CAMBOURNE TO CAMBRIDGE
Better Bus Journeys: Phase One

Have your say on
- Improved, faster and more reliable bus services between a new Park & Ride site and Cambridge
- Two options for a new Park & Ride site to the west of Cambridge
- New or improved cycling and walking facilities
Hello,

Thank you for taking the time to read our consultation brochure. The Cambourne to Cambridge Better Bus Journeys scheme aims to deliver fast and reliable bus services, served by a new Park and Ride site, together with high-quality cycling and walking facilities, for people travelling between Cambridge and the towns and villages to the west of the city.

We need your views so that we can create the best scheme for the area’s needs, both now and in the future.

The Greater Cambridge Partnership (GCP) is the local council, business and academic partnership responsible for delivering a ‘city deal’. This Government funded investment in Cambridge and South Cambridgeshire will help our local economy grow sustainably over the coming years. Through investment in key services and transport infrastructure, our partnership will deliver new homes and jobs and connect people to places of employment.

As one of the UK’s fastest-growing areas, we are proud of our economic success but, as a result, our roads must cope with more and more traffic. As Greater Cambridge continues to prosper this will become worse, placing greater pressure on our congested highways, affecting our businesses, residents and many people who travel in and around the area. If we don’t act now, by 2031 time spent in traffic jams could double, and the quality of air we breathe deteriorate. To address this, the Greater Cambridge Partnership wants to deliver new infrastructure which offers a real alternative to driving.

Since consulting with you in 2015 and carefully considering your comments, the options have been narrowed to look at two possible on-road bus routes and one off-road bus route as well as two possible Park & Ride sites. All routes have high quality walking and cycling facilities, where possible.

Whether you live, work, study or travel in or through the area, we are keen to hear your views. You can find out more about the project here, online or at a local event. There is a free postal questionnaire at the back of this brochure, alternatively you can respond online at www.greatercambridge.org.uk/C2C.

Please help us work together to grow and share prosperity and improve quality of life, now and in the future.

Thank you for your time.

Cllr Francis Burkitt
Chair of the Greater Cambridge Partnership Executive Board

A range of GCP schemes are underway to contribute to the development of a better, greener transport network for our busy city region.

This high level map shows how our current projects (in 2017) connect with the existing public transport network, to help it grow and evolve. The scheme detailed in this leaflet is for transport improvements to the west of the city, shown in orange on the left of the diagram.

More detail about projects connected to the Cambourne to Cambridge proposals can be found on pages 20 & 21 of this booklet and online at www.greatercambridge.org.uk.
In general terms, it's more environmentally-friendly for people to travel by public transport, by bike or on foot, than it is for them to travel by private motorised vehicle. For example, a bus carrying 70 passengers will take up less space, use less fuel and emit less pollutants, than 70 people each travelling in their own car. Sustainable travel options will help higher volumes of people to move around whilst making best use of limited space. It will help protect our environment and public health, in the long-term, from the effects of congestion.

What is ‘sustainable travel’?
In general terms, it's more environmentally-friendly for people to travel by public transport, by bike or on foot, than it is for them to travel by private motorised vehicle. For example, a bus carrying 70 passengers will take up less space, use less fuel and emit less pollutants, than 70 people each travelling in their own car. Sustainable travel options will help higher volumes of people to move around whilst making best use of limited space. It will help protect our environment and public health, in the long-term, from the effects of congestion.

We have identified three different route options which could help deliver faster, more reliable and high quality bus services for journeys between Cambourne and Cambridge. These routes, from a new Park & Ride site, are named Routes A, B and C. Routes A and B are on-road, in addition to car lanes along the A1303 (Madingley Road). Route C is off-road and there are several possible variations for Route C.

We are also suggesting two possible locations for a new Park & Ride site. A new site will help reduce the number of vehicles travelling on the A428/A1303.

In addition, depending on the chosen option, the route will also include new or improved facilities for pedestrians, cyclists and equestrians.

Your feedback will help with further option development and to allow the Executive Board, in 2018, to arrive at a preferred option to take forward. Only one route will be taken forward following consultation. If Route C were chosen, only one of the sub routes would be developed.

