 16 worksites, including one main compound at Scotland Farm Travel Hub, five secondary compounds and ten local works compounds to support construction activities.

THE SCHEME ALIGNMENT

- 2.2.6. The Scheme begins in Cambourne at Sterling Way and moves east on an existing footway/cycleway, which will be re-provided alongside the route as part of an existing planning permission. It crosses Broadway and enters the currently disused Bourn Airfield where it passes around the western and northern perimeter of this future new community, mainly on a dedicated route.
- 2.2.7. The route bears north-east out of Bourn Airfield crossing St Neots Road about 150m northwest of the Bourn roundabout at Childerley Gate. North of St Neots Road, it bears east between the A428 and Childerley Lodge Cross.
- 2.2.8. The busway continues off-road south of the A428 before joining St Neots Road, 170m west of Scotland Road. Cambourne to Cambridge buses will be able to use Scotland Road to access a new travel hub east of Scotland Farm.

- 2.2.9. Scotland Farm Travel Hub (see Figure 2-2) will provide space for around 2,000 cars and 300 bicycles, as well as coach parking. It will include recharging points for electric vehicles. It will have a central single storey building offering toilets and waiting rooms. Landscaping at the travel hub will help to mediate good access and movement, as well as supporting biodiversity and offering aesthetic benefits.



Figure 2-2 – Scotland Farm Travel Hub

- 2.2.10. The Scheme will continue along St Neots Road, north of Hardwick, for about 2km. West of Long Road, the route bears south from St Neots Road, passing west and south of the Comberton plantation (also referred to as the Waterworks site). The route will continue east across farmland and north of Coton. The footpath between Coton and Madingley will be maintained and cross the route.
- 2.2.11. The Scheme crosses Cambridge Road in Coton at a new signalised junction before continuing across to a new bridge that will carry it over the M11 south of Junction 13. The existing bridleway running along the east side of the M11 will be diverted to connect with the emergency and maintenance access track to maximise connectivity.
- 2.2.12. East of the M11 crossing, proposed bus services will use the private road of Charles Babbage Road within the West Cambridge Campus. The scheme requires new rights over other parts of the campus, including Rose Street and JJ Thomson Avenue. It will then bear south between existing campus buildings, enter West Fields, and bear south of Cambridge University Athletics Sportsground.
- 2.2.13. The Scheme continues east along the Rifle Range track, crossing Bin Brook over a new bridge. It will pass north of the Cambridge University Rugby Ground and south of Herschel Road, before connecting to Grange Road, where the Cambourne to Cambridge vehicles will continue along existing routes into Cambridge to their destinations.

2.3 BENEFITS OF THE SCHEME

- 2.3.1. The Scheme has been recognised in the South Cambridgeshire Local Plan and the underpinning Transport Strategy for Cambridge and South Cambridgeshire as a key Scheme to help address recognised infrastructure constraints on growth by linking Cambridge to growth areas in the west. The Scheme will provide improved public transport links - connecting people to places of employment, study and key services - and help existing and new communities along the A428/A1303 grow sustainably in the coming years. Please note this section should be read in conjunction with the Planning Statement (Document CtoC-15-00)

ECONOMIC BENEFITS

- 2.3.2. The Scheme seeks to improve bus connectivity and reduce congestion issues along the A428 and A1303 by providing faster, more reliable journeys for users travelling via a Guided Busway. Other highway users will also experience journey time benefits due to decongestion as a result of modal shift from private car to public transport.
- 2.3.3. The Scheme will also result in reductions in existing road traffic and hence produce decongestion benefits. There is a forecast mode shift from private car to public transport along the A428 and A1303 as a result of providing a competitive public transport alternative such as the Guided Busway
- 2.3.4. There are also economic benefits associated with improved active travel journeys supported by the development of the Emergency and Maintenance Access Track that doubles as an active travel path. These are mainly generated through the health benefits of cycling and walking including reduced risk of premature death and reduction in absenteeism from work. The impact on journey ambience is also significant where enhanced provision of cycling infrastructure improves the quality of journey experienced by cyclists.
- 2.3.5. There are also decongestion benefits associated with mode shift from private car, improving journey times for other highway users, and associated with this is a reduction in indirect tax revenues where fuel usage reduces. Also linked with mode shift from private car are benefits in terms of air quality, noise, accidents, and greenhouse gases.
- 2.3.6. The Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of Cambridge city. Between 2011 and 2031, there is planning for an additional 8,000 new homes set for development in the Cambourne to Cambridge area and 44,000 new jobs to be created in or around the city. The Scheme will support the economic growth of the region through the provision of public transport links to the existing and proposed housing and job sites along the A428/A1303 transport corridor through:
- providing public transport infrastructure to link the existing and future major housing and employment areas and providing reduced existing journey times from Cambourne into Cambridge;
 - providing the opportunity for a more sustainable, reliable and rapid alternative form of public transport for existing and future residents along the proposed route; and
 - increasing the reliability of journeys for these residents allowing enhanced access to employment opportunities via a sustainable form of public transport versus private vehicular trips that are noted to be increasing in the Cambridge region.
- 2.3.7. A new transport link running regular, quality services will provide a vital connection for growing these existing and new communities to access jobs, services and other opportunities. The Scheme will

provide this link and will unlock growth by linking key employment, education and housing sites together, and with the Cambridge City. This includes existing areas as well the proposed major developments noted at 3.2.7 above. This is required in order to meet the objectively assessed housing and employment needs of Cambridge City and South Cambridgeshire District Council, as identified in evidence based documents in their emerging Local Plans.

- 2.3.8. The Economic Case of the OBC Addendum 2024 (Document ref: CtoC-21-00 forecast that the Scheme will produce the following user benefits (in forecast year 2036):
- The Scheme will reduce journey times from Cambourne into Cambridge by 20 minutes in the AM peak hour
 - Bus passenger demand east of Madingley Mulch is forecast to more than double to over 850 passengers in the AM peak hour
 - An increase in bus travel mode share from 2% to 4%
- 2.3.9. The Scheme was also estimated to produce wider economic benefits:
- £636m in increased GVA over 30 years
 - £458m from Land Value Uplift benefits
- 2.3.10. It is therefore considered that the Scheme is consistent with the overarching economic objective of sustainable development as set out in the NPPF 2023 by reducing journey times, decongesting the transport network and facilitating a modal shift to public transport and active travel modes as well as linking housing and employment sites. The Scheme will also create a number of jobs both directly and indirectly, which is strongly supported in planning terms and is a strong material consideration in favour of the Scheme.

ENVIRONMENTAL BENEFITS

- 2.3.11. At a high level the Scheme is likely to provide the following environmental benefits
- Improvements to the quality of life of local communities by reducing negative impacts on amenity associated with the reduction in private vehicular trips;
 - Reduction in the use of private vehicles with a resultant improvement in air quality in the Cambridge City Centre Air Quality Management Area (AQMA);
 - The Scheme will deliver a minimum of 10% Biodiversity Net Gain (BNG), with the aim of achieving at least 20%. BNG is over and above the biodiversity mitigation and compensation measures identified to mitigate likely significant effects of the Scheme;
 - Several attenuation ponds along the route have been designed to maintain wet habitat where possible, so benefitting general biodiversity and increasing habitat complexity. Ponds west of the Cambridge University sports ground, southwest of the M11 overbridge, and alongside Callow Brook will hold water on a more permanent basis
 - The provision of a new area of designated Open Space located to the west of the M11 which will include environmental enhancements around and within the proposed detention pond at this location including habitat creation such as ecological balancing ponds, species/meadow rich grassland and tree planting throughout the space. Areas of informal seating and wayfinding features will be provided to enhance the recreational use of this area with access around the detention pond provided by means of an access track that will link to the Emergency and Maintenance Access Track; and

- Enhanced accessibility to the Green Belt and the new/existing Green infrastructure that will be provided as part of the Scheme.

SOCIAL BENEFITS

- 2.3.12. The Scheme will support the promotion of healthy communities by providing a significantly improved public transport system together with additional benefits in terms of enhanced cycle and pedestrian connectivity between Cambourne and Cambridge. This will result in a likely modal shift change and more people using public transport along with cycling and walking to work which has social benefits in terms of increased physical activity.
- 2.3.13. There are also social benefits related to a reduction in accident impacts to the potential for the reduction of traffic along the route of the Scheme along with the segregation of cyclists and pedestrians from the highway through the development of the Service Track.
- 2.3.14. Journey quality frustration due to congestion and parking is likely to be improved with the Scheme. A conservative slight beneficial assessment has been made in the absence of demand data.
- 2.3.15. In addition, by reducing traffic and alleviating congestion, the Scheme will also support the required housing and employment growth along the A428 Corridor which has social benefits in terms of increasing access to housing and employment along with access to other facilities such as leisure and the open countryside.
- 2.3.16. The social benefits are also considered to be strongly supported in planning terms and represent a strong material planning consideration in favour of the Proposed Scheme.

TRANSPORT BENEFITS

- 2.3.17. As a transport infrastructure project, it is important to set out the transport benefits of the Proposed Scheme.
- 2.3.18. The full transport impacts of the Scheme has been assessed as part of the Transport Assessment that accompanies the draft Order application (Document ref: CtoC-25-00).
- 2.3.19. In summary the Scheme aims to facilitate fast, frequent and reliable journeys by bus between Cambourne and Cambridge City in order to accommodate trips from the new and existing developments, as well as to encourage mode shift for those already travelling along the corridor.
- 2.3.20. The transport benefits are in summary:
- A reduction in bus journey times between Cambourne West and the edge of Cambridge City;
 - An increase in bus passenger demand;
 - Improved journey time reliability; and
 - Increased bus mode share
- 2.3.21. These are considered to be a very strong material planning consideration in favour of the Scheme.

3 CONSULTATION STRATEGY

3.1 OVERVIEW

- 3.1.1. The Scheme set out a comprehensive programme for consultation. The programme was adapted over time in response to consultation feedback and as the Scheme design progressed. This included stakeholder engagement with those groups and individuals directly affected by the Scheme, including local authorities and other statutory consultees.
- 3.1.2. Figure 3-1 sets out the key stages of stakeholder engagement and consultation from 2015 to 2022. The development and progression of the design were anchored with a preliminary route option selection consultation in 2015 and three further stages of consultation in 2017/2018, 2019 and 2022. Consultation included a wide range of consultation initiatives including public exhibitions, working groups and local liaison forums to reach both community and statutory stakeholders.

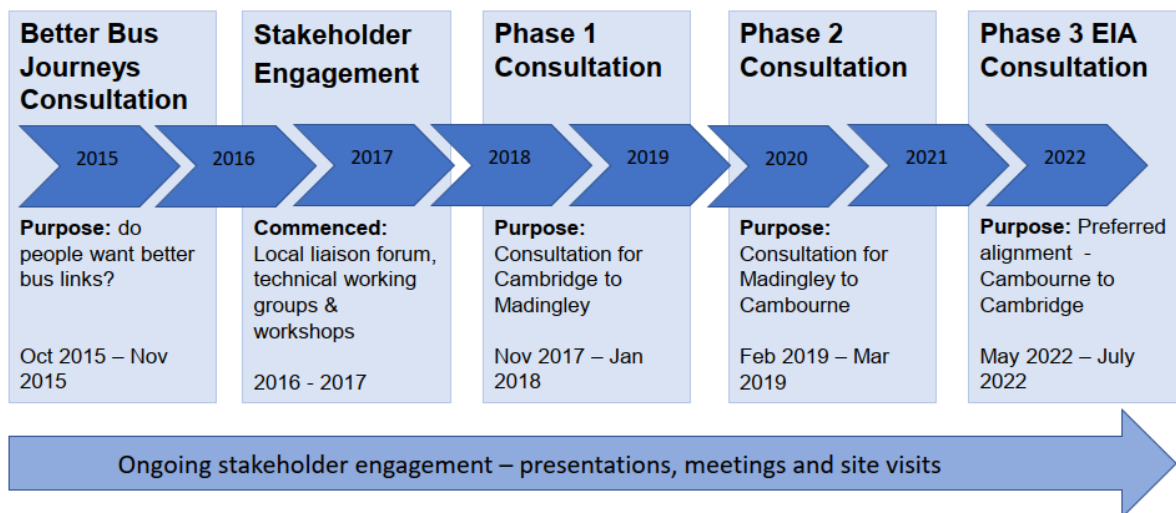


Figure 3-1 – Cambourne to Cambridge Stakeholder Consultation and Engagement Programme

- 3.1.3. The Scheme was split into two parts for the Phase 1 and Phase 2 consultations. The two areas are presented on a map in Figure 3-2.

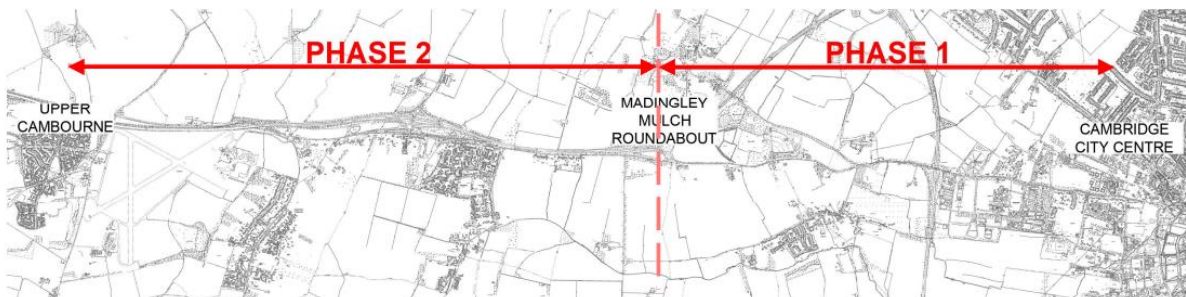


Figure 3-2 – Geographic Split of Phases 1 and 2

- 3.1.4. Continued stakeholder engagement continued throughout and beyond the formal consultation stages. Forums and working groups were set up with key stakeholders and organisations to enable continuous and collaborative dialogue to inform the ongoing design.

- 3.1.5. This process ensured all stakeholders had an opportunity to comment as the design progressed. All feedback was carefully considered as part of the design. Consultees were divided into community and statutory stakeholders (statutory stakeholders are defined as Schedule 5 and 6 stakeholders detailed in Section 3.3). The following sections set out how these stakeholders were identified and outlines how the consultation was carried out.

3.2 COMMUNITY CONSULTATION

COMMUNITY STAKEHOLDERS

- 3.2.1. Community stakeholders comprised local Members of Parliament, local councillors, members of the local community and the wider public. It also included local interest groups such as CamCycle and Cambridge Past, Present and Future (CPPF). Business groups, representatives and business owners were also consulted. Chapters 4 to 7 explain how, and when, these groups were consulted.

COMMUNITY ENGAGEMENT

- 3.2.2. The Scheme identified a wide range of community stakeholders in the early stages of the consultation programme in 2015. This was expanded as consultation progressed and new stakeholders were added as needed through desktop research and community engagement. A stakeholder list was set up and maintained internally throughout the project.
- 3.2.3. Community engagement comprised public events, one-to-one meetings, site visits and presentations. It included comprehensive engagement with those groups or individuals that might be directly affected by the Scheme, as well as those individuals with a more general interest in the Scheme. Consultation with these stakeholders has been ongoing throughout Scheme development from 2015 to 2022. It will also continue post-submission of the TWAO.
- 3.2.4. Many of these meetings with stakeholders were undertaken through the local parish councils (Bourn, Caldecote, Comberton, Coton, Dry Drayton, Hardwick and Madingley), Cambourne Town Council, West Central Area Committee and North Newnham Residents' Association, and GCP-hosted forums (Local Liaison Forum and West Area Community Forum), each of which were consulted at key stages of the Scheme.

FORMAL CONSULTATION STAGES

- 3.2.5. The Scheme carried out four formal stages of public consultation as outlined in Table 3-1 which focused on the key stages of Scheme development.

Table 3-1 – Formal Consultation Stages

Round	Purpose
Better Bus Journeys consultation 2015	Exploring whether people want better bus connections - six high level route options. The Scheme was divided into Area 1 and Area 2 with three options for each.
Phase 1 consultation 2017 - 2018	Consulting on the area between Cambridge and Madingley Mulch roundabout – various on-road/ off-road options including Park & Ride alternatives at Madingley and Scotland Farm.

