

RURAL TRAVEL HUBS (OAKINGTON/SAWSTON) ENGAGEMENT

CONSULTATION REPORT

VERSION 1

SEPTEMBER 2018

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Document Details

Title:	Rural Travel Hubs (Oakington/Sawston) Engagement Consultation Report
Date Created:	31/08/2018
Produced by:	Cambridgeshire County Council Business Intelligence Service
On behalf of:	Greater Cambridge Partnership
Geographic Coverage:	Cambridgeshire
Format:	PDF
Status:	Version 1
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EXECUTIVE SUMMARY

BACKGROUND AND METHODOLOGY

Rural Travel Hubs (RTHs) are bespoke rural transport interchanges to connect residents in South Cambridgeshire with public transport and cycling/walking routes.

They aim to reduce the levels of private car journeys into Cambridge from the surrounding villages by providing sustainable transport options and also provide connections between neighbouring villages and towns.

The project started in summer 2016 and the Greater Cambridge Partnership (GCP) contacted all parish councils in South Cambridgeshire for initial feedback on Rural Travel Hubs. In spring 2017, the GCP Executive Board agreed to a feasibility study of Rural Travel Hubs. A feasibility study was commissioned and liaison with 12 parish councils occurred to understand the requirements of a Rural Travel Hub and the best locations for pilot sites. In winter 2018, the feasibility study was published recommending the villages of Whittlesford, Oakington and Sawston as the best locations for a pilot Rural Travel Hub. Following the publication of the study, the GCP Executive Board agreed to the villages of Oakington and Sawston being put forward as potential sites for a Rural Travel Hubs.

Over the summer of 2018, we held informal engagement on initial ideas of the Rural Travel Hub with the communities and stakeholders of Oakington and Sawston. This report is a record of the feedback we received.

TWO PARTS; ONLINE SURVEY & WORKSHOPS

An online survey received 60 responses, with a number of additional comments also received at the following workshops:

- Oakington Rural Travel Hubs workshop – 24 July 2018 - Cottenham Pavilion, Recreation Ground, Lambs Lane, Cottenham, CB24 8TB – attended by 25 people
- Sawston Rural Travel Hubs workshop – 25 July 2018 – Cottenham Pavilion, Recreation Ground, Lambs Lane, Cottenham, CB24 8TB – attended by 20 people

Summer engagement events:

Date	Time	Location
29 May	4pm-7pm	Oakington Pavilion, Queens Way, CB24 3AW
03 June	1pm-4pm	Sawston Village Fete, Spicers Field, CB22 3DG
11 June	9.30am-11am	Rhyme Time session at Crossways Community Café, 1 Longstanton Road, Oakington, CB24 3BG
13 June	6pm-8pm	Sawston Free Church, 3 High Street, CB22 3BG
21 June	1pm-4pm	Crossways Community Café, 1 Longstanton Road, Oakington, CB24 3BG
30 June	12-5pm	Oakington Village Day, Recreation Ground, Queens Way, CB24 3AW

03 July	From 11.30am	Sawston Neighbourhood Plan meeting, Sawston Parish Council, Link Road, CB22 3BG
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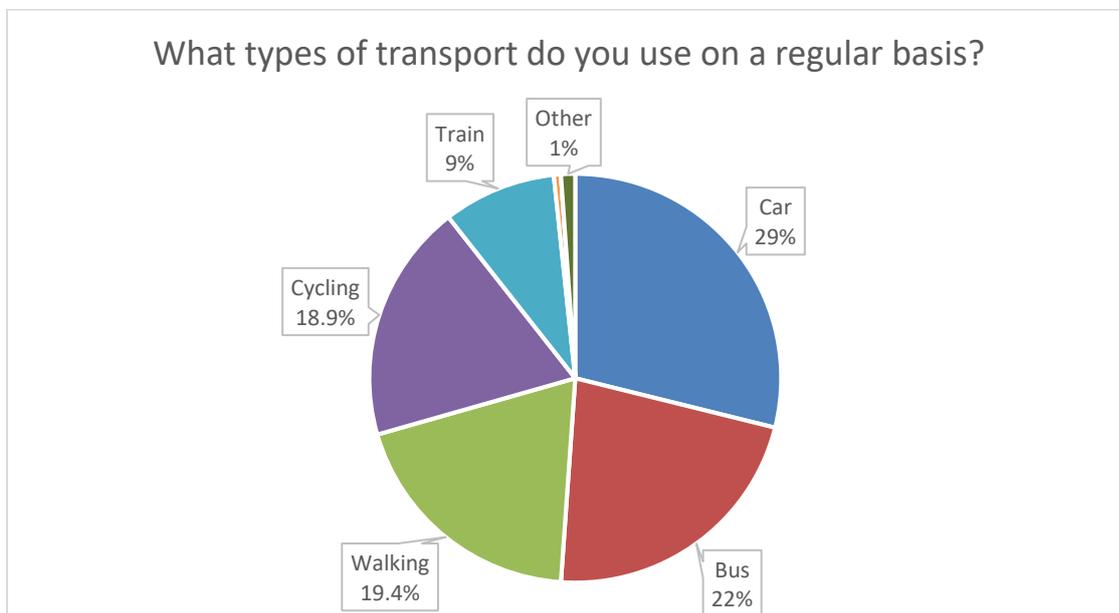
This engagement exercise was also advertised on the Greater Cambridgeshire Partnership's website and social media channels.