This project aims to:
- Contribute to a public transport network which delivers a step change in reliability, connectivity, frequency and quality to support greater use of public transport, walking and cycling routes and around Cambridge and the surrounding district
- Facilitate sustainable development particularly at key strategic economic and housing sites
- Address air quality by providing attractive alternatives to driving
- Improve access to opportunity and maximise accessibility for all
- Support our local businesses by addressing the transport barriers which restrict growth

The different options have been renamed for this consultation.
Please note that, during the technical work following the 2015 consultation, Route A was known as Option 1, Route B (a new option suggested by local stakeholders) as Option 6, and Route C was known as Option 3 or 3a.
WHY DO WE NEED TO PROVIDE BETTER BUS JOURNEYS?

The scheme is proposed to help provide additional capacity for the growing number of journeys to, from and around Cambridge from the west. Key points to consider:

• The Local Plans for Cambridge and South Cambridgeshire recommend the development of new housing, including affordable housing, in satellite villages and towns several miles away from the city, such as at Cambourne and Northstowe. To make these communities successful – and to ensure people living here are not disadvantaged by location – good transport links to Cambridge are vital.

• Parts of the road network are already at capacity at peak times, impacting on people’s day-to-day lives, the ability of businesses to operate effectively and contributing to pollution. The A103 is experiencing heavy congestion and delays during morning and evening rush hour. There is significant congestion at the Madingley Mulch roundabout and at Junction 13 of the M11 at Madingley Road, making it harder for people to travel through this area.

• If we do not act now and manage growth sustainably, journey times in traffic between Madingley Mulch roundabout and the city centre will almost double by 2031.

• By investing in sustainable travel, we can help reduce congestion and its damaging effects on the environment, health and the economy now and in the future.

• New sustainable transport links will provide existing, new and growing communities to the west of Cambridge, in South Cambridgeshire and beyond, with improved access to jobs, services and other opportunities in and around the city.

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The impact of growth without transport improvements

- 44,000+ NEW JOBS TO BE CREATED IN OR NEAR CAMBRIDGE BY 2031.*
- MORE THAN 8,000 HOMES PLANNED IN THE CAMBRIDGE AREA ALONE BY 2021, WITH A FURTHER 3,700 PLANNED AT ST NEOTS.
- INCREASING JOURNEY TIMES BETWEEN MADINGLEY MULCH ROUNDABOUT AND CAMBRIDGE, WITH NO ACTION.

*Source: The South Cambridgeshire Local Plan and the Cambridge Local Plan
The timeline identifies how we have reached this point and the next steps.

**Phases 1 and 2**

The Cambourne to Cambridge project covers a wide area and is split into two phases.

**Phase 1** looks at a proposed new, fast bus route from a new Park & Ride site to the east of Cambourne. The phase 1 bus route is from the Madingley Mulch roundabout to Cambridge, as this has been identified as a key area of congestion. Phase 1 has an allocated budget of up to £59m.

**Phase 2** would link this bus route further west, all the way to Cambourne, through the possible development at Bourn Airfield. Phase 1 and 2 together would provide a complete end-to-end better bus journey scheme between Cambourne and Cambridge.

Phase 2 of the scheme is considered less urgent at this time and requires further study and assessment. Any Phase 2 scheme would therefore be subject to separate, further consultation at a later date. In the meantime, by speeding up part of the journey, Phase 1 improvements alone would still considerably improve existing bus services between Cambourne and Cambridge.

**Why are you continuing with this scheme when you are also commissioning a study to compare other mass rapid transit options?**

Our ambition is to develop a world class transport system for Cambridge and South Cambridgeshire as soon as possible. This will take many years and our transport challenges are pressing and need addressing now.

The rate at which our area is growing requires an immediate step-change towards sustainable travel. Our economy cannot afford to wait for a long-term solution.

The GCP has, jointly with the Combined Authority for Cambridge and Peterborough, commissioned an appraisal of the future mass transit solutions for the Cambridge area to understand what is viable and could be deliverable in the future. Initial findings are expected to be published in the coming weeks, which will inform this scheme as it develops.

**On our journey to this point we have considered a range of options to address congestion and encourage sustainable economic growth between Cambourne and Cambridge.**

While upgrading the road network may help ease congestion in the short-term, it will not provide enough capacity in the long-term to cope with the huge growth in journeys predicted in this area.

**Investment in the future transport network therefore focuses on trips that will still be made by lots of people but in a way that ensures timely journeys for all - through greater use of high quality public transport, cycling and walking.**

In accordance with Cambridge’s Transport Strategies, investments to bus services, cycling and walking links between key locations have been identified as the best way to meet these challenges now and in the coming years. Work is also underway to understand the long-term future transport solutions for the area.