Round	Purpose
Phase 2 consultation 2019	Consulting on the area between Madingley Mulch roundabout and Cambourne – various options including Park & Ride alternatives at Madingley and Scotland Farm.
EIA consultation 2022	Consulting on preferred alignment - Cambourne to Cambridge (with route options at Hardwick) looking at environmental impact.

- 3.2.6. The aim of the formal consultation was to provide the whole community with information about the proposals at the time and to gather feedback. The consultations were well-publicised and well-attended. As part of the formal consultation, letters and/or emails were sent to a wide range of groups and individuals with information on the Scheme and an invitation to the public exhibitions. This included letters to MPs, local councillors, and landowners. Letters were also sent to the key statutory stakeholders outlined in Section 3.3.

LOCAL LIAISON FORUMS

- 3.2.7. GCP set up a Local Liaison Forum (LLF) in 2016. It was recommended by the City Deal Board to engage with local residents on the Scheme and to provide a forum for regular dialogue between the project team and members of the local community. It provided an opportunity to keep interested parties informed about the Scheme and a vehicle to involve interested parties in Scheme development.
- 3.2.8. The project team held regular meetings and workshops with the LLF group and a Technical Working Group of LLF members. The LLF provided feedback which was taken into consideration as part of the evolving Scheme design. Further information on the LLF is provided in the Statement of Community Involvement Outline Business Case – Appendix D.
- 3.2.9. The project team continued to work with the Forum until 2019. Activities included workshops which presented a range of matters regarding:
- Modelling and appraisal of the transport schemes;
 - On road optimisations and quick wins on the northern route;
 - Wider economic impacts; and
 - Environmental scoring.
- 3.2.10. The LLF has now been superseded by the West Area Community Forum, part of a location-based engagement approach across Greater Cambridge bringing together an agenda covering all GCP and related schemes in the area. Engagement with the West Area Community Forum is an ongoing process and will continue up to and post submission of the TWAO.

3.3 STATUTORY CONSULTATION

STATUTORY STAKEHOLDERS

- 3.3.1. The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006¹ (the Rules) set out the procedure for submission of a draft order under the TWA. Schedule 5 of the Rules identifies the organisations that must be served with a copy of the application and supporting documents. Schedule 6 of the Rules identifies those organisations that must be notified. Both Schedule 5 and Schedule 6 parties were consulted at all rounds of consultation.
- 3.3.2. Table 3-2 sets out all groups or organisations that must be served or notified under the Rules. The Scheme has termed these ‘statutory stakeholders’ for the purposes of consultation. Appendix A, the TWAO Rules 2006 Schedule 5 and 6 Stakeholders Table, explains why these organisations have been included.
- 3.3.3. In addition to those in Table 3-2, all landowners, tenants and others with a property interests of any of the land required either permanently or temporarily for delivery of the Scheme were consulted at all rounds of consultation. . These are termed Property Interest Holders and identified in the Book of Reference (document CtoC-13-00). Chapter 8 below provides details of consultation and ongoing engagement with those parties. In addition that section also identifies any person, other than a person who is named in the Book of Reference whom the Applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the Order is made and the powers in question are exercised, so far as he is known to the Applicant after making diligent inquiry.

Table 3-2 – Statutory Stakeholders (including Schedule 5 and 6) Excluding Property Interest Holders

Statutory Consultees (Schedules 5&6)	
Schedule 5: Those to be served with a copy of the application and documents	<ul style="list-style-type: none"> • Historic England • Natural England • Environment Agency • Cambridgeshire County Council as Local Planning Authority • Cambridgeshire County Council Archaeology Department • Department for Environment, Food and Rural Affairs • The Crown Estate Commissioners • Department for Transport • National Highways <p>Works affecting footpaths, bridleways and cycle tracks:</p> <ul style="list-style-type: none"> • Auto-Cycle Union • The British Horse Society • The Byways and Bridleways Trust • Open Spaces Society

¹ <https://www.legislation.gov.uk/ukxi/2006/1466/contents/made>

	<ul style="list-style-type: none"> • The Ramblers' Association • The British Driving Society • The Cyclists Touring Club <p>Parish Councils:</p> <ul style="list-style-type: none"> • Dry Drayton Parish Council • Coton Parish Council <p>Statutory undertakers (Directly affected):</p> <ul style="list-style-type: none"> • Anglian Water • BT • Cadent • Cambridge Water • Fulcrum Pipelines • Granta Backbone Network (Cambridge University) • Openreach (British Telecommunications) • UK Power Networks • Virgin Media • Vodafone <p>Statutory undertakers (Not affected but to be served a copy of the application):</p> <ul style="list-style-type: none"> • Cellnex • City Fibre • ESP Utilities Group • GeneSYS [National Roads Telecommunications Services (NRTS)] • GTC • MBNL • National Grid (gas) • National Grid (electricity) • Royal Mail
<p>Schedule 6: Those to be served with a copy of the application</p>	<ul style="list-style-type: none"> • The Crown Estate Commissioner • Environment Agency • National Highways • Cambridgeshire County Council • Relevant St Neots Road residents • Royal Mail • Potential Compulsory Purchase Act affected parties

THOSE WITH A POTENTIAL INTEREST IN LAND

- 3.3.4. GCP's land agents CBRE undertook a land identification exercise that identified those with an interest in the land within the Order limits. The focus was on which compulsory acquisition powers could be sought through the Application if private treaty arrangements could not be made with the affected landowners in advance of the Application being submitted.

- 3.3.5. Contact was made with those identified as having a potential land interest and offers of engagement were made to discuss the Scheme with GCP and its land agent. In addition, letters were issued to those with potential interest in land throughout the stages of consultation to ensure they were aware of project progress and the opportunity to comment (See Chapter 8).

APPROACH TO CONSULTATION

- 3.3.6. The Scheme has conducted continuous engagement with statutory stakeholders. This has included invitations to the four formal stages of consultation, written correspondence via letters to local residents including frontage owners of buildings affected by potential street works. Scheme updates online and via email and social media, individual meetings and workshops, presentations and site visits. Feedback was encouraged through the provision of a dedicated email inbox and phone line. All stakeholder feedback has been considered as part of the design process.
- 3.3.7. In May 2019, two working groups were set up to provide a forum for both statutory and community stakeholders to contribute to the development of GCP transport schemes, including Cambourne to Cambridge.
- 3.3.8. The two working groups comprise of:

Non-Motorised Users (NMU)

- A10 Cycling Campaign;
- American Cemetery and Memorial;
- British Horse Society;
- Cambridgeshire Local Access Forum;
- Cambridgeshire County Council;
- Cambridge Past, Present and Future;
- CamCycle;
- Campaign to Protect Rural England;
- Living Sport;
- Network Rail;
- Rail Partnership;
- Ramblers Association;
- Shelford and District Bridleways Group;
- South Cambridgeshire District Council;
- Sport England;
- Sustrans; and
- The Gardens Trust.

Landscape, Heritage and Ecology

- Cambridgeshire County Council;

- Cambridge City Council;
- Cambridge Past, Present and Future;
- Environment Agency;
- Historic England;
- National Trust;
- Natural England; and
- Wildlife Trust.

- 3.3.9. Meetings are typically held every two months and were ongoing through consultation phases. These working groups provide an opportunity for stakeholders to discuss issues across various GCP projects to ensure issues are identified and addressed in a consistent manner.
- 3.3.10. The working groups influenced the design, and suggested design principles, highlighting the need to review alignments around Coton and the layout of active travel routes that were taken forward as part of the Scheme development. As the Scheme progressed the groups enabled the project team to inform stakeholders about environmental effects and potential mitigation across the route.
- 3.3.11. Information regarding engagement with statutory and community stakeholders after the consultation stages is provided in Chapter 8 of this report.

3.4 HOW THE DESIGN EVOLVED THROUGHOUT CONSULTATION

- 3.4.1. The Better Bus Journeys and Phase One consultations informed the Strategic Outline Business Case, and Options Assessment Report (OAR) Part 1 and Part 2. These OARs led to the selection of optimised on-line and off-line solutions for Phase 1 (OAR1), and then compared the two alternatives (OAR2). Both considered Park & Ride options but did not conclude a preferred option.
- 3.4.2. OAR 3 was informed by the Phase Two consultation and recommended a preferred option for the whole Scheme including the Park & Ride site. That was presented as part of the Outline Business Case approved by the Executive Board in July 2021 following Independent Audit.
- 3.4.3. The EIA consultation led to further refinements of the Scheme, documented in Chapter 7 and the Environmental Statement, which were approved by the Executive Board in September 2022.

4 BETTER BUS JOURNEYS CONSULTATION (2015)

4.1 CONSULTATION OVERVIEW

- 4.1.1. The Greater Cambridge City Deal aimed to enable a new wave of innovation-led growth by investing in infrastructure, housing and skills to help facilitate the continued growth in the area. The Cambourne to Cambridge Better Bus journeys Scheme formed part of this overall programme of transport infrastructure improvements in the area.
- 4.1.2. The Better Bus Journeys consultation took place from 15 October 2015 to 23 November 2015 and centred on six high-level options for bus infrastructure improvements along the Cambourne to Cambridge corridor. The consultation was part of the overall work that identified the constraints and scope of investment requirements to inform an outline business case for the Scheme.

4.2 CONSULTATION DATES

- 4.2.1. The Better Bus Journeys consultation ran for a six-week period from 12 October 2015 to 23 November 2015.

4.3 PROPOSALS PRESENTED FOR CONSULTATION

- 4.3.1. The Better Bus Journeys consultation was centred on six high-level options were divided into two areas; 'Area 1' from Cambridge to Maddingley Mulch roundabout and 'Area 2' from Maddingley Mulch roundabout to Cambourne. Each of the areas had three options for the public to be consulted on. The areas are outlined in Figure 4-1.

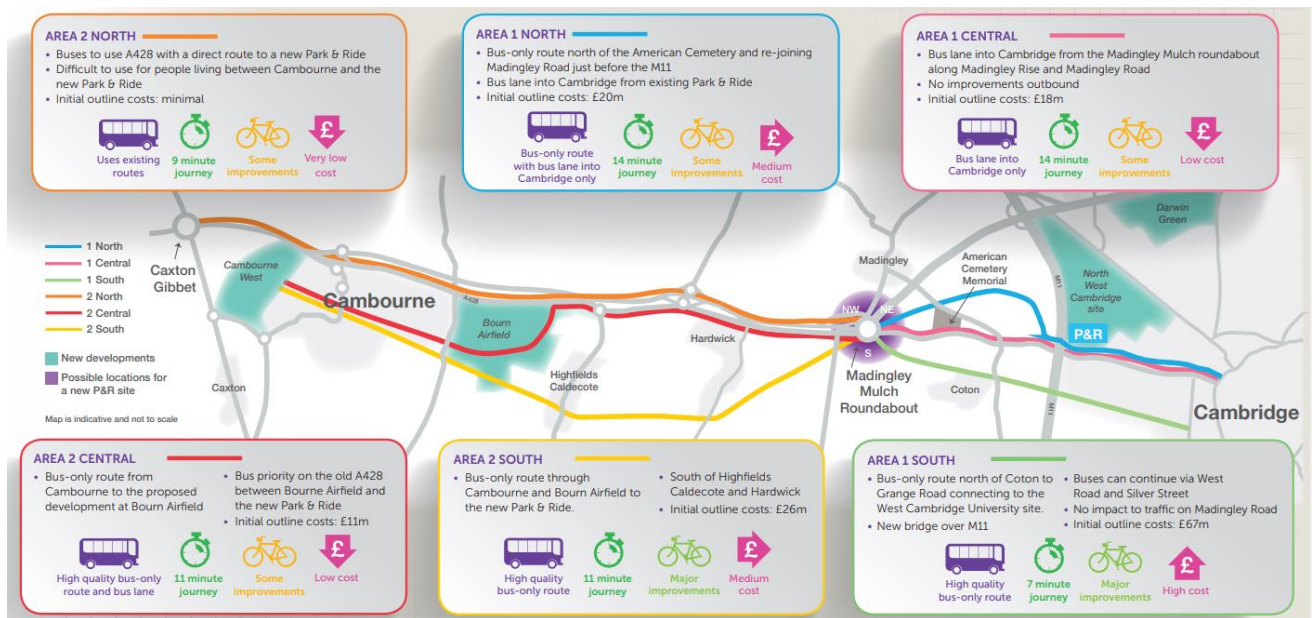


Figure 4-1 – Better Bus Journeys consultation - Proposed Routes for Consultation

4.4 WHO WE CONSULTED

4.4.1. The consultation was open to everyone who wanted to participate. As detailed in Chapter 3, the following stakeholders were engaged in the Better Bus Journeys consultation:

- Schedule 5 and 6 consultees (as described in Chapter 3);
- Those with potential land interests ;
- Local access, user, and interest groups;
- Elected representatives;
- Parish councils;
- Organisations identified as having an interest in the Scheme; and
- The public, including local residents and commuters.

4.5 PROMOTING CONSULTATION AWARENESS

4.5.1. The consultation adopted a multi-channel approach to promote and seek feedback. This included traditional and social media, community engagement events in key or high footfall locations along the route and distribution of leaflets and postcards.

4.5.2. A consultation leaflet including a questionnaire were delivered to 8,000 households and businesses along the A428 corridor. A copy of the leaflet is shown in Appendix B. In addition, 20,000 postcards were also delivered along the A428 corridor, which signposted people to the project website. Figure 4-2 shows the distribution areas for the leaflet and postcard.

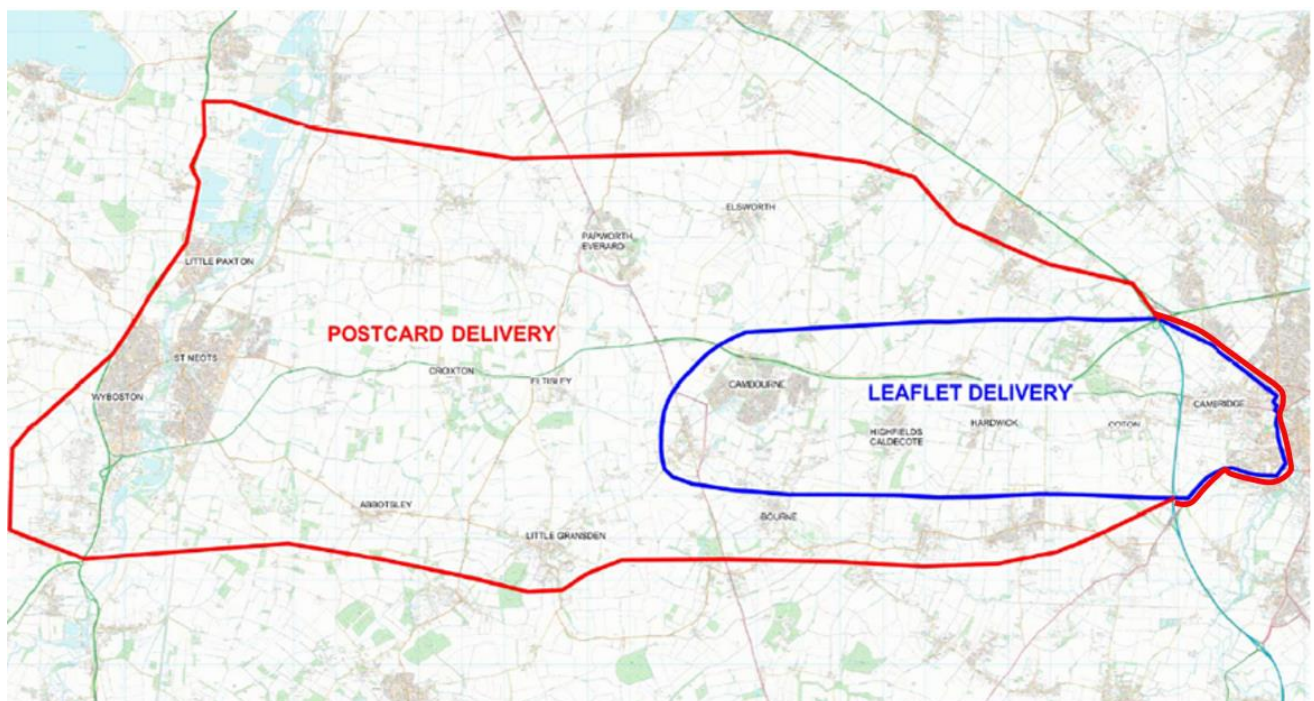


Figure 4-2 – Distribution Map

CONSULTATION EVENTS AND EXHIBITIONS

- 4.5.3. Four Member and stakeholder briefings were held in advance of the consultation, as well as eleven community events between 27 October 2015 and 19 November 2015 attracting over 300 members of the public. The events were informal exhibitions where the public had the opportunity to discuss the Scheme in greater detail with project officers as well as complete and submit hard copy questionnaires.
- 4.5.4. The details of the community events are outlined in Table 4-1.