KEY FINDINGS

YOUR JOURNEY

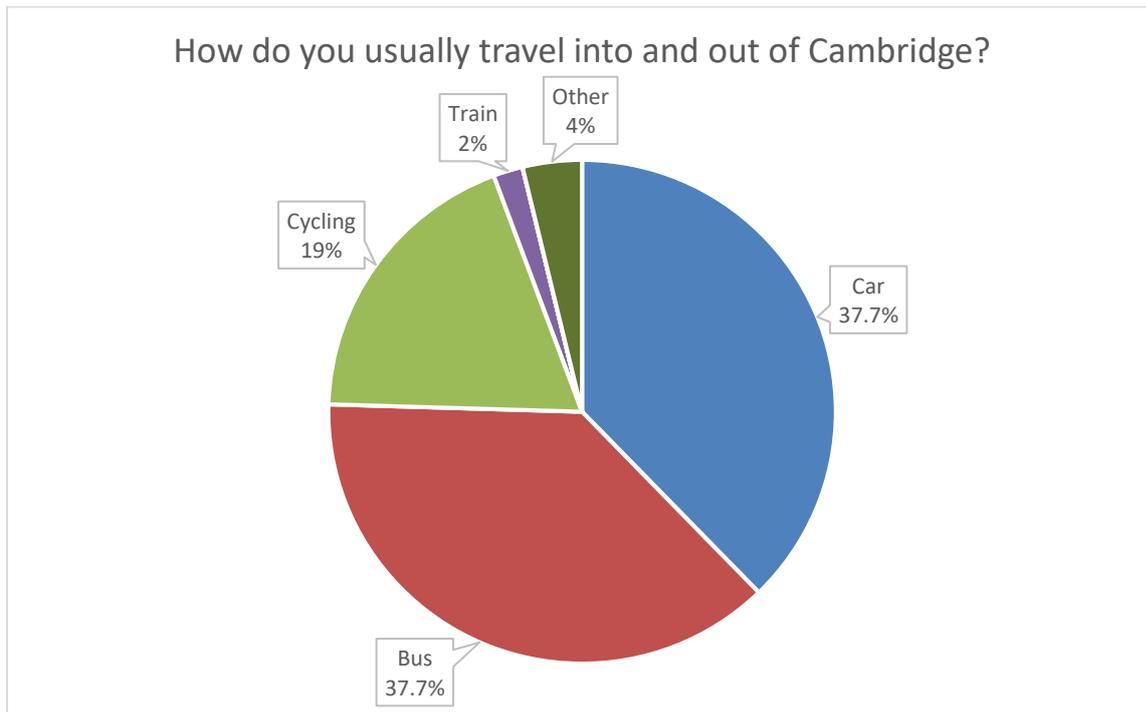
Quantitative

Q6. WHAT TYPES OF TRANSPORT DO YOU USE ON A REGULAR BASIS (TICK ALL THAT APPLY)?