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Your feedback will help us to develop our proposals and understand what people feel is important to them. There will be further engagement as the scheme progresses.

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PARK AND RIDE PROPOSALS

We are seeking your views and feedback on the location of two Park & Ride sites.

The GCP believe these two potential sites offer the best balance between transport and environmental considerations along the A428/A1303. These sites are:

1. **Scotland Farm Park and Ride Option**
   - Less potential visual impact on the wider countryside when compared to the Waterworks site.
   - Connects to all routes.
   - Currently no existing visible structures on the proposed site.
   - Adjacent to a small number of existing houses north of the site on Scotland Road.
   - Higher bus operating costs than Waterworks as it is further away from the city, e.g., higher fuel costs.
   - Less attractive for Park & Cycle as 1.7 miles further from Cambridge.
   - Located within the green belt.
   - Construction works to provide access to the site will affect rural road (Scotland Road).
   - Predicted usage lower than Waterworks at 67.5% by 2031 (1,350 vehicles).

Further information about Park & Ride sites is available online at www.greatercambridge.org.uk/C2C and at events.

2. **The Waterworks Park and Ride Option**
   - More potential visual impact on the wider countryside when compared to Scotland Farm.
   - Connects to all routes.
   - Existing visible structures on the proposed site, e.g., radio mast.
   - No immediately adjacent housing although near to a small number of existing houses.
   - Lower bus operating costs than Scotland Farm as it is closer to the city, e.g., lower fuel costs.
   - More attractive for Park & Cycle as 1.7 miles closer to Cambridge.
   - Located within the green belt.
   - Construction works to provide access to the site will affect Madingley Mulch roundabout and the main road (A1303).
   - Predicted higher usage than Scotland Farm at 100% by 2031 (2,000 vehicles).

Both sites would offer 2,000 car park spaces and construction costs are anticipated to be similar. Both sites are compatible with any of the proposed routes. Suggested access to the sites can be seen on pages 12 and 13.

Would the P&R site charge for parking?

Park & Ride sites are operated by Cambridgeshire County Council. The Council has recently proposed removing the £1 parking charge from 2018 onwards, a move supported and partly funded by the GCP Executive Board.
OVERVIEW OF OPTIONS FOR CONSULTATION

Options for Consultation

For reference only, not part of consultation.

Potential routes into city centre

12

13
ROUTE A

ROUTE B
Access to Cambridge via Grange Road

As part of the scheme assessment to date, four potential routes were identified to link Route C (previously known as Option 3/3a) with Grange Road, and on to the city centre. Of these four options, two routes have since been ruled out. Two feasible options remain: Adams Road and the Rugby Club Access Road (also known locally as the Old Rifle Range Track).

<table>
<thead>
<tr>
<th>Route</th>
<th>Loss of on-road car parking</th>
<th>Loss of bus journey time reliability as on public highway</th>
<th>Mixing with traffic</th>
<th>Some potential cycle and pedestrian improvements, depending on level of bus priority along the existing road</th>
<th>One-way system may be needed</th>
<th>Land take needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams Road</td>
<td>No loss of on-road car parking</td>
<td>Greatest bus journey time reliability as route separate to public highway</td>
<td>No mixing with traffic</td>
<td>Off-road foot and cycleway through agricultural land/Old Rifle Range Track</td>
<td>No one-way system needed</td>
<td>Some land take needed</td>
</tr>
<tr>
<td>Rugby Club Access Road</td>
<td>No loss of on-road car parking</td>
<td>No loss of bus journey time reliability as on public highway</td>
<td>Mixing with traffic</td>
<td>No land take needed</td>
<td>No one-way system needed</td>
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</tbody>
</table>

For the purposes of costings, a guided busway is assumed, consequently this is shown in the visualisations and cross sections. However, if this option were taken forward, a range of options would be considered.

**Route C**

For the purposes of visualising the route, a cross section is shown. This is intended to give an indication of the general layout of the route, including the type of road surface, any relevant infrastructure such as bridges or underpasses, and the alignment of the route.

**Cross section illustrating how Route C could look.**
**ROUTE OPTIONS COMPARISON**

**ROUTE A**
Cambourne to Madingley Mulch: 10-15 mins
Grange Rd to city centre stops: 3-8 mins
Total: 26-36 mins

**ROUTE B**
Cambourne to Madingley Mulch: 10-15 mins
Grange Rd to city centre stops: 5-8 mins
Total: 25-35 mins

**ROUTE C**
Cambourne to Madingley Mulch: 10-15 mins
Grange Rd to city centre stops: 6-10 mins
Total: 26-36 mins

**CONSTRUCTABILITY**
On-road construction is likely to take over 2 years with disruption at junctions with roads.
Disruption to current highway network would be minimal due to the off-road route.