Table 4-1 – Community Events (Initial Phase Consultation)

Location	Date	Time
St Neots (Tesco Extra)	27 October 2015	10:30-13:00
Bourn (Village Hall)	28 October 2015	17:00-20:00
Coton (Village Hall)	29 October 2015	18:00-20:00
Cambridge (Roger Needham Building)	2 November 2015	17:00-20:00
Hardwick (Primary School)	3 November 2015	17:00-20:00
Cambourne (The Hub)	4 November 2015	16:00-19:30
Cambridge (Lucy Cavendish College)	10 November 2015	17:00-20:00
St Neots (The Priory Centre)	11 November 2015	17:00-20:00
Papworth Everard (The Vinter Room)	12 November 2015	18:00-20:00
Highfields Caldecote (Caldecote Primary School)	18 November 2015	18:00-20:00
Cambourne (Morrisons)	19 November 2015	11:00-13:30

ADDITIONAL PROMOTIONAL ACTIVITY

- 4.5.5. Information packs and materials were sent to parish councils along the corridor, as well as to community hubs and libraries. The information packs included the leaflet, poster and postcards.
- 4.5.6. Additional publicity activity included emails to stakeholders, library displays, bus stop advertising, as well as through social media (Twitter, Facebook).

4.6 CONSULTATION MATERIALS

- 4.6.1. Information was available in both hard copy and online, through a dedicated website or by contacting the project team through post, email and telephone.

CONSULTATION LEAFLET

- 4.6.2. A consultation leaflet was published with details of the Better Bus Journeys project, with information about the proposals and a map showing the Scheme options. The leaflet contained a detachable questionnaire that could be filled in and returned. The consultation leaflet and questionnaire are presented in Appendix B.

PROJECT WEBSITE

- 4.6.3. Information about the project and the consultation was held on a specific project website. A copy of the questionnaire was also located on the website.

4.7 SUBMITTING FEEDBACK

- 4.7.1. A consultation questionnaire was provided which featured a range of questions, that allowed for feedback to be collected both quantitatively and qualitatively.
- 4.7.2. Respondents were invited to provide their feedback in a number of ways:
- Return a paper version of the questionnaire (from the leaflet) to a Freepost address;
 - Complete a copy of the questionnaire online on the dedicated webpage; and
 - A phone number and email address were also provided on consultation materials for any additional feedback.

4.8 FEEDBACK RECEIVED

- 4.8.1. The Better Bus Journeys initial stage consultation received 1,486 responses online, an additional 707 were received as paper copies and uploaded to the online survey, making a total of 2,193 responses to the questionnaire. Seven letters were attached to leaflets posted back. A dedicated email address was provided, and in total 91 emails and 58 letters were received – these ranged from specific personal communications to group responses from local organisations. 35 written comments were submitted through the exhibitions, and two were supplied through social media (Facebook).
- 4.8.2. The individual consultation report for the Better Bus Journeys consultation is presented in Appendix C.

4.9 SUPPORT FOR THE SCHEME

- 4.9.1. A total of 2,193 respondents recorded their views on their overall support or opposition for the Scheme. 70% of respondents agreed in principle to better bus journeys between Cambourne and Cambridge.

4.10 CATEGORISING RESPONSES

- 4.10.1. The responses ranged from detailed commentaries to very short remarks. Each response was analysed, and a number of themes emerged. The following key consultation findings outline the main themes of the consultation responses.

4.11 OVERVIEW OF RESPONSES

- 4.11.1. Table 4-2 outlines the key consultation findings arranged using key themes which were established through a coding exercise from the 2015 consultation.

Table 4-2 – Key Consultation Findings

Theme	Findings
Need for better bus journeys (journey times and habits)	<p>Seven out of ten (70%) of respondents agreed in principle to the need for better bus journeys between Cambourne and Cambridge.</p> <p>Over half (52.9%) of respondents indicated that there was often slow or stationary traffic between the Madingley Road roundabout and the M11 junction.</p> <p>Over three quarters (77%) indicating their usual mode of transport was by car as a driver. When asked about current travel methods between Cambourne and Cambridge, 25.5% indicated they used the bus.</p> <p>‘Reliable journey times’ was cited as being key to making bus travel a better alternative to the car by 50.7% of respondents. 44.3% cited a need for ‘faster journey times’ and 43.1% cited a need for ‘more buses per hour’.</p> <p>66.3% of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this Scheme.</p> <p>Over 60% of those travelling during peak morning and evening times travelled to and from Cambridge daily. In contrast only 17.2% of the daytime off peak travellers travelled daily.</p>
Park & Ride	<p>Almost half of those responding stated that they did not use the existing Madingley Road Park & Ride and only 9% of respondents indicated they used it regularly.</p> <p>46.1% of respondents approved of a new Park & Ride site near the Madingley Mulch roundabout, with some comments raised around the need for a Park & Ride so close to an existing one.</p> <p>It was felt by some that improved Park & Ride facilities would not ease congestion, and other possible issues – such as badly timed traffic lights, and a lack of bus stops in locations such as Coton were mentioned. Some suggestions were received regarding an alternative location for the Park & Ride at Scotland Farm.</p>
Area options	<p>Options Area 1 Central and Area 2 Central received majority support (66.8% and 58.1% respectively).</p> <p>Options Area 1 South and Area 2 South received majority opposition (65.5% and 58.2% respectively) as did Option Area 1 North (57.8%).</p> <p>176 responses gave direct additional comments to the six options supplied within this consultation (8.0%). Strong opinions against Area 1 South were expressed, due to the damaging effect it might have on Coton and the landscape of the area.</p>
Green spaces	<p>The most frequently commented issue focused on the significance of green spaces and the landscape of the area – and the impact that each proposal might have on existing locations. 270 comments referred to this (12.3% of all survey respondents).</p>
Wildlife and Landscape	<p>Some comments referred to the need to maintain the countryside, with a number referring to the Woodland Site of Special Scientific Interest locations (SSSI) (such as Madingley Wood and Hardwick Wood) and the future of the West Field site.</p>

4.12 SCHEME DEVELOPMENT

- 4.12.1. Feedback and details from the Better Bus Journeys consultation were taken forward to develop preferred corridors for the Cambourne to Cambridge busway. Following consultation, the Area 1 Central and South and Area 2 North and Central corridors were considered for the next stage of Scheme development. Within the next two phases of consultation, the preferred route corridors were

split into two areas (Phase 1 for Madingley Mulch roundabout to Cambridge and Phase 2 for Cambourne to Madingley Mulch roundabout) and were presented in more detail.

- 4.12.2. Table 4-3 outlines the changes to Scheme development and further engagement required as result of the Better Bus Journeys consultation feedback.

Table 4-3 – Matters Raised and Outcomes

Summary of Matter Raised	Project's Position Following Consultation
Need for better bus journeys	
Strong support for the improvement of bus journeys between Cambourne and Cambridge.	Support for improved bus journeys between Cambourne and Cambridge is noted and welcomed.
Area options	
Support for Area 1 Central and Area 2 Central routes with some opposition to Area 1 South.	Area 1 North and Area 2 South were not taken forward after assessment. Further detail was requested on Area 1 Central, therefore two options were considered for consultation during the next consultation phase (Phase 1).
Park & Ride	
Support for a Park & Ride. Concerns around the location so close to an existing Park & Ride location. Suggestions of an alternative location at Scotland Farm.	Further work was undertaken, and Scotland Farm was introduced as an alternative Park & Ride option prior to the Phase 1 consultation.
Environment / Ecology	
Concerns around general impacts of construction on wildlife sites, SSSI and woodland in the area, as well as the effect on nearby villages.	The significance of the SSSI was recognised and as such Area 1 South was retained, despite concerns regarding proximity to villages in order to avoid impact on the SSSI.
Concerns around the use of green belt land.	Full green belt impact assessment was undertaken but local transport improvements are not deemed to be inappropriate in the green belt.

4.13 FURTHER ENGAGEMENT

LOCAL LIAISON FORUM

- 4.13.1. The Local Liaison Forum (LLF) was established in 2016 the Better Bus Journeys consultation. Further information on the LLF is provided in Chapter 3. Stakeholder workshops were convened between December 2016 and August 2017 prior to the next stage of consultation in late 2017/ early 2018.

STAKEHOLDER WORKSHOPS

- 4.13.2. Three initial workshops were held and these addressed specific elements of the emerging project options at the time;
- **Local Stakeholder Workshop** – 8 December 2016 – this workshop was the start of formal dialogue between the various groups, to be continued through the LLF and subsequent meetings. The workshop included stakeholders (including representatives from ‘Save the West Fields’, ‘Smarter Cambridge Transport’ and the LLF).
 - **Cambourne Workshop** – 14 March 2017 – attended by members of the project team, representatives from bus operators Stagecoach and Whippet, local schools and businesses, as well as district and parish councillors. Outcomes of the workshop were used to narrow down options for providing Bus Rapid Transit (BRT) through the town and inform the Cambourne Transport Study (July 2017).
 - **Local Planning Authority Workshops** – January 2017 - May 2017 – included representatives from Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council on 4th January 2017 and 27th April 2017. The workshops focussed on the transport and landscape aspects of the proposed off-road option, referred to at the time as Option 3a. The project team sought guidance from experts on trees, green belt issues, mitigation and cycling, to feed into subsequent design reviews.
- 4.13.3. Further workshops were held on 14 June 2017, 21 August 2017 and 22 August 2017 details of which are provided in the Statement of Community Involvement, Outline Business Case (2020) – Appendix D.
- 4.13.4. The objectives of the workshop attended by 30 organisation representatives on 21 August were as follows:
- To develop the project team’s understanding of transport and environmental constraints in this area;
 - To identify the potential interventions to improve public transport operational conditions relating to both on-road and off-road options; and
 - To consider the strategic links with the options to the west of the M11.
- 4.13.5. The objectives of the workshop attended by 22 organisation representatives on 14 June 2017 and 22 August, were as follows:
- To present the emerging views of the applicant’s technical consultant in relation to the shortlist of Park & Ride sites;

- To have opportunities to discuss and determine main areas of concern in response to this shortlist; and
- To gather further information and document concerns on these shortlisted sites against the assessment criteria.

4.13.6. Utilising feedback from the workshops, the Park & Ride locations were narrowed down. This led to further evaluation and two sites 'Option 3, The Waterworks' and 'Option 5, Scotland Farm' were presented for public consideration in the 2017-18 consultation.

4.14 WHAT THIS MEANT FOR THE SCHEME

- 4.14.1. A number of alternative proposals, identified within Table 4-2 were submitted by consultees during the Better Bus Journeys consultation proposing modifications of the options or different strategies to achieve similar objectives. Some proposals were out of the scope of the Scheme and some were being considered as part of other Greater Cambridge Partnership schemes in development. The remaining were assessed and taken into further consideration for detailed corridor designs.
- 4.14.2. Suggestions for Park & Rides located at Cambourne, Bourn, and between Highfields and Caldecote were submitted. Transport hubs (in addition to the main Park & Ride site) were considered feasible but the specific location, capacity and access arrangements could only be considered as part of the next step of assessment on an emerging option.
- 4.14.3. There was support for public transport and cycling improvements along the Cambourne to Cambridge corridor, balanced by concerns over the potential environmental effects of new offline infrastructure. These concerns were taken into consideration and addressed within further technical assessments on specific route alignment.

5 PHASE ONE CONSULTATION (2017/8)

5.1 CONSULTATION OVERVIEW

- 5.1.1. The feedback from the previous Better Bus Journeys consultation held from 15 October 2015 to 23 November 2015 was carefully considered in the development of route options for the Scheme. The Phase One consultation looked in more detail at the preferred corridors for improved bus journeys between Cambridge city centre and Maddingley Mulch roundabout. Section 3.1 presents information on the locations of the two different Phases. Three different route options were identified for the consultation.

5.2 CONSULTATION DATES

- 5.2.1. The Phase One consultation ran for an eleven-week period from 13 November 2017 to 29 January 2018. This was one week longer than published within the Phase One consultation leaflet and allowed a two-week period to account for Christmas and New Year bank holidays.

5.3 PROPOSALS PRESENTED FOR CONSULTATION

- 5.3.1. The consultation focused on the section of the proposed route between Cambridge city centre and Maddingley Mulch roundabout. The previous preferred corridor options were shortlisted to look at two possible on-road bus routes, one of which emerged from discussions with the local stakeholders, and one off-road bus route as well as two possible Park & Ride sites. All routes include provision for a maintenance and emergency access track for dual use as high quality walking and cycling facilities, where required. The consultation leaflet is provided in Appendix E.
- 5.3.2. The objectives of the consultation were to;
- Present Scheme options to the widest range of people and representative groups affected by them;
 - Provide those people and representative groups with an opportunity to provide their views; and
 - Consider the views of consultees to direct further Scheme development in respect of the proposed Park & Ride site and bus routes.
- 5.3.3. The shortlisted options which are outlined in Figure 5-1 were as follows;
- Option A: An on-road option which includes the introduction of an inbound bus lane on Maddingley Road between Maddingley Mulch roundabout and Lady Margaret Road;
 - Option B: An on-road tidal bus lane, as suggested by local stakeholders, on Maddingley Road running between Maddingley Mulch roundabout and the entrance to Eddington (High Cross); and
 - Option C: An off-road busway running between Maddingley Mulch roundabout and Grange Road, Cambridge. Option C consists of three variants that link the route to Grange Road – a new off-road southern and central route along Coton footpath south of West Cambridge and an on-road northern route along the existing Charles Babbage Road. All three variants had options to connect to Grange Road via Rifle Range Access or Adams Road.

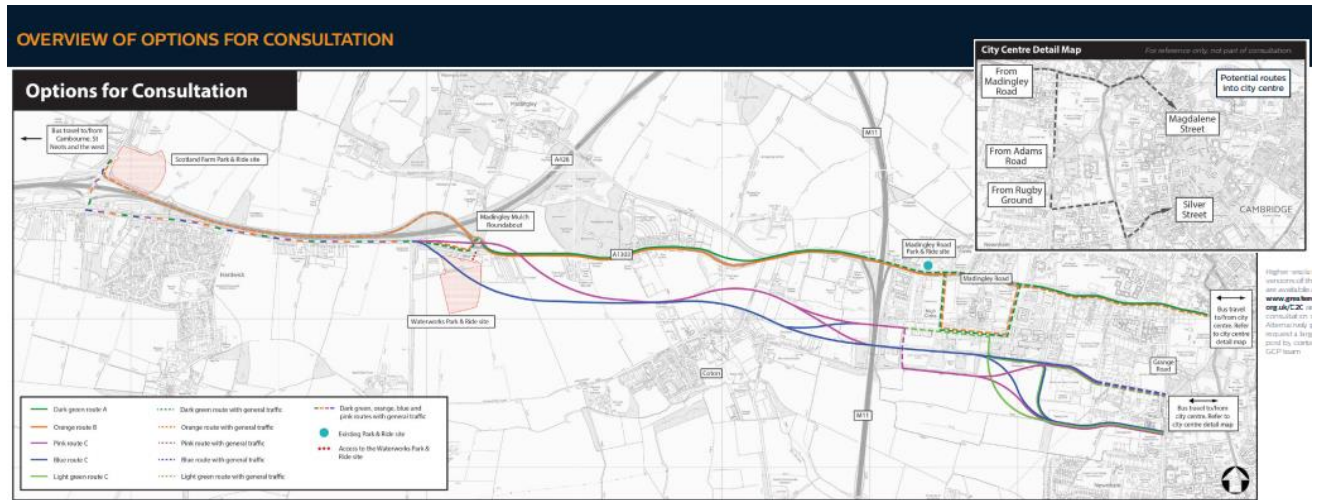


Figure 5-1 – Scheme Options for Phase 1 Consultation

5.3.4. The two Park & Ride locations shortlisted were as follows;

- Scotland Farm, located at the junction of the A428 and Scotland Road, Dry Drayton; and
- The Waterworks, located at the junction of St Neots Road and the A1303 Maddingley Road, near the roundabout.