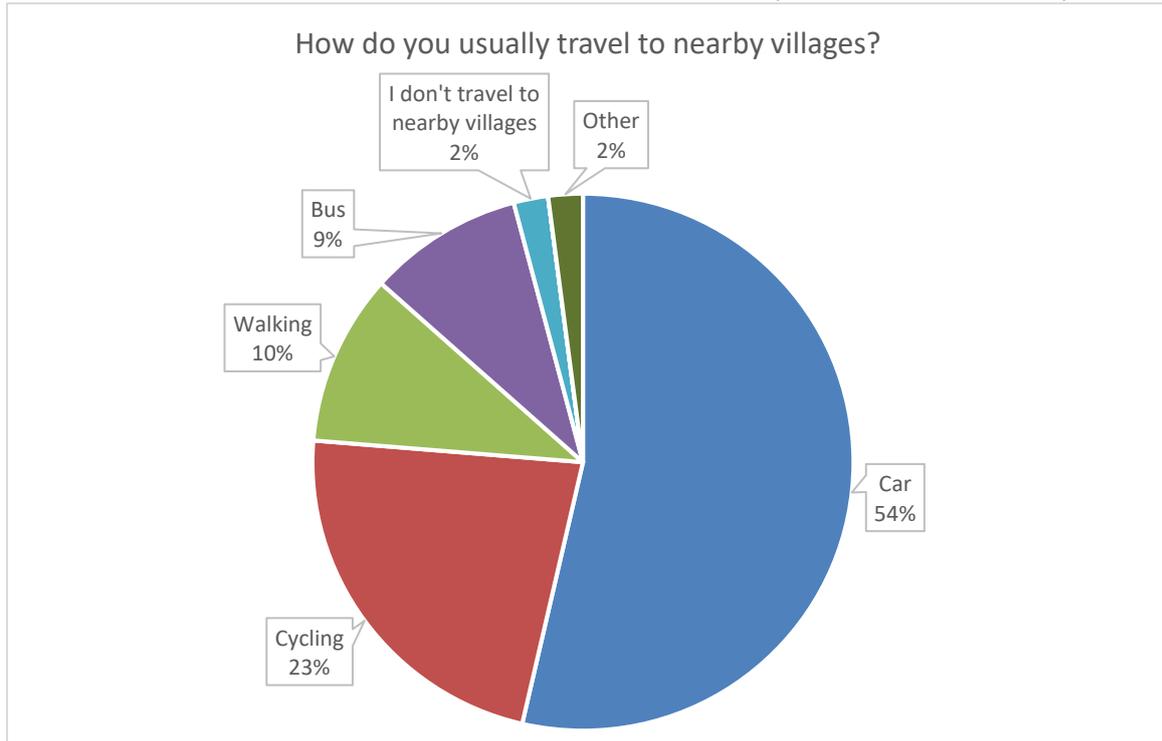
- Most people indicated that they use either car or bus on a regular basis, with car accounting for 29% of responses and bus accounting for 22% of responses.
- No respondents selected ; 'horse riding', or 'mobility scooter'
- There were two non-respondents

Q7. HOW DO YOU USUALLY TRAVEL INTO AND OUT OF CAMBRIDGE (TICK ALL THAT APPLY)?



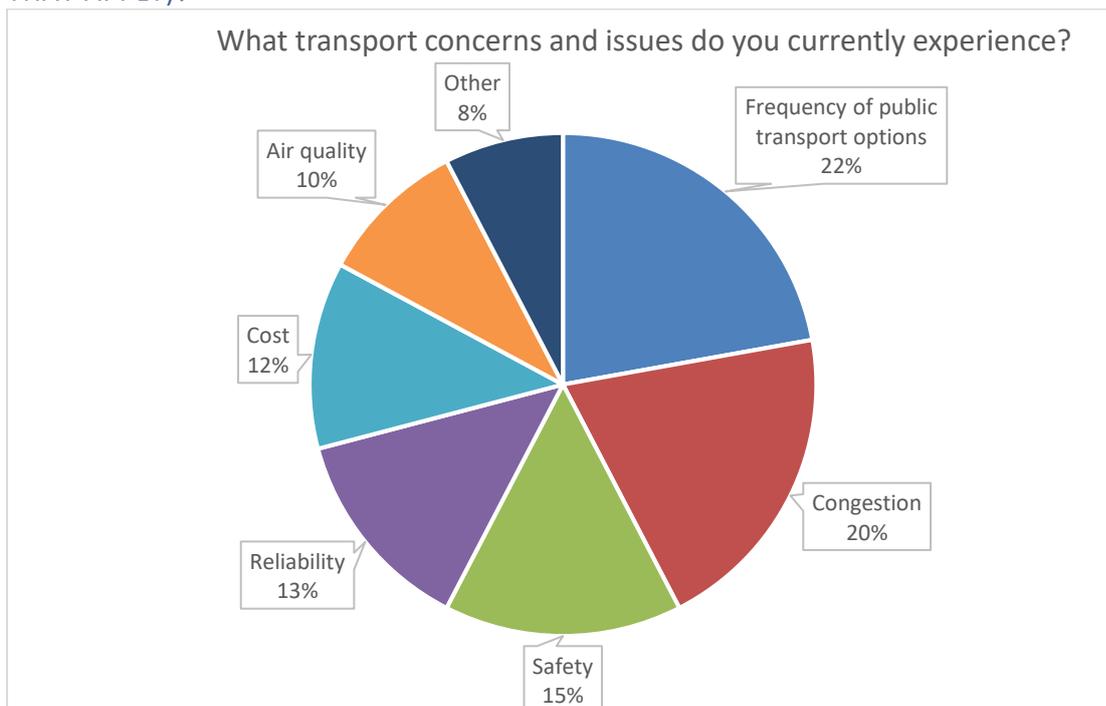
- Most people indicated that they travel to Cambridge either by bus or by car, with both accounting for 37.7% of the responses.
- No respondents selected ; 'walking', 'horse riding', or 'I don't travel to Cambridge' options.
- Other includes 'Park & Ride'.
- There was one non-respondent

Q8. HOW DO YOU USUALLY TRAVEL TO NEARBY VILLAGES (TICK ALL THAT APPLY)?