**ECONOMIC IMPACT**
Will stimulate housing and employment growth, given the potential for a dedicated tidal bus transport link.
Will stimulate housing and employment growth, given the potential for a dedicated tidal bus transport link.

**NATURE AND AIR QUALITY**
Low impacts on route and air quality on the existing route. Standard of buses to be high, quality to achieve a high standard of air quality and lower noise emissions.
Lowest noise impacts on the new route. Standard of buses can be of the highest quality to achieve the best standard of air quality and lowest noise emissions due to ability to specify bus standards on terms of off-road infrastructure.

**VISUAL IMPACT**
Some visual impact along the routes with the option for landscaping or inclusion of wayleaves. Some visual impact at significant points including Madingley Wood and the Cambridge American Cemetery & Memorial Grade I Registered Park and Garden.
Some visual impact caused by the gantries proposed on Madingley Road. Opportunities to mitigate impact on the potential landscape and visual effects are limited.

**ECOLOGY**
Construction of both options would have minimal impact on biodiversity as routes are on off-road ways.
Off-road option would have more impact on biodiversity. Opportunity for a green lane design treatment along the route for habitat enhancement.

**ROUTE OPTIONS COMPARISON**

**CURRENT ESTIMATED COST OF PHASE 1**
£42m
£41.5m-58.2m
£12.4m
£17.7m
£12.7m
£19.7m
£17.9m

**IMPACTS ON ROAD AND CYCLIST TRANSPORT**
Infrastructure is a central toal lane on Madingley Road, which would provide for faster movement of buses and traffic through the Cambridge during peak periods. At other times, buses would travel in general traffic.
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**PROJECTED MODE SHIFT**
91% of people currently using private vehicle would be impacted to bus to and from Madingley Road.
A 4 metre shared use path (between cyclists and pedestrians) off-road path for the whole route.
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**LAND USE AND PROPERTIES**
Lands take on Madingley Road, including trees and verges.
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**CYCLING AND WALKING PROVISION**
A 4 metre shared use path (between cyclists and pedestrians) between Madingley Mulch and Lady Margaret Road.
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**JOURNEY TIMES**
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**RELIABILITY AND RESILIENCE**
Routes A and B are less reliable than Route C in the peak periods. These routes have a lower level of reliability because the route interacts with general traffic.
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**ECONOMIC IMPACT**
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**NOISE AND AIR QUALITY**
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A CONNECTED TRANSPORT NETWORK

Our proposal forms part of the Greater Cambridge Partnership’s wider strategy to create better and greener transport networks. The following schemes, which do not form part of this consultation, are closely linked to the Cambourne to Cambridge better bus scheme.

**City Access**

The City Access project aims to improve travel within Cambridge by tackling congestion and significantly improving public transport, cycling and walking trips, as well as air quality. It looks to achieve a reduction in peak-time traffic levels in Cambridge by 10-15% by 2031 and, in doing so, improve the flow of bus services around the centre. See more information on the City Access project at: www.greatercambridge.org.uk/city-access

**Western Orbital**

The Western Orbital scheme aims to provide a fast and reliable bus link near to or on the M11 joining up linking major housing sites with key employment areas whilst avoiding the city centre. These employment sites include the West Cambridge site, Cambridge Biomedical Campus, Cambridge Science Park, CB1 and areas to the north-west of Cambridge. Additional Park & Ride capacity is being considered at Junction 11. The two schemes, taken together, would provide a better range of bus journeys. For example, depending on the option taken forward, a trip between Cambourne and Addenbrooke’s Hospital could take around half an hour on a largely traffic-free route. Find out more about the Western Orbital at: www.greatercambridge.org.uk/western-orbital

**Girton Interchange**

Girton Interchange is part of the national strategic road network and is managed by Highways England which is considering the bigger picture in terms of a future Oxford to Cambridge Expressway. The GCP Executive Board recognises there are missing links at the Girton interchange and supports the best possible scheme to improve the effectiveness of the interchange. They and we are clear that any improvement at Girton will need to be sufficient to cater for long-term growth. The GCP believes that, with the levels of growth projected in and around Cambridge, future potential upgrades to the Girton Interchange must still be accompanied by realistic high-quality public transport alternatives. Otherwise local congestion around Cambridge could increase as people find it easier to get to the west of Cambridge by car. Find out more about the Girton Interchange at: www.greatercambridge.org.uk/girton-interchange