5.4 WHO WE CONSULTED

5.4.1. The consultation was open to everyone who wanted to participate. As detailed in Chapter 3, the following stakeholders were engaged in the Phase 1 consultation:

- Schedule 5 and 6 consultees (as described in Chapter 3);
- Those with potential land interests;
- Local access, user, and interest groups;
- Elected representatives;
- Parish councils;
- Organisations identified as having an interest in the Scheme; and
- The public, including local residents and commuters.

5.5 PROMOTING CONSULTATION AWARENESS

5.5.1. The consultation adopted a multi-channel approach to promote and seek feedback on the short-listed options, including through traditional and social media, community engagement events in key or high footfall locations along the route, and through the wide-spread distribution of more than 14,000 consultation brochures in the local area.

CONSULTATION EVENTS AND EXHIBITIONS

5.5.2. Eighteen events were originally planned across the area. Following a midpoint review into areas with lower than expected feedback, three additional events were added in Newnham, Dry Drayton and Cambourne. In total, twenty-one drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers and consultants. The drop-in

events were held between 20 November 2017 and 23 January 2018 across Cambridge, Cambourne, Madingley, Coton, Hardwick and St Neots. Four member briefings were held in advance of the consultation for local elected members.

5.5.3. The details of the community events are outlined in Table 5-1.

Table 5-1 – Community Events (Phase 1 Consultation)

Location	Date	Time
Madingley Road Park & Ride	20 November 2017	07:00 - 08:30
Madingley Village Hall	20 November 2017	17:00 - 19:00
Cambourne Village College	21 November 2017	12:00 - 14:00
The Vine Inter-Church Primary, Cambourne	21 November 2017	14:30 - 16:00
Papworth Hospital	22 November 2017	12:00 - 14:00
St Neots Market Square	23 November 2017	09:00 - 11:00
Tesco, St Neots	23 November 2017	12:00 - 14:00
Hardwick Primary School	23 November 2017	14:45 - 16:30
Cambridge Market Square	25 November 2017	10:00 - 14:00
Trumpington Park & Ride	27 November 2017	07:30 - 08:30
Tesco, Bar Hill	27 November 2017	12:00 - 14:00
Hauser Forum, Cambridge	27 November 2017	16:00 - 20:30
Cambridge Biomedical Campus	28 November 2017	11:30 - 13:30
Coton Primary School	29 November 2017	18:00 - 20:00
Comberton Village College	29 November 2017	14:30 - 15:30
St John's College School, Cambridge	30 November 2017	15:00 - 16:00
Cambridge RUFC	28 November 2017	10:00 - 12:00
Cambridge Belfry Hotel, Cambourne	11 December 2017	16:00 - 20:30
Dry Drayton Village Hall	9 January 2018	18:00 - 20:00
The Diamond Room, Selwyn College, Grange Road Cambridge	18 January 2018	18:00 - 20:00
The Hub, High Street Cambourne	23 January 2018	18:00 - 20:00

5.5.4. In addition, the Applicant commissioned subconsultant Systra to deliver a series of focus groups to obtain more detailed and qualitative feedback from a range of local residents, as well as a workshop with Local Liaison Forum (LLF) members. The focus groups were undertaken between 16 and 24 January 2018 across three locations: Cambourne, Cambridge City Centre and Madingley. In total, 42 participants attended the focus groups, an average of eight per group. In addition, a workshop

was undertaken on 25th January 2018 with 20 LLF members. More details on the focus groups and LLF workshop are provided in Systra's qualitative research report in Appendix H.

ADDITIONAL PROMOTIONAL ACTIVITY

- 5.5.5. A leaflet and a poster advertising the consultation were sent to parish councils along the corridor, as well as to community hubs and libraries.
- 5.5.6. Other means of publicity included events, news releases and distribution via the Partnership's owned channels both on and offline e.g. leaflets at the County's Park & Ride sites and information on South Cambridgeshire's website. Paid for media included Park & Ride bus screens and poster sites including city centre boards. Online promotion included targeted Facebook advertising across the wider identified area. Twitter posts encouraging retweets via local people and organisations' feeds. Information was also in online newsletters/digests e.g. Addenbrooke's Hospital's staff newsletter, Dry Drayton e-mailing list.

5.6 CONSULTATION MATERIALS

- 5.6.1. Information was available in both hard copy and online, through a dedicated website or by contacting the project team through post, email and telephone.

CONSULTATION LEAFLET

- 5.6.2. A 28-page consultation leaflet was published with details of the proposals, route options and benefits of the Scheme. The leaflet contained a detachable questionnaire that could be filled in and returned. The leaflet can be found in Appendix E.
- 5.6.3. A number of errors were identified within the consultation leaflet within the first week of the consultation launching (between 14 and 17 November 2018) that required amendments. The online version of the leaflet update was immediately corrected and hard copies were redistributed together with a letter of clarification to those addresses that had already received a copy of the leaflet. The errors and subsequent amendments are described in detail within the Phase 1 Individual Consultation Report in Appendix G. A check was made to see if there was a material difference in the responses (350) received at this point, and the comparison showed no significant differences or unusual patterns as a result of the errors in the original leaflets.
- 5.6.4. Additionally, during the consultation a leaflet was developed by a group opposing the Scheme. The leaflet was similar to the design and style of the consultation leaflet and offered information contrary to the official version.
- 5.6.5. As a result of this leaflet, and the amendments to the consultation leaflet outlined in Section 5.6.3, GCP issued a leaflet statement on 24 November 2017 considering further information provided to GCP and to clarify some information in the consultation leaflet. As a result, the consultation was extended by a further week to enable all interested parties to respond. The leaflet statement can be found in Appendix F.

PROJECT WEBSITE

- 5.6.6. Information about the project and the consultation was held on a specific project website on the GCP webpage. A copy of the leaflet and survey were also located on the website.

5.7 SUBMITTING FEEDBACK

- 5.7.1. A consultation questionnaire was provided which featured a range of questions, that allowed for feedback to be collected both quantitatively and qualitatively. For the first half of the consultation survey there was a focus on questions relating to the options for the Cambourne to Cambridge Scheme. 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 Scheme on various groups.
- 5.7.2. Respondents were invited to provide their feedback in a number of ways:
- Return a paper version of the survey (from the leaflet) to a Freepost address;
 - Complete a copy of the questionnaire online on the dedicated webpage; and
 - A phone number and email address were also provided on consultation materials for any additional feedback.

5.8 FEEDBACK RECEIVED

- 5.8.1. Quantitative data was recorded through a formal consultation questionnaire (online and hard copy) with 2,049 complete responses recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at roadshows, via email and social media and at other meetings. The individual consultation report for the Phase 1 consultation can be found in Appendix G.
- 5.8.2. In addition, a series of focus groups and an LLF workshop were commissioned and are reported as part of Systra's qualitative research report. Systra's qualitative report can be found in Appendix H.

5.9 CATEGORISING RESPONSES

- 5.9.1. The responses ranged from detailed commentaries to very short remarks. Each response was analysed, and a number of themes emerged, as outlined in Table 5-2 which lists these with a description of each theme.

5.10 OVERVIEW OF RESPONSES

KEY CONSULTATION FINDINGS

- 5.10.1. Analysis of the geographical spread and the breadth of responses for different groups shows that the Applicant delivered an effective and robust consultation.
- 5.10.2. Whilst the preference between the Park & Ride sites options was clear, this was not the case for the three transport route options. Preference between the routes, in both the quantitative and qualitative response, being different depending on personal characteristics including age, place of residence and economic status.
- 5.10.3. A large number of detailed comments were received. From these it was clear that the public wanted to see greater refinement of the routes before any one of the three route options could be taken forward. Further details are provided in Table 5-2.

Table 5-2 – Key Consultation Findings (Phase 1)

Theme	Findings
Active travel provision	Over three quarters of respondents felt that the improvements for cyclists, horse riders and walkers were ‘very important’ or ‘important’ (77.6%).
Route options	<p>Results showed that 40% (808) of respondents preferred a tidal, on-road public transport lane (B), 33% of respondents preferred the off-road route (C) and 18% preferred the on-road, inbound only route (A).</p> <p>Those respondents living to the west of Cambourne (105 respondents) preferred the off-road route C (53.3%) compared to the on-road routes A&B (29.5%). Those living in Cambourne and east to Barton (644 respondents) also preferred the off-road route C (47.2%) compared to the on-road routes A&B (41.2%). Those living closer to Cambridge (730 respondents) much preferred on-road routes A&B (68.9%) compared to off-road route C (22.2%).</p> <p>The additional qualitative focus groups carried out by Systra showed that “Residents were most likely to prefer Route C, compared to A and B. The key reasons for this were the reliability of the service and the associated walking and cycling provisions”.</p>
Park & Ride location	<p>The majority of respondents supported the Scotland Farm site (54%). A fifth of respondents opposed a new Park & Ride site (20.3%) with fewer respondents supporting the development of the Waterworks site (17.3%). The main reasons were about access to the site, distance from themselves, the site’s potential positive impacts and the lower comparative visual impact.</p> <p>The additional qualitative focus groups carried out by Systra (see separate report) showed that “Most residents preferred the Scotland Farm Park & Ride site, over the Waterworks site, due to its distance from the city centre, smaller visual and ecological impact and accessibility to the west of Cambridge.”</p>
Environment	Some respondents were concerned about the impact on the environment, particularly along West Fields and in respect of proposals on green belt land.
Cost	Concerns raised regarding the cost of building the route in particular the off-road route option.

5.11 SCHEME DEVELOPMENT

- 5.11.1. Feedback and details from the consultation were taken forward to develop the Scheme options at the next stages. Following consideration of consultation feedback, overall, Option B (on-road) and C (off-road) were the preferred routes. Qualitative focus groups identified Option C as the most favoured route. Additionally, those residing outside of Cambridge city centre preferred Route C, the off-road option. Option C was found to offer greater overall benefits in line with the project’s objectives and was chosen for the next stage of Scheme development.
- 5.11.2. Table 5-3 summarises the themes that resulted from the consultation and sets out the outcomes.

Table 5-3 – Responses and Outcomes from Consultation

Summary of Response	Project’s Position Following Consultation
Preferred Route Option	

Summary of Response	Project's Position Following Consultation
Continued opposition to off-road solution, and preference for improving existing roads and routes.	Options were assessed and considered including further suggestions from stakeholders, but the off-road option was found to perform better overall.
Route should follow Charles Babbage Road alignment.	This was adopted following consultation with Cambridge University regarding investigation of the potential impact on scientific instruments located to the south of the West Cambridge campus
Improvements to the Girton Interchange	The need for improvements to the Girton Interchange was raised regularly and GCP raised the concerns with National Highways (Formerly Highways England) but explained that this was neither within GCP's remit nor as simple or affordable as suggested by some stakeholders
Park & Ride	
Dry Drayton already struggles with congestion so would not be able to handle more traffic generated by accessing the Scotland Farm site	Concerns noted, to be addressed in Transport Assessment
Waterworks has better access from the main road to the M11, Dry Drayton and employment in South of Cambridge	Reflected in comparison of sites
Madingley Road site should remain open as it was easier to access for them and they preferred to use it	This was noted but site is space constrained and leased and cannot be extended or guaranteed as a long-term solution
Scotland Farm site is easier to access than the Waterworks site, with better road connectivity and more accessible to areas west of Cambridge, such as Cambourne	Reflected in comparison of Park & Ride sites within consultation – Scotland Farm was later taken forward within Scheme design.
The site should be at the Girton Interchange	As above, this solution would not be deliverable by GCP
Environment	
Respondents were concerned about the impact on the environment, particularly along West Fields and on the green belt	The alignment was changed around West Fields in response to feedback in order to have less impact
Concern about the impact of building a new Park & Ride on the environment	These issues are considered in detail in the Environmental Statement
Embankments along off-road sections to reduce noise and light pollution	Bunds will be provided where appropriate, more detail will be included within the Environmental Statement
Bus Lanes and Stops	
Required new and upgraded bus stops along the entire route	Agreed and incorporated into design

Summary of Response	Project's Position Following Consultation
In place of off-road section, put bus lanes along Clerk Maxwell Road before re-joining Madingley Road	Clerk Maxwell neither provides connectivity nor could accommodate bus lanes
Safe and easy to use crossings at junctions.	Agreed; design will be subject to a road safety assessment
Impact on residents of bus stops causing parking issues	Concerns noted; requirement for parking controls will be monitored and considered during operation
Impacts on Communities	
Visual impact of the Scheme on the school could be mitigated by fencing for example	Visual impact to be assessed in Environmental Statement
Impacts of noise on laboratories located at West Cambridge Campus	The route was moved away from sensitive laboratories
Active Travel Provision	
Upgrade and extend segregated cycle routes between nearby villages, and on to Cambridge	Further cycle routes will be incorporated into Greenways proposals, a range of active travel projects being managed by GCP
Cycle routes to proceed according to English Interim Advice Note 195/196, or London Cycling Design Standards	Standard now superseded by LTN 1/20 which informs design

5.12 FURTHER ENGAGEMENT ON PHASE ONE CONSULTATION

STAKEHOLDER WORKSHOPS

- 5.12.1. Two follow-up stakeholder workshops were held by the project team following the Phase One 2017-2018 consultation.
- 5.12.2. **On-road workshop 27 February 2018** - The objectives of the workshop attended by 31 organisation representatives were as follows;
- Showcase the emerging thinking on optimised options for an on-road solution which in due course led to a further paper on on-line improvements²;
 - Offer key stakeholders opportunities to assess both the alternative on-road Schemes, and determine a preferred option; and
 - To enable the development of an optimised on-road solution representing a refinement of what had been consulted on.

² <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-LLF/C2C-LLF-Technical-Note-Madingley-Road-Quick-Wins-14-05-2019.pdf>

- 5.12.3. The workshop consultation showed that there was little objection to an on-road bus route. However, there were concerns about the specific elements of the design, including road safety and vulnerable road users. The suggestion of improved cycle provision on Madingley Road was raised. There were also more general comments surrounding the environmental impact and cost of the Scheme as well as suggestions of limiting car parking to the west of Cambridge. No direct preference was given for the any of the shortlisted on-road options or the optimised on-road option.
- 5.12.4. **Off-road key stakeholder workshop** was held on 1st March 2018. The objectives of the workshop attended by 27 organisation representatives were as follows:
- To present the key stakeholders with the emerging thinking on the off-road solutions;
 - To give stakeholders the opportunity to feedback concerns and ask queries; and
 - To determine one preferred off-route option representing a refined and optimised version of the options considered during the consultation.
- 5.12.5. As with the on-road workshop, there was not one clear preferred option. The majority of comments focussed on an off-road route in general rather than one of the specific off-road options. However, it was agreed that an off-road option would provide a fast, rapid transport system. Concerns over the environment, safety and community were high on participants' agenda.
- 5.12.6. The workshop feedback on the on-road option showed preference for a separate cycle and pedestrian walkway. Therefore, the pedestrian bridge was taken forward in the 'Low Cost' options. The consultees suggested that the proposed bus lane from High Cross junction be removed from the on-road option.

5.13 WHAT THIS MEANT FOR THE SCHEME

- 5.13.1. The consultation findings led to a number of refinements to the three proposed Options. Support for Option B (a tidal on-road bus route) was high but would require regular gantries to provide signage along the route. The construction of gantries was not well received by consultees because of concerns regarding the visual impact. Therefore, the bi-directional bus lanes, along with an optimised on-road option to include both inbound and outbound bus priority, were not taken forward for further consideration.
- 5.13.2. The consultees suggested that there should be better cycle provision from High Cross junction to Lady Margaret Way. Taking this into account, the bus lane has been removed from the on-road option and proposals to upgrade cycle infrastructure in advance of the Scheme were taken forward as the Madingley Road improvements.
- 5.13.3. Alternative Park & Ride sites were also suggested, with some residents and the LLF advocating a new site in Cambourne, and some residents suggesting that the existing Madingley Road Park & Ride site be retained. However, stakeholders expressed a clear preference for the proposed Scotland Farm site.
- 5.13.4. The final optimised on-road and off-road options were compared in Options Assessment Report 2 and the recommended off-road option was then taken forward as a core part of the options considered during the Phase 2 consultation.