- Most people indicated that they travel by car to nearby villages, which accounted for 54% of all responses
- No respondents selected the ; 'train', 'motorcycle', or 'horse riding'
- There were two non-respondents

Q9. WHAT TRANSPORT CONCERNS AND ISSUES DO YOU CURRENTLY EXPERIENCE (TICK ALL THAT APPLY)?

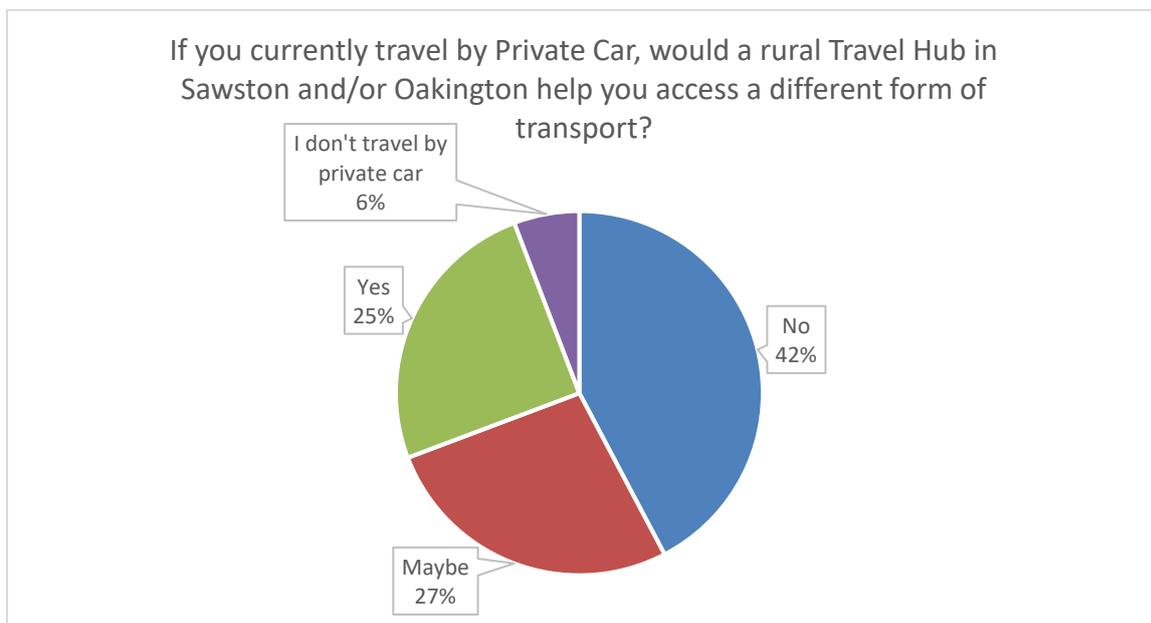


- Many people indicated that they have concerns about the frequency of public transport options (22% of all responses) and congestion (20% of all responses).
- Other includes “if we have a hub, will the other stops in the village still be covered?” and “Environmental concerns. Too much car noise and traffic through the village.”
- There was one non-respondent.

RURAL TRAVEL HUBS

Quantitative

Q10. IF YOU CURRENTLY TRAVEL BY PRIVATE CAR, WOULD A RURAL TRAVEL HUB IN SAWSTON AND/OR OAKINGTON HELP YOU ACCESS A DIFFERENT FORM OF TRANSPORT?



- Most respondents indicated that a rural travel hub would not help them access a different form of transport, with 42% of respondents choosing ‘No’.
- There were eight non-respondents.

Qualitative

Q10A. PLEASE ELABORATE ON YOUR ANSWER

- Many of the responses elaborating on their response ‘**No**’ to the previous question mentioned ‘**Location to other public transport**’ and ‘**Happy with current use of other public transport**’.
- Some of the comments included:
“I already have a bus stop nearby.”
“I already live in Oakington and find the current provision suits me.”
- Many of the responses elaborating on their response ‘**Yes**’ to the previous question mentioned ‘**Need public transport improvements**’ and ‘**Would consider using the car park**’
- Some of the comments included:

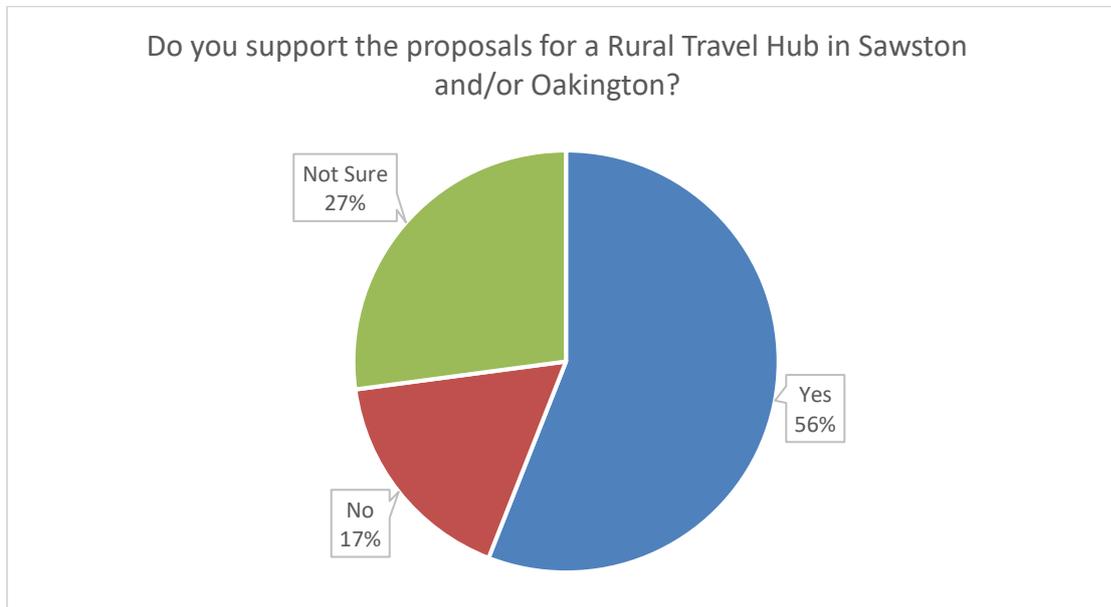
“Getting Cambridge by bus is pricey and slow. If Sawston could be included in the day rider not the dayrider plus.”

“I would drive to the Travel Hub, park my car and travel by guided bus to and from Cambridge/Huntingdon.”

- Many of the responses elaborating on their response **‘Maybe’** to the previous question mentioned **‘Would consider using the car park’** and **‘Need public transport improvements’**.
- Some of the comments include:
“If it's easy to park with enough spaces it might be useful.”
“If the service was quicker and reliable.”

Quantitative

Q11. DO YOU SUPPORT THE PROPOSALS FOR A RURAL TRAVEL HUB IN SAWSTON AND/OR OAKINGTON?



- Most respondents indicated that they do support the proposals for a Rural Travel Hub in Sawston and/or Oakington, with 56% of respondents selecting ‘Yes’.
- There was one respondent who selected both ‘no’ and ‘not sure’, which was treated as ‘not sure’ in the analysis.
- There was one non-respondent.

Qualitative

Q11A. PLEASE ELABORATE ON YOUR ANSWER

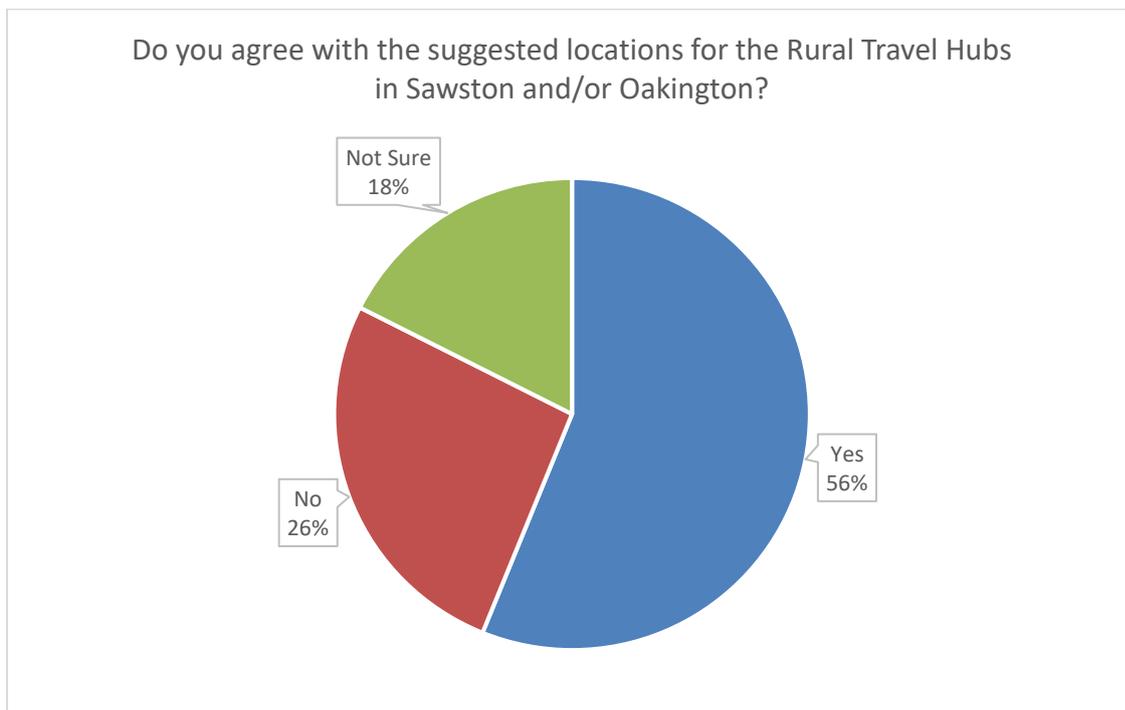
- Most of the respondents mentioned that they **‘support greater integrated public transport system’**.
- Some of the comments included:
“I believe the Sawston hub would be a benefit if it improves the bus service (i.e. makes it faster and/or cheaper).”