**Cambridge Greenways**

The Cambridge Greenways project aims to establish a high-quality network of 12 separate ways into Cambridge from surrounding towns and villages, up to ten miles away. If established, these routes would primarily be commuter cycle paths, however potential new routes could also be used by pedestrians and horse riders too. The Cambourne to Cambridge scheme could link to a proposed Comberton Greenway. Engagement on the Comberton Greenway is due to start in the new year to better understand residents’ travel needs and opinions on the best routes, prior to a full consultation. Information on the Greenways can be viewed at: www.greatercambridge.org.uk/greenways
WE HAVE YOUR VIEWS

Have your say between Monday 13 November 2017 and Monday 22 January 2018.

There are a number of ways to respond to the Cambridge to Cambridge consultation:

- Complete the paper questionnaire and return by Freepost or at a public event.
- Fill out the online version of the questionnaire at www.greatercambridge.org.uk/C2C.
- Contact us at greatercambridge@cambridgeshire.gov.uk.
- Call Greater Cambridge Partnership on 01223 699906.
- Visit www.greatercambridge.org.uk/cambourne-to-cambridge for more information.

Join us to find out more at a public exhibition:

<table>
<thead>
<tr>
<th>DATE</th>
<th>LOCATION</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday 20 November</td>
<td>Madingley Road Park &amp; Ride</td>
<td>7:00am – 8:30am</td>
</tr>
<tr>
<td>Monday 20 November</td>
<td>Madingley Village Hall</td>
<td>7:00am – 8:00am</td>
</tr>
<tr>
<td>Tuesday 21 November</td>
<td>Cambridge Village College</td>
<td>12:00pm – 2:00pm</td>
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<tr>
<td>Tuesday 21 November</td>
<td>Waterhead Road Park &amp; Ride</td>
<td>2:30pm – 4:00pm</td>
</tr>
<tr>
<td>Wednesday 22 November</td>
<td>Papworth Hospital</td>
<td>12:00pm – 2:00pm</td>
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<tr>
<td>Thursday 23 November</td>
<td>St Neots Market Square</td>
<td>9:00am – 11:00am</td>
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<tr>
<td>Thursday 23 November</td>
<td>Marston Park &amp; Ride</td>
<td>12:00pm – 2:00pm</td>
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<tr>
<td>Thursday 23 November</td>
<td>Marden Primary School</td>
<td>2:00pm – 4:00pm</td>
</tr>
<tr>
<td>Saturday 25 November</td>
<td>Cambridge Market Square</td>
<td>10:00am – 2:00pm</td>
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<td>Monday 27 November</td>
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HAVE YOUR SAY

Please complete the questionnaire below or online at www.greatercambridge.org.uk/C2C. Let us know your views by 23:59 on Monday 22 January 2018.

If you would like to be kept updated with the progress of this scheme, please provide your contact details. Your details will only be used to improve council services and will be stored in accordance with the Data Protection Act.

WE WELCOME YOUR VIEWS

Have your say between Monday 13 November 2017 and Monday 22 January 2018.

There are a number of ways to respond to the Cambridge to Cambridge consultation:

- Complete the paper questionnaire and return by Freepost or at a public event.
- Fill out the online version of the questionnaire at www.greatercambridge.org.uk/C2C.
- Contact us at greatercambridge@cambridgeshire.gov.uk.
- Call Greater Cambridge Partnership on 01223 699906.
- Visit www.greatercambridge.org.uk/cambourne-to-cambridge for more information.

Join us to find out more at a public exhibition:

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In 2015, we consulted with you on six high-level options for bus infrastructure improvements between Cambourne and Cambridge. At that time, over 70% of those who responded agreed, in principle, to creating better bus journeys between Cambourne and Cambridge. Since then, we have been pursuing more detailed options for what this could look like.

46% of respondents also approved of a new Park & Ride site near the Madingley Mulch roundabout. Alternative locations have been explored and we have now narrowed down the options to two potential sites.

1) Which new Park & Ride site would you prefer?

- Scotland Farm site
- Waterworks site
- No preference
- I oppose a new Park & Ride site

2) In principle, how likely or unlikely are you to use the proposed new Park & Ride site at Scotland Farm?