6 PHASE TWO CONSULTATION (2019)

6.1 CONSULTATION OVERVIEW

- 6.1.1. The Phase Two consultation looked in more detail at the preferred corridors for improved bus journeys from the Madingley Mulch roundabout to Bourn Airfield and on to Cambourne. Section 3.1 presents information on the locations of the two different Phases. It included the latest proposals for the Park & Ride site options at the Waterworks site and Scotland Farm.

6.2 CONSULTATION DATES

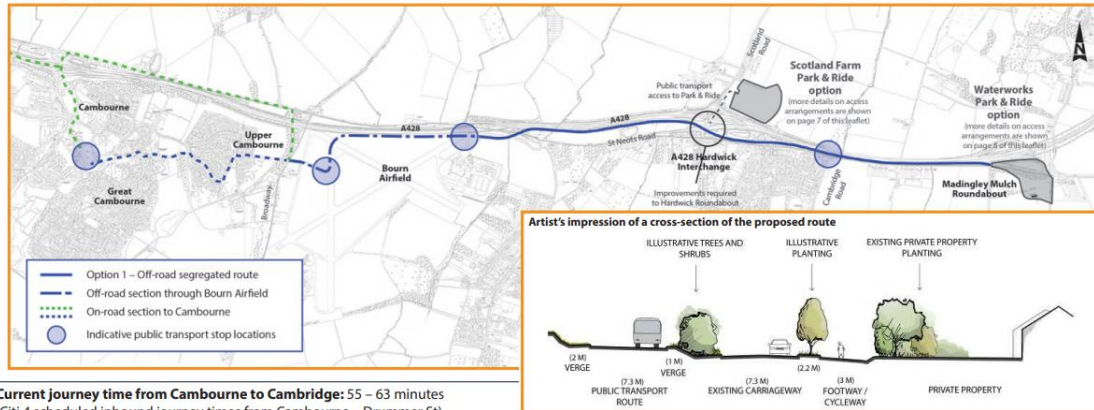
- 6.2.1. The consultation ran for an eight-week period from 4 February 2019 to 31 March 2019.

6.3 PROPOSALS PRESENTED FOR CONSULTATION

- 6.3.1. The consultation focused on the section of the proposed route between Madingley Mulch Roundabout and Cambourne town centre. These options were each considered on the basis that they would be combined with off-road bus route emerging from the Phase 1 consultation stage as well as a choice between the two Park & Ride sites from the previous consultation (Phase 1).
- 6.3.2. The objectives of the consultation were to;
- Present Scheme options to the widest range of people and representative groups affected by them;
 - Provide those people and representative groups with an opportunity to provide their views; and
 - Consider the views of consultees to direct further Scheme development in respect of the proposed Park & Ride site and bus routes.
- 6.3.3. There were three options between Madingley Mulch roundabout and Bourn roundabout. These are shown in Figure 6-1 and comprised:
- Option 1: Off-road segregated route. A new public transport route adjacent to the A428 and St Neots Road. The route would be entirely off-road with minimal interaction with general traffic, except at junctions;
 - Option 2: On-road with junction improvements – low cost alternative. Public transport vehicles would run on-road along St Neots Road with general traffic east of the Bourn roundabout. There would be basic junction improvements; and
 - Option 3: On-road with public transport priority lanes. Public transport vehicles would run on-road along St Neots Road in priority lanes running in both directions.

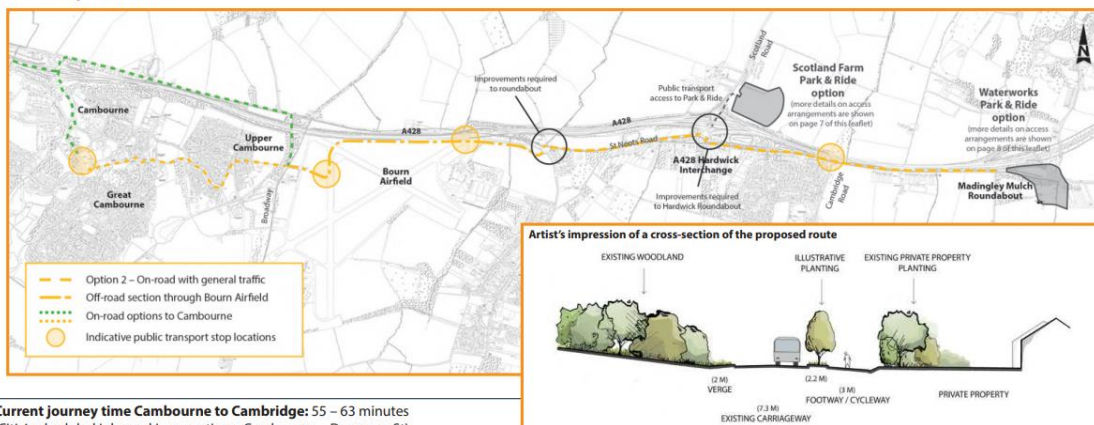
Option 1 – Off-road segregated route

A new public transport route adjacent to the A428 and St Neots Road. The route would be entirely off-road with minimal interaction with general traffic, except at junctions.



Option 2 – On-road with junction improvements – low-cost alternative

Public transport vehicles would run on-road along St Neots Road with general traffic east of the Bourn roundabout. There would be basic junction improvements.



Option 3 – On-road with public transport priority lanes

Public transport vehicles would run on-road along St Neots Road in priority lanes running in both directions.

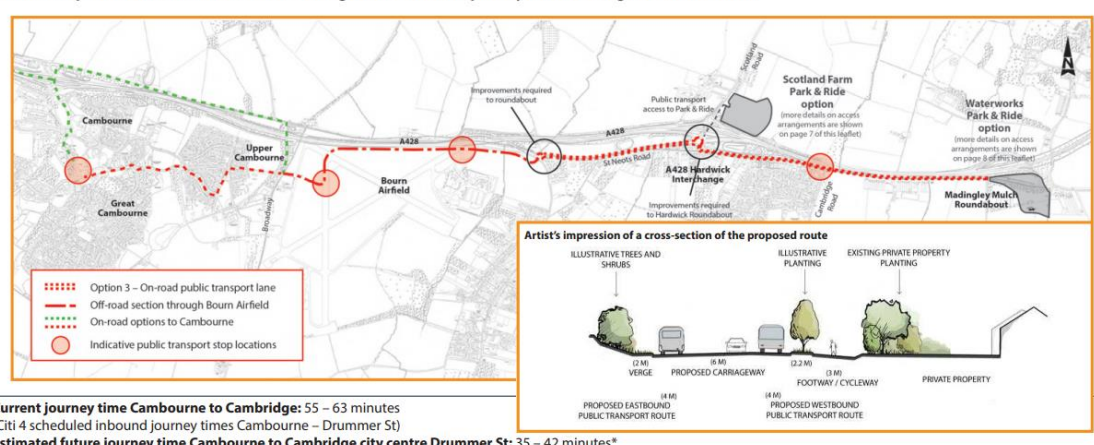


Figure 6-1 – Scheme Options for Phase 2 Consultation

6.3.4. The same two options were presented as the previous consultation (Phase 1) as some stakeholders felt that it was difficult to make a decision without consideration of the Scheme as a whole, especially in the case of Scotland Farm which was isolated from Phase 1. Additional detail was added on access arrangements to both sites. The options for Park & Ride sites were:

- Option A - Scotland Farm, located at the junction of the A428 and Scotland Road, Dry Drayton; and
- Option B - The Waterworks, located at the junction of St Neots Road and the A1303 Madingley Road, near the roundabout.

6.3.5. Two routes into Cambourne were also presented for consultation:

- Route A – travelling with general traffic through the village via Upper Cambourne. This route is consistent with the corridor route presented in the Better Bus Journeys consultation; and
- Route B – going up Broadway and along St Neots Road and entering Cambourne from the north via the A428. This route differs from that presented in the Better Bus Journeys consultation.

6.4 WHO WE CONSULTED

6.4.1. The consultation was open to everyone who wanted to participate. As detailed in Chapter 3, the following stakeholders were engaged in the Phase 2 consultation:

- Schedule 5 and 6 consultees (as described in Chapter 3);
- Those with potential land interests ;
- Local access, user, and interest groups;
- Elected representatives;
- Parish councils;
- Organisations identified as having an interest in the Scheme; and
- The public, including local residents and commuters.

6.5 PROMOTING CONSULTATION AWARENESS

6.5.1. The consultation adopted a multi-channel approach to promote and seek feedback. This included traditional and social media, community engagement events in key or high footfall locations along the route and distribution of around 15,000 consultation leaflets in the local area. The consultation leaflet is shown in Appendix I.

6.5.2. Consultation was also carried out through emails to stakeholders and displays of information in public libraries.

6.5.3. The consultation was open to all with a focus on those that could be directly affected by the Scheme including users of the A428 / A1303 and the villages of:

- Cambourne;
- Hardwick;
- Caldecote;
- Dry Drayton; and

- Madingley.

CONSULTATION EVENTS AND EXHIBITIONS

- 6.5.4. There were five public drop-in events across the area to enable people to review the proposals and feedback in person. These were advertised through the leaflet drops, use of social media and press, as well as posters on bus stops. The events were attended by representatives of GCP and technical specialists to answer questions.
- 6.5.5. There were also 16 other pop-up exhibitions, drop-in events and meetings with local parish councils, local business and community groups and employers such as the Papworth Hospital.
- 6.5.6. The details of the public drop-in events are outlined in Table 6-1.

Table 6-1 – Public Events (Phase 2 Consultation)

Location	Date	Time
St Neots (The Priory Centre)	21 February 2019	10:00 - 12:30
Cambourne (The Hub)	26 February 2019	16:00 - 19:30
Dry Drayton (Village Hall)	5 March 2019	17:00 - 18:30
Hardwick (Primary School)	12 March 2019	17:00 - 19:30
Caldecote (Primary School)	13 March 2019	17:00 - 19:30

6.6 CONSULTATION MATERIALS

- 6.6.1. Information was available in both hard copy and online, through a dedicated website or by contacting the project team through post, email and telephone.

CONSULTATION LEAFLET

- 6.6.2. A 12-page consultation leaflet was published on the website and to 15,000 addresses in the local area with details of the proposals, route options and benefits of the Scheme. The consultation leaflet is shown in Appendix I.

PROJECT WEBSITE

- 6.6.3. Information about the project and the consultation was held on a specific project webpage on the Greater Cambridge website. A copy of the questionnaire was also available on the website.

6.7 SUBMITTING FEEDBACK

- 6.7.1. A consultation questionnaire was provided which featured a range of questions. They were specifically designed to ensure that the project could understand whether people supported the Scheme and their views on the options.
- 6.7.2. Respondents were invited to provide their feedback in a number of ways:
- Return a paper version of the questionnaire (from the leaflet) to a Freepost address;
 - Complete a copy of the questionnaire online on the dedicated webpage; and

- A phone number and email address were also provided on consultation materials for any additional feedback.

6.8 FEEDBACK RECEIVED

- 6.8.1. Quantitative data was recorded through a formal consultation questionnaire (available both online and in paper format) with 968 complete responses in total recorded. Additionally, 103 written responses were gathered, at events, via email and social media, and at other meetings.
- 6.8.2. Analysis of the geographical spread and detail of responses from different groups demonstrates that the Greater Cambridge Partnership delivered a sufficiently robust consultation.
- 6.8.3. The consultation received the most responses from local postcodes areas covering Cambourne (24%) and Hardwick (11%). Responses were also received on behalf of 35 different groups or organisations.
- 6.8.4. The individual consultation report detailing feedback for the Phase 2 consultation can be found in Appendix J.

6.9 CATEGORISING RESPONSES

- 6.9.1. The responses ranged from detailed commentaries to very short remarks. Each response was analysed, and a number of themes emerged, as summarised in Table 6-2.

6.10 OVERVIEW OF RESPONSES

- 6.10.1. The main findings of the consultation are identified in Table 6-2.

Table 6-2 – Key Consultation Findings by Theme

Theme	Findings
Need for the Scheme	<p>949 respondents responded to this question. 55% (522) of respondents said that they would use the proposed transport link between Cambourne and Cambridge daily (31%) or weekly (24%)</p> <p>936 respondents answered the question on how important they felt the provision of walking, cycling and equestrian routes as part of the project were. The majority of respondents felt they were important (80%, 749 respondents)</p>
Route options	<p>947 respondents responded to this question. Just under half of respondents (48%) indicated 'Option 1: off-road' was preferred:</p> <ul style="list-style-type: none"> ■ 20% preferred 'Option 3: on-road with public transport priority lanes'; ■ 19% preferred 'Option 2: on-road with junction improvements'; and ■ 9% indicated that they did not want any of the options. <p>The reasons for this preference related to congestion, journey speed and future proofing local travel. Respondents commented that the walking, cycling and equestrian provision would be better for the off-road route</p>
Route into Cambourne	<p>288 respondents commented on this theme. Most of these felt that Route A, through Upper Cambourne, was the better of the two route options they commented:</p>

Theme	Findings
	<ul style="list-style-type: none"> It would avoid the more congested existing access to Cambourne and so be faster/more reliable; It would be able to serve a greater number of homes and so attract usage; and It would be more aligned with the rest of the bus route entering Bourn Airfield
Park & Ride location	<p>The majority of respondents (63%, 586 respondents) preferred 'Option A – Scotland Farm'.</p> <p>They commented on the negative impacts on congestion, visibility and landscape of the Waterworks site. Respondents also commented positively on the accessibility of the Scotland Farm site for cars, cyclists and pedestrians.</p> <p>Issues were raised around the Scotland Farm site's distance from Cambridge for the public transport causing delays to journey times</p>
Bus stops	Respondents believed there should be more bus stops along the route in Cambourne as well as in villages along the route in order to serve the greatest number of people
Safety for walkers, cyclists and equestrians	<p>Respondents who discussed this theme felt that safety improvements to walking, cycling and equestrian routes were important to encourage use. Most felt the current provision wasn't safe enough. These improvements included:</p> <ul style="list-style-type: none"> Ensuring the routes were well lit; Segregating the routes from motorised traffic; Ensuring the paths were well surfaced so as to be usable during all weather conditions; Ensuring routes were maintained; and Ensuring the paths were wide enough to allow users to pass each other.
Connectivity for walking, cycling and equestrian	Respondents who discussed this theme felt that walking, cycling and equestrian provision needed to be extended to connect to other villages and locations along the route, such as Papworth Everard
Cost of development	<p>Respondents who did not have a preference on route commented that costs were too high for the Schemes</p> <p>Respondents commented that public transport should make use of existing road infrastructure as congestion is only an issue between Maddingley Mulch roundabout and the city centre</p>
Environment	Respondents who discussed environment preferred Option 2 or none of the options as they would result in the least disruption to natural environment. Respondents commented about the impact on the tree line along St Neots Road and Hardwick. Concerns were raised about the Park & Ride sites being located on green belt land
Impact on residents	<p>Respondents who discussed this theme were concerned about:</p> <ul style="list-style-type: none"> The impact the proposals would have on nearby residents; The changes along St Neots Road, particularly to the tree line. These respondents felt the increased road space would result in the loss of noise reducing trees, an increase in motorised traffic near to homes, and a subsequent reduction in air quality and safety; and

Theme	Findings
	<ul style="list-style-type: none"> The impact of the proposals on villages along the route from phase 1 and 2. These respondents were concerned about increased traffic from vehicles accessing the route and Park & Ride site and queried whether public transport would service these villages.
Commuting	<p>Respondents commented that if the route was improved:</p> <ul style="list-style-type: none"> It would facilitate them in finding work within Cambridge; They would use the proposed public transport link to commute to work or school; and They would use the proposed link to cycle for some/all of their journey to work/school.
Public Transport Journey Times	<p>Respondents commented:</p> <ul style="list-style-type: none"> They would use it instead of a private vehicle as long as public transport was quicker than using a private vehicle; They have used the current public transport offer in the area and found it too slow; and They would not use the proposed public transport link as they felt it would be too slow

6.11 SCHEME DEVELOPMENT

- 6.11.1. Feedback and details from the consultation were taken forward to develop the Scheme options at the next stages. Following consideration of consultation feedback, the majority of respondents (48%) were in support of an intervention, with a clear preference for an off-road option for the link between Madingley Mulch roundabout and Bourn Airfield. A clear majority in favour of the Park & Ride location being Scotland Farm, which was selected and taken forward to consultation in 2022.
- 6.11.2. Table 6-3 summarises the themes that resulted from the consultation and sets out the outcomes.