“We could catch the bus at Oakington crossways to the hub and catch the Guided Bus”

- Many of the respondents mentioned that the proposals **‘do not benefit Oakington/Sawston residents, instead benefitting those from other villages’**
“Residents of Oakington would not benefit from the hub given existing bus links”
“I can't see the benefit for Sawston. We would still have to travel out of the village somehow to connect to a hub.”
- There were also some concerns about; **‘increased traffic congestion in the villages’** and **‘need more (disabled) car parking spaces and bike storage’**.
“Fear a car park at Oakington would bring work traffic into the village.”
“Generate a lot of traffic in a v small village from other villages.”

Quantitative

Q12. DO YOU AGREE WITH THE SUGGESTED LOCATIONS FOR THE RURAL TRAVEL HUBS IN SAWSTON AND/OR OAKINGTON?



- Most of the respondents indicated that they do agree with the suggested locations for the rural travel hubs in Sawston and/or Oakington, with 56% of respondents selecting ‘yes’.
- There was one respondent who selected both ‘No’ and ‘Not sure’, which was treated as ‘not sure’ in the analysis.
- There were three non-respondents.

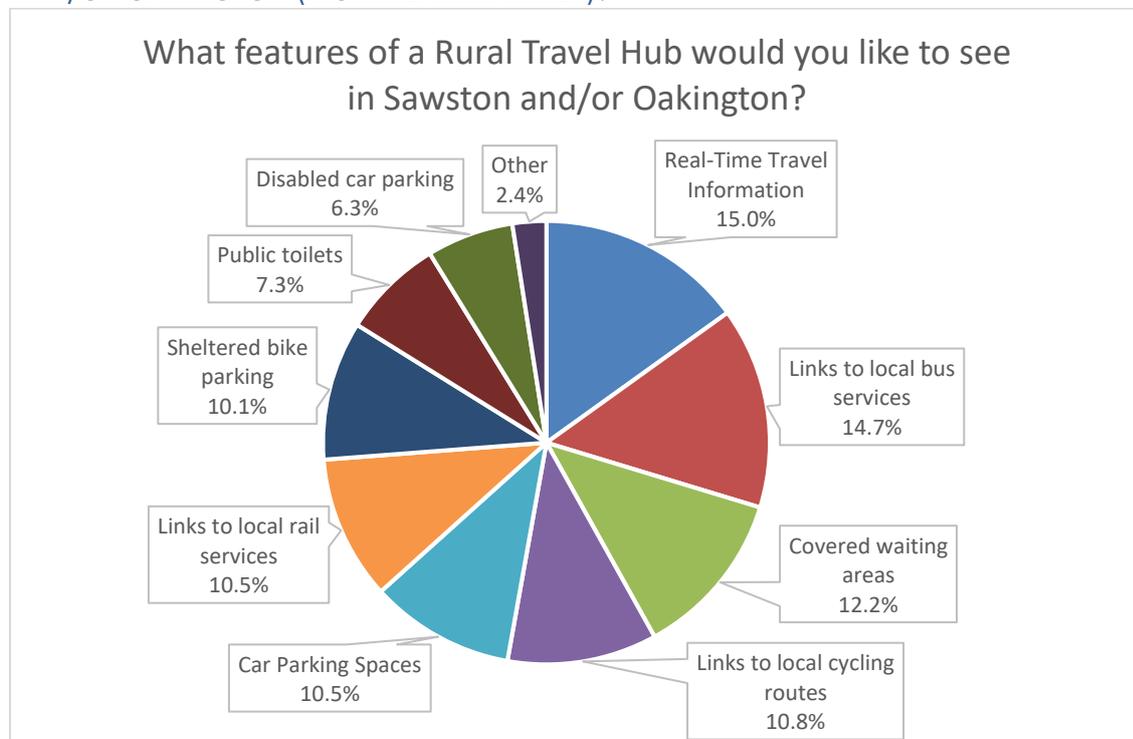
Qualitative

Q12A. DO YOU HAVE ANY OTHER SUGGESTED LOCATIONS FOR RURAL TRAVEL HUBS IN SAWSTON AND/OR OAKINGTON?

- Most of the responses mentioned **‘other areas of Sawston’**
- Some of the comments included:
 - “The plot owned by Sawston parish council + now leased to vindis”
 - “Next to spicers level crossing”
 - “To the south of the village instead perhaps? Or combined with the proposed new sports facility on Babraham Road”.

Quantitative

Q13. WHAT FEATURES OF A RURAL TRAVEL HUB WOULD YOU LIKE TO SEE IN SAWSTON AND/OR OAKINGTON (TICK ALL THAT APPLY)?