- Very Likely
- Likely
- Unlikely
- Not at all likely
- Don’t know

3) In principle, how likely or unlikely are you to use the proposed new Park & Ride site at the Waterworks?

- Very Likely
- Likely
- Unlikely
- Not at all likely
- Don’t know

4) Referring to your response to Questions 1 to 3, what is your reason for this response?

- Route

5) Referring to the route plan on pages 12 & 13, please indicate which overall route would be your preferred choice.

- On-road Route A
- On-road Route B
- Off-road Route C (variation)
- Don’t know
- None of the above

If you would like to provide more detailed comment on your chosen route, please go to question 6, otherwise please skip to question 7.

6) We have divided the route into zones. Referring to information on pages 12 to 17 in the brochure and using the map overleaf, please let us know which route you prefer. Please note either Park & Ride site can use any route. Similarly, all options for Route C could use either Adams Road or the Rugby Club Access Track.

7) In 2015 we consulted with you on six high-level options for bus infrastructure improvements between Cambourne and Cambridge. At that time, over 70% of those who responded agreed, in principle, to creating better bus journeys between Cambourne and Cambridge; since then, we have been pursuing more detailed options for what this could look like.

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- Visit www.greatercambridge.org.uk/cambourne-to-cambridge for more information.

Check out our website for event details: www.greatercambridge.org.uk
**QUESTIONNAIRE**

You & your journeys

The following information will help us better evaluate the consultation response.

12) Please indicate your interest in this project. Tick all that apply.
- Resident in Cambridge
- Resident in South Cambridgeshire
- Resident elsewhere
- Local Business owner/employer
- I regularly travel in the A428/A1303 area
- I occasionally travel in the A428/A1303 area
- Other

13) If you do, how do you usually travel along the A428/A1303?
- Car driver
- Car passenger
- Van or lorry driver
- Powered Two Wheeler
- Bus user
- Bicycle
- On foot
- Not applicable

14) If you travel along the A428/A1303, please indicate your usual workplace or other destination.
- Postcode of destination, if known:
  - Please tick one only
  - Cambourne
  - Cambridge Business/Science Parks
  - Cambridge Biomedical Campus (Cambridge Biomedical Campus Development Partnership)
  - Cambridge city centre
  - North West Cambridge
  - West Cambridge
  - Other

Your thoughts

15) Please indicate your age range. Please tick one only.
- Under 15
- 15-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 and above
- Prefer not to say

16) Are you:
- In education
- Employed
- Self-employed
- Unemployed
- A home-based worker
- A stay at home parent, carer or similar
- Retired
- Prefer not to say
- Other

17) Do you have a disability which influences the way you travel?
- Yes
- No
- Prefer not to say

18) How did you hear about this consultation?
- Booklet
- Postcard
- Advert on bus/at P&R
- Newspaper advert
- Radio
- Newspaper
- Email
- Social media
- Library
- Cambridge Matters
- South Cambridge Magazine
- Word of mouth
- Other

Keep in touch

If you would like to be updated by the Greater Cambridge Partnership on the Cambourne to Cambridge scheme, please add your details below. Your data will be held in accordance with the Data Protection Act and you can opt out at any time.

19) Name

20) Email Address

21) Postcode

22) Date of Birth (Optional: this is used to ensure separate entries on our database.)

23) My comments are on:
- Zone 1
- Zone 2
- Zone 3
- Zone 4

Relevant to your response to Question 5, why have you chosen this route?

7) How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project?  
  - Very Important
  - Important
  - Neutral
  - Unimportant
  - Very Unimportant

8) Are there any other comments you would like to make about walking, cycling and equestrian provision?

9) Are there any other measures, beyond the proposals included in this brochure, which could lead to better bus journeys between Cambourne and Cambridge?

10) We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person’s or groups.

11) We welcome your views. If you have any further comments on the project or particular options, please add these in the space available below. Please continue on separate sheet if needed.
The consultation will close at 23.59 on Monday 22 January. All responses will be collated by Cambridgeshire County Council’s Research Team. Once this work is completed responses will be published at: www.greatercambridge.org.uk.

*Responses from private individuals will be anonymised.

These responses will also inform further technical work on the options.

In summer 2018, taking all of the supporting information into account, the Executive Board will consider how to proceed with the project and choose a preferred Park & Ride site and bus route to develop in more detail.

You can also complete the questionnaire online via: www.greatercambridge.org.uk/C2C

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language please call 01223 699906.
www.greatercambridge.org.uk/C2C