Table 6-3 – Matters Raised and Outcomes

Summary of Matter Raised	Project's Position Following Consultation
General Comments	
Need for the whole route when congestion is closer to the city centre only	The Outline Business Case assessed the need for the Scheme against current and predicted traffic data
Route Alignment and Options	
Preference for an off-road route between Madingley Mulch roundabout and Bourn Airfield	Off-road route selected as preferred route. Further work to be carried out on the Hardwick section due to impacts on trees

Summary of Matter Raised	Project's Position Following Consultation
Route into Cambourne – preferred route A which travelled through Cambourne	The inner route through Cambourne was selected as the preferred route. Further discussions have taken place with Cambourne Town Council regarding the location of the bus termini point
The A428 should be used instead of St Neots Road	A route along the A428 would prevent buses stopping at Hardwick village and was previously ruled out after the initial consultation
Park & Ride	
The majority of respondents favoured Scotland Farm as the location of the Park & Ride	Scotland Farm was chosen as the final location for the Park & Ride after an options assessment comparing with the other site at Waterworks
Suggestions for a Park & Ride in Cambourne	A Park & Ride in Cambourne was ruled out in previous options assessments
Bus Infrastructure	
Not enough bus stops within Cambourne	Noted for further consideration, to be discussed in engagement with Cambourne Town Council
Suggestion about provision of electric buses	GCP have committed to the early adoption of electric buses on the route
Bus stop north of Bourn Airfield should be moved as near as possible to the northern exit from Caldecote Highfields	Bus stops will be located at appropriate locations within the Bourn Airfield site with one nearer the eastern end
Active Travel Path	
Safety for walkers, cyclists and equestrians	GCP have worked with cycling interest groups including CamCycle to ensure implementation of a bike-friendly active travel path
Suggested non-motorised user (NMU) path along Scotland Road to Bridleway 66/18 suggested by public and Dry Drayton Parish Council	GCP noted this request and prepared a scheme which was presented at the 2022 EIA consultation
Environment / Ecology	
Impact of Scheme on local SSSI and SAC and habitats for wildlife	The impacts of the Scheme on wildlife and ecology will be analysed in detail throughout the Environmental Impact Assessment. Hundreds of surveys have been carried out on landscape, ecology and habitats to give a baseline to assess the Scheme against
Concern around impacts on trees between A428 and St Neots Road	This section was revisited during the next stage of consultation and further technical work carried out
Impact on Residents	

Summary of Matter Raised	Project's Position Following Consultation
St Neots Road - concerns about changes to the tree line and increased noise from A428	This section was revisited during the next stage of consultation and further technical work carried out.
Concerns about the impact on villages as a result of increased traffic	A traffic assessment will be carried out to determine the impact of additional traffic at the travel hub site as well as re-routing of traffic in local villages
Acoustic fencing required along eastern end of A1303	Noted and raised with National Highways for discussion to repair existing noise barrier

6.12 FURTHER ENGAGEMENT ON PHASE TWO CONSULTATION

FURTHER PUBLIC EVENTS

- 6.12.1. Two additional drop-in sessions were held for the public following the close of the consultation period see Table 6-4. These sessions were to demonstrate potential mitigation measures such as planting that had been developed for the route and provide the opportunity for residents to voice any concerns they had on environmental issues. There was also the opportunity for residents to suggest any mitigation they felt would be desirable.
- 6.12.2. Local parish councils, councillors, organisations and businesses were informed of the events via targeted emails. In addition, events were advertised in the local press along with targeted leaflet drops to organisations and businesses along the route.

Table 6-4 – Further Public Events

Location	Date	Time
Hardwick (Primary School)	11 July 2019	17:00 - 20:00
Hardwick (Primary School)	13 July 2019	10:30 - 13.30

- 6.12.3. The events were open to the public and staff were available to discuss the Scheme with attendees at any time the events were open. The venue was organised into three zones to discuss different areas of the Scheme:
- Phase 1;
 - Phase 2; and
 - Park & Ride sites.
- 6.12.4. Plans and section drawings showing the various options being investigated and potential environmental mitigation measures were on display, intended to drive discussion regarding attendees' thoughts on what mitigation would be desirable.
- 6.12.5. While the sessions did not highlight any specific suggestions on desirable mitigation, it did provide the opportunity for stakeholders to voice concerns. These were mainly around the areas of Coton and St Neots Road. Residents were able to view potential alternative alignments that had been

developed to minimise the impact from the public transport route adjacent to properties with regard to vegetation loss.

6.13 WHAT THIS MEANT FOR THE SCHEME

- 6.13.1. As a result of consultation feedback and further detailed technical work, the preferred route selected was primarily off-road between Madingley Mulch roundabout and Bourn Airfield. The section at Hardwick received mixed views and was revisited in the 2022 consultation due to the impacts on trees on the off-road section between St Neots Road and the A428.
- 6.13.2. The preferred route through Cambourne was through the town with existing traffic via Upper Cambourne, rather than on the A428, and this route was selected for final route alignment at the next stage.
- 6.13.3. Scotland Farm was selected as the preferred Park & Ride location as a result of feedback and options assessment against the Waterworks site throughout Phase 1 and 2 consultations. At the next stage of consultation (EIA consultation in 2022), the Scotland Farm Park & Ride site was selected and renamed as a travel hub and further detail around landscape mitigation was provided.

7 ENVIRONMENTAL IMPACT ASSESSMENT CONSULTATION (2022)

7.1 CONSULTATION OVERVIEW

- 7.1.1. Between 16 May and 11 July 2022 the Applicant held a consultation on the preferred Cambourne to Cambridge Scheme proposals after the previous stages of consultation. The focus of which was how to best manage and mitigate impacts as part of an Environmental Impact Assessment (EIA).
- 7.1.2. The purpose of the consultation was to seek feedback from the public and relevant stakeholders and organisations on the preferred alignment and to help identify and assess the impact on the local environment and landscape as part of the EIA process. This helped shape proposals that, where practicable, avoid or minimise likely significant effects, and that deliver environmental improvements. The information accrued during the EIA is presented within the Environmental Statement (ES).

7.2 CONSULTATION DATES

- 7.2.1. The consultation ran for an eight-week period from 16 May 2022 to 11 July 2022.

7.3 PROPOSALS PRESENTED FOR CONSULTATION

- 7.3.1. As part of the consultation, more detailed route proposals were presented, as well as detailing possible environmental and landscape impacts as a result of the Scheme and the ways they propose to manage and mitigate those impacts.
- 7.3.2. Figure 7-1 presents a map of the preferred route presented during the EIA consultation.



Figure 7-1 – Preferred Route Presented for EIA Consultation (2022)

- 7.3.3. The consultation brochure, which is shown in Appendix K, included a section with general information for the Scheme, including operating standards, considering carbon footprint, biodiversity commitment, land and property, the active travel path, bus stops, travel hub and construction. In addition to this the brochure detailed emerging designs and environmental issues which were presented across eight area sections;
- Section A - Cambourne
 - Section B - Bourn Airfield
 - Section C - Childerley Gate
 - Section D - Scotland Farm - Travel Hub
 - Section E - Hardwick
 - Section F - North of Coton
 - Section G - M11 and West Cambridge Site
 - Section H - West Cambridge to Grange Road
- 7.3.4. Within Section E for Hardwick, the consultation provided two options for St Neots Road – an off-road and on-road option. The two options are presented in Figure 7-2. The survey included a question about the support or opposition for a modification to an on-road route via St Neots Road.

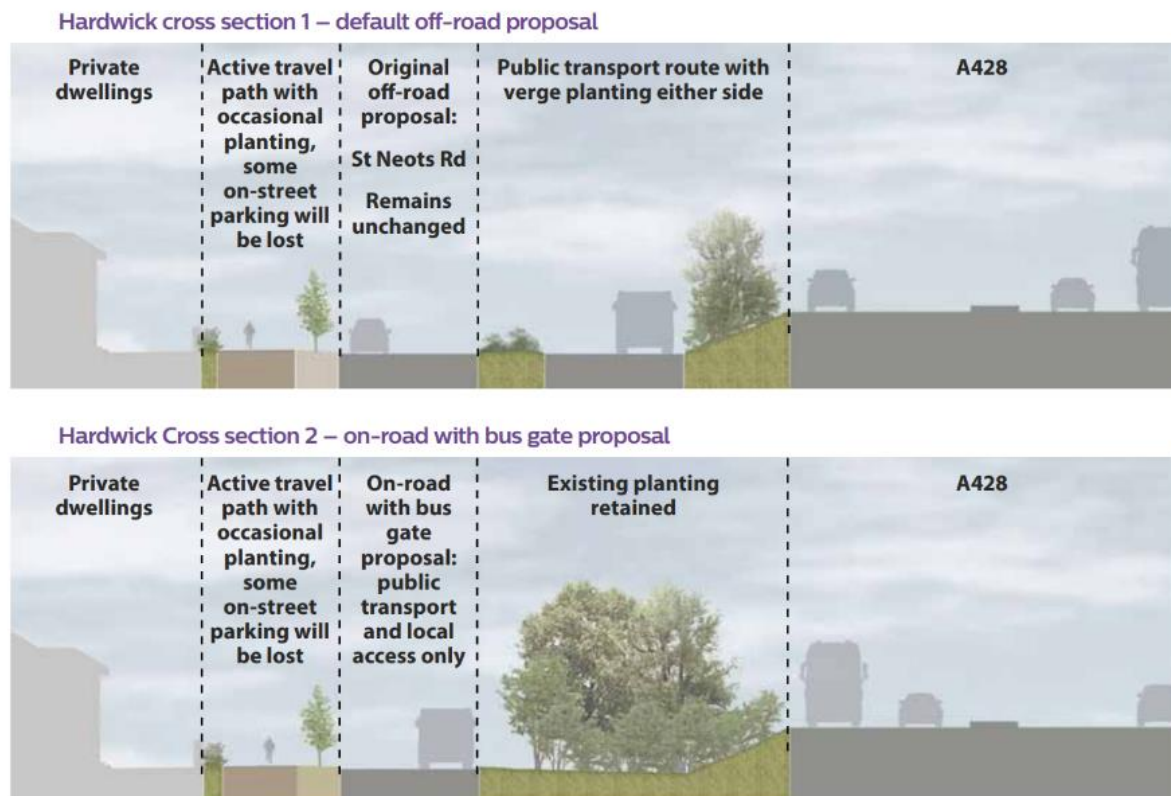


Figure 7-2 – Options Presented for St Neots Road for EIA Consultation

- 7.3.5. There were also two options for the bus stop location within Hardwick, as well as a section about the need for an additional bus stop to serve Highfields Caldecote. The survey included questions for people to have their say on these proposals.
- 7.3.6. Scotland Farm was presented as the preferred location for the travel hub (previously referred to as a Park & Ride) and a detailed visualisation was provided with detailed on access arrangements and facilities that would be provided.

7.4 WHO WE CONSULTED

7.4.1. The consultation was open to everyone who wanted to participate. As detailed in Chapter 3, the following stakeholders were engaged in the EIA consultation:

- Schedule 5 and 6 consultees (as described in Chapter 3);
- Those with potential land interests ;
- Local access, user, and interest groups;
- Elected representatives;
- Parish councils;
- Organisations identified as having an interest in the Scheme; and
- The public, including local residents frontage owners and commuters.

7.5 PROMOTING CONSULTATION AWARENESS

- 7.5.1. The EIA consultation adopted a multi-channel approach to promote and seek feedback including through traditional and social media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of consultation leaflets.
- 7.5.2. In the aftermath of the Covid-19 pandemic a hybrid approach to consultation was adopted. A mixture of face-to-face events and virtual webinars were held to enable people to have their say in person and the opportunity to question transport officers and consultants.

DISTRIBUTION TO HOUSEHOLDS AND BUSINESSES

- 7.5.3. The consultation was advertised through the distribution of leaflets to almost 12,000 addresses within the Cambourne to Cambridge area. The leaflets contained details of the consultation dates and how to view the consultation material and provide feedback.

CONSULTATION EVENTS

- 7.5.4. Four project-specific events were held during the consultation period, two were online and two were in-person. The project team also attended 11 parish council, councillor and Community Forum meetings during the consultation period.
- 7.5.5. The details of the community events are outlined in Table 7-1.

Table 7-1 - Community Events (EIA Consultation)

Location	Date
Online (via Zoom)	26 May 2022

Cambourne Village College	14 June 2022
Online (via Zoom)	20 June 2022
Selwyn College	30 June 2022

ADDITIONAL PROMOTIONAL ACTIVITY

- 7.5.6. Other publicity included emails to 2,933 stakeholders on the project's mailing list held by GCP, which included landowners, local businesses, schools and other key stakeholder groups. An email was also sent to key business and political leaders and representatives.
- 7.5.7. Information about the consultation was posted throughout the consultation period on GCP's social media channels through Facebook, Twitter and Nextdoor.
- 7.5.8. A press briefing was carried out in advance of consultation and a press release was distributed with details on the Scheme and the consultation and how people can get involved. Press advertising was also used to promote the consultation in four publications between May and June 2022; South Cambs Magazine, Cambridge News, Cambridge Independent and the Cambs Times and Hunts Post.
- 7.5.9. Advertisements were placed on bus shelters at key locations at 9 different locations; at the CB1 bus rail interchange and 8 stops at local Park & Rides. These were in place between 6 June and 4 July 2022.

7.6 CONSULTATION MATERIALS

CONSULTATION BROCHURE AND LEAFLET

- 7.6.1. A 48-page consultation brochure was published that outlined the development of the Scheme, described the detailed Scheme proposals and possible impacts, as well as ways to manage and mitigate those impacts. The brochure was published on the consultation website and was available in hard copy on request and at in-person events. The brochure is presented in Appendix K.
- 7.6.2. A leaflet signposting local residents and businesses to the website containing the brochure and survey was distributed directly to almost 12,000 properties. Copies were also available at community meetings.

PROJECT WEBSITE

- 7.6.3. All consultation material was available via the ConsultCambs portal, the GCP and CCC online engagement platform. The consultation was also referenced on the Scheme's web page and linked to the consultation portal.

7.7 SUBMITTING FEEDBACK

- 7.7.1. An online survey, hosted on the ConsultCambs website for the duration of the consultation period, was the main mechanism through which respondents could comment on the proposals. The survey featured a range of questions which allowed for feedback to be collected both quantitatively and qualitatively. The survey is presented in Appendix K as part of the consultation brochure.
- 7.7.2. Respondents were invited to provide their feedback in a number of ways:

- Complete a copy of the questionnaire online on the dedicated webpage;
- Return a paper version of the questionnaire (available from the consultation portal or on request); and
- An address, phone number and email address were also provided on consultation materials for any additional feedback.

7.8 FEEDBACK RECEIVED

- 7.8.1. 580 responses were received to the online survey, with an additional 17 hard copies also received. A further 54 written responses were received from individuals or organisations, either by email or letter, these are summarised within the individual consultation report in Appendix L. Responses were also received from 25 different groups, organisations and elected representatives.
- 7.8.2. Responses were received from a wide geographical spread as indicated by postcode data, demonstrating that the the Applicant delivered a sufficiently robust consultation. Based on postcode data, the largest groups of respondents lived in the Hardwick area (34%), Coton area (8%) or Cambourne area (8%).
- 7.8.3. Four letters of support were received during the consultation.
- 7.8.4. The individual consultation report for the Environmental Impact Assessment consultation 2022 can be found in Appendix L.

7.9 CATEGORISING RESPONSES

- 7.9.1. The responses ranged from detailed commentaries to very short remarks. Each response was analysed, and a number of themes emerged, as summarised in Table 7-2.