- There were many different responses for features respondents would like to see as part of a Rural Travel Hub with the most common responses being ‘real-time travel information’ (15.0% of all responses) and ‘links to local bus services’ (14.7% of all responses)’
- There was one non-respondent.

Qualitative

Q14. ARE THERE ANY PUBLIC TRANSPORT AND/OR CYCLING/WALKING ROUTES THAT YOU WOULD LIKE TO SEE LINKED UP TO A RURAL TRAVEL HUB?

- There were many responses that mentioned an **'Oakington to Cottenham cycle route'** as well as general **'improved walk/cycle routes in and between villages'**, including from Bar Hill, and Histon-Oakington.
- Some of the comments included:
"Cycle route to Cottenham from Oakington (currently unsafe)"
"More cycle routes through village"
"Safe separate cycle paths between all villages."
- There were also a number of responses that mentioned **'improved bus services'**, including an **'extended Citi 6 route'**
- Some of the comments included:
"Link up bus and rail (North Cambridge) timetables!"
"Extend Citi 6 route to bus way"

Q15. DO YOU HAVE ANY FURTHER COMMENTS ON RURAL TRAVEL HUBS?

- Most of the other comments and themes throughout the survey mentioned **'improved bus services'**.
- Some of the comments included:
"Why not run more buses to solve any problems of overcrowding. In the day they are often near empty. The Citi 6 is often late or absent in the morning. To get that running as advertised would help a lot."
"Really need Citi 6 to join up and it should be much better if it returned to every 20 minutes."
- Some other key themes mentioned by respondents included **'safer cycling routes'**, **'concern about environmental impacts'**, and **'concerns over increased traffic congestion'**
- Some of the comments included:
"Cambridge needs more safe cycle ways to connect the villages!"
"Drainage will also be key and shouldn't impact upon surrounding land"
"Could be advantage in some places but would add huge traffic increase in Oakington with no advantage and serious increase of traffic dangers and parking if site is full."

OAKINGTON WORKSHOP

Session 1: Concept

- Two of the main themes that arose from session 1 of the workshop were concerning **'increased traffic in villages'** and **'parking spaces'**.
- These are linked in terms of people using cars to get to the Rural Travel Hub.
- Some of the comments about these themes were:
 - "Won't it just get people driving across villages?"*
 - "General consensus is not to have parking at the Rural Travel Hub, but extend the Citi 6".*
 - "The local streets already get over-parked. Could possibly install double yellow lines to restrict parking. Ideally number of spaces would prevent over-parking on roads"*
 - "Location isn't best one to genuinely impact traffic in the area – A huge number of vehicles come through Cottenham from Wilburton and Haddenham, a better approach would be to stop that traffic at a hub before they reach Cottenham."*
- Another issue which was mentioned a number of times at the workshop was that the proposal **'doesn't benefit Oakington or Cottenham residents'**
- This was linked to existing public transport arrangements.
- Some of the comments about this included:
 - "Cottenham to Cambridge cyclists would not cycle to Rural Travel Hub to get to the Busway"*
 - "Won't serve much of Oakington – most people use the busway or service bus at the moment"*
 - "Concern that spaces will simply be filled by commuters who wish to receive cheaper busway fare – not an effective service for local residents as spaces would not be available throughout the day."*
- Other issues that also arose during this session included **'need for better location'**, **'need to be joined up with Citi 6'**, and **'RTHs need to be multiple and well connected'**

Sessions 2 & 3: Location & Facilities

- The main theme raised from these sessions was around **'parking'**, which includes; **'only having drop-off area'**, **'time-limited parking'**, **'blue badge parking'** and **'cycle parking'**
- Some of the comments included:
 - "Blue badge parking should be delivered"*

“Residents only parking would be required on residential streets”

“Parking should be time-limited – not for commuters”

“Would be just as good having no parking, but bus turnaround and other facilities”

“More disabled parking needed, but acknowledged this would need enforcement”

“Height barriers on car park, need to be low enough to restrict access for vehicles who intend to stay overnight.”

- Another key theme to arise was around **‘links to existing bus networks’**, in particular the Citi 6.
- Some of the comments included:
 - “Generally agreed it is a good location with community shuttle to busway”*
 - “Seems a reasonable location to link to the Busway”*
 - “Rampton only has 1 bus per day and really require a sustainable travel option”*
 - “Only 100m north of proposed site is the Guided Busway change for Northstowe”*
 - “Citi 6 extension needs to be confirmed before we can even begin to think of it as a ‘hub’”*
 - “Calls to extend Citi 6 bus to Cottenham/Wilburton”*
- Other themes that arose included; **‘Environmental issues (green belt, flooding)’**, **‘avoiding crime (CCTV, lighting)’**, **‘Providing real-time information’**.