7.10 OVERVIEW OF RESPONSES

Table 7-2 – Key Consultation Findings by Theme

Theme	Findings
Environmental impact	Concerns expressed over loss of habitats, impacts on ecology, local impacts on Coton Orchard and West Fields, noise and light pollution
Active travel proposals	Respondents were generally in favour of investment to support active travel, but expressed concern regarding safety, in particular the need for segregation and ensuring surfaces were suitable. Support expressed for an active travel path between the travel hub and Dry Drayton, but concerns raised about chosen location, width of pathway etc.
Active travel route to Dry Drayton	Just over half of all respondents (52%, 234 of 459 respondents) supported the proposals for an active travel path between the travel hub and Dry Drayton
Facilities at bus stops	Respondents were supportive of the need for bicycle parking and lockers, with stops having real time information. Concerns were expressed about stops being well lit and villages becoming car parks for commuters

Theme	Findings
Location of bus stops	Respondents were concerned about the impact of the Scheme on nearby parking. Some respondents suggested more bus stops were needed at Hardwick with a majority preferring a Cambridge Road junction location, and between Broadway and Sterling Way. Strong support for a bus stop at Highfields Caldecote
Location of bus stop serving Coton	Concern around location of bus stop serving Coton and distance from the majority of residential homes
Additional bus stop serving Highfields Caldecote	Just under half of all respondents (46%, 213 of 459 respondents) were in favour of an additional bus stop at Highfields Caldecote; when considering just those respondents who gave a Highfields postcode (18 respondents), 87% (15 respondents) were in favour of an additional bus stop
Bus stop location in Hardwick	53% (157 respondents) of 304 of respondents believe that a bus stop in Hardwick should be located by the Cambridge Road junction with a pedestrian crossing. A third (34%, 102 respondents) of respondents believe the bus stop should be located opposite Miller's Way
Scotland Farm Travel Hub facilities	Respondents were supportive of toilets, shelter and seating provision at the travel hub. Facilities for secure cycle storage were also supported
On-road route via St Neots Road	Overall, 38% (186 of 482 responses) of respondents supported the modification of the proposals to an on-road route via St Neots Road. Considering the responses from those who live nearby, 27% (52 of 191 responses) of Hardwick residents were supportive. A further petition was set up in objection to the off-road route through St Neots Road due to the impacts on the trees alongside the A428
Modification of the route south of the Waterworks site	41% (187 of 450 responses) of respondents opposed the modification to some extent, with 12% (53 of 450 responses) strongly supporting, and 14% (62 of 450 responses) supporting
Provision of a bus gate	Opposition to the bus gate proposals on St Neots Road

7.11 FURTHER ENGAGEMENT

- 7.11.1. In addition to the EIA consultation, further engagement was carried out with stakeholders who have an interest in or are impacted by the Scheme. Engagement started in advance of the consultation launch and continued to the end of 2022 to ensure all concerns were captured and acknowledged or responded to.
- 7.11.2. During this period, the Working Groups and Local Area Forums continued, which provided a space for discussions around the project. In addition, many meetings were set up with specific technical stakeholders as well as correspondence sent to local parish councils, organisations and landowners along the route. Issues trackers were developed for all stakeholders who responded to EIA consultation or who were engaged in this period.

- 7.11.3. Further feedback and issues raised were analysed and shared with technical teams and used to form part of the final Environmental Impact Assessment and final design. Section 7.11 outlines the outcomes on Scheme development as a result of consultation and further engagement through 2022.

7.12 SCHEME DEVELOPMENT

- 7.12.1. Table 7-3 summarises the themes that resulted from the EIA consultation and sets out the outcomes on the Scheme design following consultation.

Table 7-3 – Responses and Outcomes from Consultation

Summary of Response	Project's Position Following Consultation
General Comments	
Support for better bus connections and active travel investment	GCP acknowledge the support for better bus connections between Cambourne and Cambridge as well as active travel investment alongside the Scheme.
Future proofing of busway with rail links including East-West Rail	GCP will continue to co-operate with EWR to maximise complementarity of the two schemes. Intervention west of Bourn Airfield is being minimised to avoid investment in infrastructure rendered redundant once EWR position becomes clearer.
Environment / Ecology	
Increase of Biodiversity Net Gain to 20%	GCP remain committed to deliver 20% Biodiversity Net Gain on the Cambourne to Cambridge Scheme.
Drainage concerns regarding the bridge over Bin Brook	The Scheme is supported by a Flood Risk Assessment which is informed by hydraulic modelling of the Bin Brook. The Environment Agency has been consulted on the results of the modelling to ensure that appropriate mitigation measures are included within the design.
Impacts on wildlife and ecology	A large number of ecology surveys have been carried out throughout the last two years. The Environmental Statement looks at impacts on ecology and any potential mitigation required.
Concerns around impacts on trees with Tree Protection Orders close to Grange Road	Detailed technical work has been carried out to ensure protected trees will not be impacted as a result of the construction of the project. A full list of trees with Tree Protections Orders in proximity to the route can be found in the Environmental Statement.
Construction Impacts	
Concerns around general construction impacts on local residents, businesses and schools.	As part of the Environmental Statement, a draft Code of Construction Practice has been developed and will be secured through the TWAO. This will

Summary of Response	Project's Position Following Consultation
	outline conditions and standards to minimise construction impacts, e.g. dust and noise controls, working hours and local measures. This is to be adhered to by the main works contractor, once selected through the tender process.
Locations of construction compounds	Feedback from the consultation has been fed into the construction plans and further discussions will take place with landowners and parish councils regarding the siting and size of compounds. Where required, new junctions will be constructed to allow safe access and egress from construction compounds.
Impact of construction of the travel hub	As part of the Code of Construction Practice, the contractor must publish Local Environmental Management Plans (LEMPs) which will outline measures and mitigations to minimise construction impacts on local areas. These will be secured within the TWAO. A LEMP will be required for the construction of the Scotland Farm Travel Hub.
Route Alignment	
Impacts on trees and ecology at the Waterworks site	The alignment has been amended to avoid the Waterworks site as a result of a stakeholder request regarding the ecological value of the site and surrounding trees. This has been accommodated into the design.
Concerns around off-road route through Hardwick and loss of trees	The alignment through Hardwick has been amended to an on-road solution to reflect local concerns with regards to the loss off trees between St Neots Road and the A428. From Bourn Airfield the route travels off-road, with a section on-road along St Neots Road in Hardwick.
Facilities and Safety	
Speed limits on the bus route	The speed limit of the bus route will be restricted on the approach to junctions and areas where the active travel path is in close proximity to the route.
Crossing points for the bus route on existing roads	Crossing points will be fully signalised with priority for existing roads. Junctions along the bus route will be lit to increase visibility.
Request for facilities at bus stops and travel hub	Feedback regarding facilities at bus stops and travel hub have been taken into account and will include facilities such as cycle parking.
Speed limit changes on roads that are crossed by the bus route	Speed limits will be restricted where suitable in areas close to junctions and bus route crossing points.

Summary of Response	Project's Position Following Consultation
Scotland Farm Travel Hub	
Concerns around visual impacts from the travel hub	The landscape and visual impacts of the travel hub site have been assessed in the Environmental Statement. A large amount of planting and landscaping has been designed at the northern area of the site to reduce any impacts on residents on Scotland Road and in Dry Drayton village.
Concerns around increase of traffic through Dry Drayton as a result of the travel hub site	Traffic modelling has been carried out as part of the Transport Assessment to look at changes in traffic through Dry Drayton.
Active Travel Provision	
Mixed views on the active travel path between the travel hub and Dry Drayton	Whilst half of respondents supported the proposals, there were many comments about the design of the path and suggested alternative locations from local stakeholders who prefer a solution which takes more private land and has a greater impact on the village. In order to enable further development and consultation with the parish council to reach an agreeable solution, it is recommended that the Dry Drayton active travel link is included in a future programme rather than Cambourne to Cambridge.
Expand active travel by extending Comberton Greenway	Comberton Greenway is a separate project managed by GCP and any comments relating to this scheme have been fed back to the Greenways project team.
Ensure LTN1/20 is followed	The active travel path will comply with LTN/120 guidance where practicable and where there is sufficient space to do so.
Segregated paths to ensure safety	Due to the nature of the active travel path also acting as an emergency access and maintenance track, the path will be shared use for walkers and cyclists.
Access for equestrians and carriage drivers	The active travel path will be accessible to equestrians where practicable. The path may be unsuitable for carriage drivers due to its design and primary purpose as an emergency access track. GCP remain in discussions with the British Horse Society and the Driving Society regarding appropriate equestrian provision.
Bus Infrastructure	
Ensure bus stops are well lit so people feel safe when getting the bus	Bus stops and junctions will be lit with street lighting to improve visibility and safety during dark hours. Bus stops will also have internal lighting within the bus stands.

Summary of Response	Project's Position Following Consultation
The majority of respondents preferred the Hardwick bus stop location by the Cambridge Road junction	The bus stop by the Cambridge Road junction has been selected as the final location within the designs.
Queries about necessity of bus gate near Hardwick and impacts on traffic in other nearby villages as result of bus gate	As a result of feedback from the consultation and further traffic modelling, the bus gate was not taken forward within the final design. All traffic movements will be permitted but a revised road layout will prioritise buses.
Need for additional bus stop to serve Highfields Caldecote	There will be a bus stop at the east end of the Bourn Airfield development. There may be scope to include a further bus stop to serve Highfields Caldecote as a part of the potential development of the land between the A428 and St Neots Road.
Location of bus stops in Bourn Airfield should consider the new development and the proximity to houses and users	The route through Bourn Airfield will be constructed as part of the housing development site by the developers of that housing site. There will be two bus stops on the development which have been agreed by the developer of the Bourn Airfield development within their outline planning application.
Public Rights of Way Provision	
Connections for equestrian users in West Cambridge	To improve connectivity of Bridleway 39/30 which travels along the east side of the M11 where the Scheme would cross, the bridleway will be diverted to join a junction with the Cambourne to Cambridge route where the active travel path along the emergency access and maintenance track can be accessed.
Access on footpath across bus route from Coton C of E Primary School	The existing footpath 55/2 that travels north of Coton School will be diverted via a crossing point across the Cambourne to Cambridge bus route.

7.13 FURTHER ENGAGEMENT – ST NEOTS ROAD

- 7.13.1. The EIA consultation provided no clear preference between on-road or off-road through St Neots Road overall. Strong concerns were expressed through further correspondence and meetings with Hardwick Parish Council and local residents including frontage owners along St Neots Road, and a petition was formed against the off-road option, because of the impact on trees along the A428. However, the on-road option also received objection from local residents and other Parish Councils due to the impact of the bus gate and displacement of local traffic onto nearby residential roads and villages.
- 7.13.2. The off-road option had greater impacts on the local environment with the removal of trees alongside the A428 which would have had negative visual impacts and led to reduced amenity for local residents from the existing A428. As a result, the decision was made in favour of the on-road route by the GCP Board in September 2022.

- 7.13.3. In line with the decision, further traffic modelling was carried out looking at the requirement for a bus gate, including comparison of journey times with and without the bus gate and the potential redistribution of traffic in nearby villages. Traffic modelling showed that there was only modest change on bus journey times with and without the bus gate.
- 7.13.4. In discussions with Hardwick Parish Council and after two public meetings with local residents, the final design was presented for information in January 2023 showing a revised layout with no bus gate, but which prioritises buses travelling via St Neots Road. This was received positively by the parish council and local residents at the meeting. This final design was selected as the final route alignment.

7.14 WHAT THIS MEANT FOR THE SCHEME

- 7.14.1. As a result of the EIA consultation in 2022 and further technical work, the final route alignment was selected for the Scheme. A map showing the final route alignment is presented in Chapter 9.
- 7.14.2. The preferred route travels from Cambourne centre through Upper Cambourne, via the future Bourn Airfield housing development with two bus stops on the new development. From Bourn Airfield the route travels off-road north of Highfields Caldecote, with a section on-road along St Neots Road in Hardwick. There will be a revised road layout which prioritises buses travelling via St Neots Road.
- 7.14.3. The route was aligned south of the Waterworks site as a result of feedback around ecology impacts, and follows a route off-road North of Coton, through the south section of the Coton Orchard and over the M11 on a new road bridge.
- 7.14.4. Detailed discussions led to amendments of the route through the West Cambridge site, with a new junction connecting an existing bridleway. The route will tie in with the current well-used cycleway in West Cambridge site, south of the University buildings and will connect with Grange Road via the Rifle Range Access.

8 STAKEHOLDER ENGAGEMENT

8.1 OVERVIEW

- 8.1.1. The Applicant identified, engaged, and consulted with statutory consultees and community consultees since the Better Bus Journeys consultation in 2015 through to the EIA consultation in 2022. Moreover, those with property interests affected by the emerging scheme have been consulted and ongoing engagement continues. . .

8.2 THOSE WITH A POTENTIAL INTEREST IN LAND

SUMMARY OF INITIAL GCP CONTACT WITH POTENTIAL INTEREST HOLDERS

- 8.2.1. At the initial stages of the project, contact was made with those identified as having a potential land interest and offers of engagement were made to discuss the Scheme with GCP Project Managers, and the consultants working on the project at that time. Where property interest holders responded or requested further information, several meetings took place ahead, during and after the Better Bus Journeys public consultation in 2015. At that time no corridor had been identified for the scheme.
- 8.2.2. As part of the Phase 1 consultation in 2017 and the Phase 2 consultation in 2019, those with a potential interest in land were notified of the consultation and how to give their feedback.
- 8.2.3. A subsequent set of letters were issued in October 2020 which resulted in further meetings and engagements by GCP with property interest holders. Further GCP letters were issued in July 2021 and October 2022 to provide an update on progress of the Scheme and to facilitate additional meetings. Several meetings ensued with landowners who responded to offers to meet both in person and online.
- 8.2.4. The correspondence and discussions were intended primarily for the purposes of understanding land ownership and listening to the views of landowners in advance of the selection of a Preferred Route. As such, these do not form part of the formal Land Referencing and Land Transaction discussions set out below.

CONTACT FOLLOWING APPOINTMENT OF LAND REFERENCING AND LAND AGENTS

- 8.2.5. Formal land referencing was initiated following the approval by the GCP Executive Board of a Preferred Route in July 2021 and in advance of the Phase 3 consultation in 2022 and the outputs cross checked against GCP's existing records. Any new interests identified through the land referencing process were contacted by GCP's appointed land and & property advisors; CBRE. Where parcels of unregistered land, i.e. where ownership of land could not be ascertained through Land Registry or other record searches, site notices were displayed in April 2022.
- 8.2.6. Thereafter, in October 2022, GCP wrote to all identified interest holders to advise them of the land referencing process, provide an update on the scheme programme and introduce CBRE as GCP's appointed land advisors. CBRE followed up shortly thereafter by way of whichever communication medium had been established with landowners by GCP. Where no material engagement had been received, CBRE wrote letters to property interest holders encouraging them to engage and consider the appointment of a land & property advisor.

- 8.2.7. CBRE subsequently engaged in several meetings with property interest holders and / or their appointed land agents throughout 2023 and 2024. In many cases fee undertakings have been provided to enable discussions to acquire land and rights required for the Scheme by agreement.
- 8.2.8. To assist in bringing about engagement from property interest holders who had not responded or materially engaged with CBRE, GCP sent a project update letter in November 2023 to all property interest holders reiterating that CBRE are instructed to engage with them and wish to enter into dialogue on GCP's behalf. The letter also offered a direct contact with GCP if the property interest holder preferred to speak directly with the project manager.
- 8.2.9. CBRE have continued to engage with property interest holders to identify terms upon which land & rights required for the guided busway might be acquired by agreement. CBRE and GCP will continue with efforts to engage and agree terms to acquire the necessary land and rights for the Scheme up to and beyond the expected TWAQ Public Inquiry.

LANDOWNER SPECIFIC ENGAGEMENT SUMMARY

- 8.2.10. The landowners contacted and a summary of activities are as follows;
- 8.2.11. National Highways Limited – GCP initiated engagement with National Highways in 2015 and have had numerous email exchanges and meetings around design options throughout, most notably in 2019, 2021 and 2022. More recently NH have appointed a land agent, Carter Jonas, who are now engaged with CBRE directly. Heads of Terms have been issued and terms are presently being progressed.
- 8.2.12. MCA Developments (Vistry Group Ltd/Taylor Wimpey Joint Venture) – MCA are currently constructing a section of the guided busway as obligated under their planning consent and s 106 agreement on their land, advance works being completed in early 2024. CBRE were introduced to MCA and their consultants in 2022 and have had several email exchanges and meetings throughout 2023 and 2024. Negotiations are under way to transfer land to CCC on completion of the guided busway as required in the s 106 agreement. MCA have confirmed that they will comply with the terms of the s106 agreement.
- 8.2.13. Bourn Airfield - The owners of Bourn Airfield are progressing and on 29 July 2024 were granted [outline planning permission S/3440/18/OL and accompanying s 106 agreement](#). to deliver a large residential scheme on the airfield. There have been extensive direct discussions between GCP, CBRE, the landowner and their current and historic development partners & advisors. CBRE commenced dialogue in September 2022 and there has been engagement through 2023 and 2024. A legal agreement is presently being drafted between solicitors.
- 8.2.14. Childerley Lodge & Chapelgate - The landowners own and let out three residential properties adjacent to the Scheme boundary. The properties are not required but sliver of land forming part of the grounds of two of the properties are required. GCP engaged with the landowner in 2021 following a response to an engagement letter. More recently CBRE were introduced as GCP's advisor and met with the landowner and their land agent, Bidwells, in March 2023. There have been several email exchanges through 2023 and a second meeting held in June 2023. Discussions are ongoing and feedback awaited from their agent.
- 8.2.15. The Occupiers of Childerley Lodge & Chapelgate - No response received from letters issued by GCP in 2022. The acquisition proposals do not require possession of residential accommodation and so focus is on engagement with their landlord.

- 8.2.16. Paragon Land & Estates Limited - Paragon is a developer landowner proposing an innovation park upon landholdings partially required for the guided busway. The busway acquisition area is comparatively small against their landholding. CBRE and GCP met with Paragon in September and November 2022. Discussions focused on interactions of the busway and their development. Paragon appointed a land agent in October 2023, a fee undertaking has been supplied and CBRE met with their agent in May 2024. Discussions as to an agreed acquisition are ongoing.
- 8.2.17. Land on the East side of Cambridge Road, and land on the North side of Manor Crescent Hardwick, Land on the east and west sides of Long Road, Comberton and Land on the south side of St Neots Road and land on the south side of Madingley Road, Comberton, Cambridge – The landowners own land across Cambridge and operate an agricultural business. There have been numerous engagements with the landowner in respect of this scheme and others that GCP are promoting. Most recently CBRE and GCP met with landowners and their land agent in March 2023, May 2023 and several meetings in 2024.
- 8.2.18. Dry Drayton Estate Limited & PX Farms. – Agricultural landowners of land known as Scotland Farm. GCP engaged with Dry Drayton in 2021. CBRE engaged with PX farms and their appointed agent, Ceres Property, in June 2022 and since this time have had a numerous email exchanges and meetings through 2023 and 2024 to progress terms for an agreed acquisition of land and rights. Heads of Terms have been issued and negotiations are progressing on terms of an acquisition and value.
- 8.2.19. Land on the south side of St Neots Road and land on the south side of Madingley Road, Comberton, Cambridge – GCP engaged with the landowner in 2019 and since this time have sent numerous letters to provide information on route alignment and project timelines. A letter was received from one of the landowners on 26 October 2022 requesting details of the busway route and suggesting an intention to appoint a land agent and / or solicitors. GCP issued a letter in response with requested details and introducing CBRE as Land agent. Two follow-up letters have been issued by CBRE (Feb 2023 and March 2024) requesting a meeting and recommending the appointment of a land agent. No response has been received. CBRE will continue attempts to engage.
- 8.2.20. Agricultural tenants of land on the south side of Madingley Road, Comberton, Cambridge - A meeting was held between CBRE and the landowner in March 2023 where information on the scheme was shared and the appointment of a land agent was suggested. CBRE followed up in April 2024. The tenants advised that they have been served notice to quit by their landlords and so will not have an interest in land by the time the scheme is progressed.
- 8.2.21. The Master, Fellows and Scholars of the College of Saint John the Evangelist in the University of Cambridge – St Johns College own agricultural land near Coton and near the University of Cambridge. GCP have held numerous meetings with St Johns directly from 2018 through to 2022. More recently CBRE engaged with St Johns land agent, Savills and have had several meetings and exchanges to discuss terms for an agreed acquisition of land and rights required for the Scheme. Draft heads of terms have been exchanged, dialogue on terms continues alongside discussions on value.
- 8.2.22. Land on the east side of Long Road, Comberton – The landowners own and rent agricultural land affected by the scheme. GCP met with the landowner in January 2020 and have had several engagements since this time. In September 2022 CBRE engaged with their land agents, Bidwells. More recently, CBRE engaged with the landowners and met them directly in April 2024 to discuss

the scheme design and terms for an agreement. CBRE have since been directed to their newly appointed land agent. Dialogue continues.

- 8.2.23. Coton Court Landowners – The property is not required for the Scheme but land and paddock associated with Coton Court is required. GCP met with the landowners in June 2020 and had several subsequent email exchanges. CBRE were introduced to the landowners and their land agent, Ceres Property, in September 2022. Since this time CBRE have engaged with both Ceres and the landowners directly to explain the scheme proposals and seeks terms for an agreed acquisition of land. Dialogue continues.
- 8.2.24. Cambridge Past, Present & Future (CPPF) – CPPF own agricultural land affected by the scheme near Coton. GCP have been engaged with CPPF since the conception of the scheme and have engaged with consultation responses in 2015 and 2018. Numerous emails and letters have been exchanged between the parties and a phone call was held in August 2021. CBRE picked up discussions with CPPF's appointed agent, Carter Jonas, in February 2023. Terms were proposed and a meeting held in January 2024. Since this time several design issues have been agreed between GCP and CPPF however CPPF have stated they remain opposed to the Scheme and do not intend to proceed with discussions on an agreed acquisition of land required for the scheme.
- 8.2.25. Trumpington Farm Company – Trumpington Farms are agricultural tenants who occupy land affected by the Scheme. CBRE are engaged with Trumpington Farm's and met with them in April 2024 in respect of this scheme and others in Cambridge. Dialogue continues and updates will be provided until terms can be agreed with their landlord
- 8.2.26. Houston Crest Properties Limited & Coton Orchard Limited – the point of contact in both instances is a Director of the two companies who own an orchard near Coton; part of which is proposed to be acquired for the guided busway. GCP have sought engagement since the early stages of the project and consultations. In October 2022 GCP sent a letter to the landowner providing an update on the project programme and introducing CBRE as GCP's land and property advisors. CBRE sent follow up letters in March 2023 and April 2024 encouraging the appointment of a land agent but have not received a response. CBRE will continue efforts to engage up to and beyond the TWAO submission. It has been confirmed that Houston Crest Properties Ltd objects to the scheme.
- 8.2.27. Rectory Farm Hotel – The landowners own land associated with the Rectory Farm Hotel outside of Coton. CBRE are engaged with the landowners' land agent, Cheffins, and have had meetings in February and April 2023 in which several design matters were addressed. A further meeting was held in November 2023 following which draft heads of terms were issued alongside clarifications on mitigation works. CBRE have sought a response through 2024 and await a response on the proposal.
- 8.2.28. FW Over (Deptford) Ltd – FW Over have been suggested in land referencing as a possible owner of a strip of land adjacent to the M11. CBRE have engaged with FW Over however they are unclear if they own this land. As a result, we have taken precautionary measure and added an "Unknown" interest to this plot of land which involve erecting a site notice when the TWAO is submitted.
- 8.2.29. The Chancellor, Masters and Scholars of the University of Cambridge – The University are a member of the Greater Cambridge Partnership and represented on the Executive Board which has supported development of the Scheme. A land agreement is required to regularise the required land rights and grants through the university campus and CBRE are engaged with the university directly with draft heads of terms exchanged and legal agreements being negotiated.

- 8.2.30. College of the Blessed Virgin Mary Saint John the Evangelist and the Glorious Virgin Saint Radegund (Jesus College) – Jesus College own agricultural and recreational land in the vicinity of Cambridge University. GCP have been engaged with the College since the early stages of the project. CBRE engaged with the colleges land agent, Bidwells, in March 2023 and have had number of exchanges by email and telephone. Heads of Terms for an agreed acquisition have been issued and subject of ongoing discussions.
- 8.2.31. Cambridge University Rugby Union Football Club – The club owns the Rugby ground and occupies (by way of lease) the training pitch to the west of the stadium. A narrow strip of land is required that is sited in between their northern stand and existing boundary fence alongside Rifle Range Road and alongside their training pitch to the west. GCP engaged with the club in April 2019 with details of the scheme proposals and provided updates in May 2020. GCP met with the club in April and June 2021. Following an introduction by GCP, CBRE engaged directly with the club and their appointed land agent, LSH, with meetings held in December 2023 and May 2024. Heads of terms have been issued and negotiations as to an agreed acquisition of rights continue.
- 8.2.32. University of Cambridge Farm – University farms are an agricultural tenancy occupier of land required for the scheme. CBRE are engaged with University Farms land agent, LSH, and are continuing dialogue in parallel with discussion with their landlord, St Johns.
- 8.2.33. Tenant of land owned by Jesus College –an agricultural tenancy occupier of land owned by Jesus College. CBRE contacted the tenant in March 2023 with detail of the scheme proposals and an offer of a meeting. A further update and offer of a meeting was issued in April 2024 but we are yet to receive a response.
- 8.2.34. National Trust – National Trust are the beneficiaries of a covenant that applies to several landholdings near Coton. The existence of this covenant was identified following a review the of land referencing outputs. The legal teams representing National Trust and the County Council have met several times through 2024 and have engaged in correspondence regarding several matters relevant to the National Trust. These discussions continue.
- 8.2.35. The project identified eight commercial tenants situated on Bourn quarter who rely on a right of access to their premises along a private means of access that could in theory be interrupted by construction of the busway. The Applicant has entered into discussions with the owner and issued an assurance that it will not permanently close the private means of access and in the event of temporary interruption will use its reasonable endeavours to keep such interruption to as short a period as is reasonably possible and will only temporarily interrupt access outside of the periods of 8.00am / 6.00pm Monday – Friday. For this reason it is considered unlikely that claims under s 10 of the Compulsory Purchase Act 1965 would arise, nevertheless the Applicant has written to the eight occupiers that have been identified to advise them of the possibility of temporary interruption and the terms of the assurance given to their landlord. The Applicant has also considered claims across the Scheme and is of the view that none would arise.

8.3 POST-CONSULTATION ENGAGEMENT

- 8.3.1. Following the end of the EIA consultation, GCP continued to engage and meet with individuals and organisations who had expressed an interest and wanted to ask further questions in respect of the next steps for the project and discuss any outstanding queries.

- 8.3.2. Correspondence via email and letter continued throughout this period with stakeholders. GCP also held a series of meetings with organisations where it considered additional discussions could benefit the project.
- 8.3.3. GCP continued engagement through regular meetings with the Landscape, Heritage and Ecology and Non-Motorised User Working Groups as well as the West Area Community Forum. More information on the Working Groups and Community Forum are included in Chapter 3.
- 8.3.4. Ongoing engagement and technical dialogue continued with statutory undertakers who have assets or equipment in the areas that are subject to the proposed Order. Several Protective Provisions have been agreed, or are in the process of being agreed, with utility companies in relation to the proposed Order.

8.4 FINAL ALIGNMENT RELEASE

- 8.4.1. Following a review of the feedback received during the EIA consultation that ran from 16 May 2022 to 11 July 2022 as well as ongoing stakeholder engagement and technical work, GCP developed its final Scheme alignment for the Scheme. The changes that were made to the alignment following the close of EIA consultation are set out in Section 7.13 in Chapter 7.
- 8.4.2. The final Scheme alignment was updated in February 2023. Letters were distributed in early March 2023 to update parish and town councils along the route of the final Scheme alignment and to address any outstanding queries. Letters were sent to the following parish and town councils:
 - Barton Parish Council;
 - Bourn Parish Council;
 - Caldecote Parish Council;
 - Cambourne Town Council;
 - Comberton Parish Council;
 - Coton Parish Council;
 - Dry Drayton Parish Council;
 - Hardwick Parish Council; and
 - Madingley Parish Council.
- 8.4.3. The final alignment was presented in a leaflet update that was published on the GCP website in March 2023 and sent via email to the project's mailing list that has 1804 subscribers, including local authorities, Parish Councils and individuals and organisations with an interest in the project. The leaflet update is presented in Appendix N.

8.5 STATEMENTS OF COMMON GROUND AND PROTECTED PROVISIONS

- 8.5.1. GCP has offered the option of a Statement of Common Ground (SoCG) for statutory stakeholders where this was felt to be beneficial. GCP and relevant stakeholders will prepare SoCGs, setting out matters on which there is agreement, as well as identifying those areas (if any) where agreement has not been reached. GCP will continue to work with stakeholders to progress SoCGs after submission of the Application.

- 8.5.2. The Applicant has been and continues to be engaging with statutory undertakers whose apparatus is likely to be affected by the Scheme with the aim of achieving agreed Protected Provisions in the Order or completing asset protection agreements.

9 SUMMARY

9.1 KEY OUTCOMES

- 9.1.1. The consultation and engagement undertaken since 2015 has informed the development of the Scheme in a meaningful way. This Consultation Report accompanies the Application to summarise all consultation and engagement activity carried out as part of the Scheme.
- 9.1.2. This comprises four major consultation exercises as well as a wide range of events, workshops and meetings with local communities, Parish Councils, landowners and other stakeholders.
- 9.1.3. In accordance with Rule 14 of the Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006, all documentation submitted as part of the Application will be available for download from the GCP website and available to purchase in hard copy.

9.2 CONSIDERATION OF THE ENVIRONMENT AND PEOPLE

- 9.2.1. Consultees raised questions about how the Scheme would demonstrate how effects on the environment during construction and operation are managed and how the evidence to assess these effects and the residual impacts once proposed mitigation is applied. A full Environmental Impact Assessment (EIA) has been carried out to support the Application and the Environmental Statement (ES) reports on the findings of the EIA which also forms part of the Application.
- 9.2.2. The ES sets out the construction and operational likely significant effects of the Scheme on air quality, biodiversity, climate change including adaptation, cultural heritage, ground conditions and contamination, landscape and visual impact, materials and waste, noise and vibration, population and human health, socio-economic effects, traffic and transport, and water resources and flood risk. The ES also identifies the appropriate mitigation measures that will be put in place to mitigate for significant effects.

9.3 KEY CHANGES TO SCHEME DEVELOPMENT

- 9.3.1. Following the four consultation stages, option assessment stages and continuous engagement, points raised by consultees informed design refinements of the Scheme. These refinements included:
 - The selection of the travel hub site at Scotland Farm;
 - The refinement of the routes through West Cambridge and into Cambridge (off-road via the Rifle Range track) to reduce land take and avoid noise disruption to university laboratories;
 - The decision to remove the northern off-road option was taken early in the project due to environmental impacts and potential impacts to views from the American Cemetery, an important memorial site;
 - In response to feedback around environmental impact from the project, GCP have committed to reducing environmental impact including limiting impact on the West Fields site and moving the route south of the Waterworks site;
 - To avoid impacts to trees along the A428, an on-road route was selected through Hardwick on St Neots Road, and the bus gate was removed from the Scheme; and

- In relation to the active travel path, GCP have engaged with local and national cycling groups to ensure implementation of a safe, bike-friendly active travel path, with amendments to junctions and road layouts as a result of feedback throughout engagement.
- The proposed bus services will use the private road of Charles Babbage Road within the West Cambridge Campus. The Scheme requires new rights over other parts of the campus, including Rose Street and JJ Thomson Avenue. The draft Order seeks powers for bus services to also use those named roads either for services or for access for maintenance purposes or when there is service perturbation.

The final route alignment is shown in Figure 9-1.



Figure 9-1 – Final Route Alignment for the Scheme

9.4 CONTINUED ENGAGEMENT

- 9.4.1. Building on the consultation and stakeholder engagement detailed in previous chapters, GCP will continue to engage directly with statutory and non-statutory consultees as appropriate on behalf of the Applicant up to and post submission of the Application.
- 9.4.2. GCP will continue to engage and work with landowners affected by the Scheme following submission of the Application. Affected parties will also have the opportunity to comment on the Application as part of the statutory consultation process.
- 9.4.3. Continued engagement with all stakeholders and the wider public over the lifetime of the Scheme will be carried out to make sure the Scheme can be constructed and implemented with the minimum of disruption and operate as a key public transport route into Cambridge for those living in Cambourne and other areas west of Cambridge.



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