SAWSTON WORKSHOP

Session 1: Concept

- The key theme that arose from session 1 of the workshop was around **‘improved bus services’**.
- Some of the comments around this included:
 - “The Rural Travel Hub would only be beneficial if it was located within the ‘day rider’ bus fare”*
 - “Buses are too expensive and too infrequent”*
 - “Rural Travel Hubs needs to go hand-in-hand with better/cheaper/frequent/quicker buses”*
- Also raised during the session was concern around the need for a **‘joined-up approach’**.
- This was discussed in relation to new Park & Ride sites, and residential developments in the future having an impact on demand for public transport
- Some of the comments included;
 - “The Rural Travel Hub is not joined up with places within Cambridge”*

“New P&Rs and development at Uttlesford will have significant impact on Rural Travel Hub usage”

“The Rural Travel Hub would be better on an express bus route that doesn’t stop everywhere.e”

Session 2: Location & Facilities

- Most of the comments were around the issue of the **‘current location not being suitable’**.
- A number of other locations were suggested. Some of the comments included:
 - “Current location isn’t suitable - would much prefer Spicers site in Sawston”*
 - “Alternative location could be to the north east of Sawston/Stapleford nearer Greenway”*
 - “Potentially use football ground car park for eastern RTH”*
 - “Eastern side between Sawston and Babraham, not the other side of Babraham.”*
- There were also comments around the need for **‘Parking spaces’** and **‘other facilities’**.
- Some of the comments included:
 - “50 parking spaces is not enough – need significantly more”*
 - “50 parking spaces would be appropriate for the eastern site. This would remove much of Sawston traffic from the Cambridge commute”*
 - “Eastern site facilities needed: cycle lockers, disabled parking, shelter, drop- off, real-time public transport information”*
 - “Spicers site would require much bigger and more facilities.”*

CONCLUSION

RESPONDENTS' USE OF TRANSPORT:

- Most respondents indicated they regularly use a **car** (29%) or **bus** (22%) for travel.
- Similarly most respondents indicated they travelled into Cambridge via **car** (37.7%) or **bus** (37.7%).
- When travelling to nearby villages, most respondents indicated they travelled via **car** (54%).

RESPONDENTS' TRANSPORT CONCERNS:

- Many respondents were concerned about the '**frequency of public transport options**' (22%) and '**congestion**' (20%).

RESPONDENTS' OPINIONS ON RURAL TRAVEL HUBS:

- Most respondents indicated that a rural travel hub in Sawston and/or Oakington would **not** help them access other transport options (42%).
 - Many of the comments from respondents who indicated a rural travel hub would not help them access other transport options felt this was due to the '**location to other public transport**' and because they were '**happy with current use of other public transport**'
 - Many of the comments from respondents who indicated the rural travel hubs would help them access other public transport options felt there was a '**need for public transport improvements**' and that they '**would consider using the car park**'.
 - This was similar for those who felt rural travel hubs may help them access other public transport options.

- Most respondents indicated they **would support** a rural travel hub in Sawston and/or Oakington (56%).
 - Most of the comments from respondents indicated they '**support a greater integrated public transport system**'.
 - Many of the comments indicated that respondents felt the proposals '**do not benefit Oakington/Sawston residents, instead benefitting those from other villages**'.
 - Some of the comments indicated that respondents were concerned about '**increased traffic congestion in the villages**' and that there was a '**need for more (disabled) car parking spaces and bike storage**'.

- Most respondents indicated they **agreed** with the locations for the rural travel hubs in Sawston and/or Oakington (56%).
 - Most of the comments from respondents suggested that the rural travel hub location should be in '**other areas of Sawston**'.

- The most common requests for features of a travel hub in Oakington and/or Sawston were for '**real-time travel information**' (15%) and '**links to local bus services**' (14.7%).

- Many of the comments about suggestions for public transport and/or cycling/walking routes to be linked up to the rural travel hubs felt that an '**Oakington to Cottenham cycle route**' and '**improved walk/cycle routes in between villages**' would be of benefit.

- Most respondents' further comments felt that '**improved bus services**' were needed.
 - Some respondents also discussed '**safer cycling routes**', '**concerns about environmental impacts**', and '**concerns over increased traffic congestion**'.

- The main themes from the **Oakington workshop** were:
 - Concerns about **‘increased traffic in the villages’** and **‘parking spaces’**.
 - A number of needs specific to **parking** including:
 - **‘Only having drop off area’**
 - **‘Time-limited parking’**
 - **‘Blue badge parking’**
 - **‘Cycle parking’**
 - The need to have **‘links to existing bus networks’**
 - Other comments included themes such as:
 - How the proposal **‘doesn’t benefit Oakington or Cottenham residents’**.
 - The **‘need for a better location’**.
 - The **‘need to be joined up with Citi 6’**.
 - The need for **‘rural travel hubs to be multiple and well connected’**.
 - **‘Environmental issues (green belt, flooding)’**.
 - **‘Avoiding crime (CCTV, lighting)’**.
 - **‘Providing real-time information’**.
- The main themes from the **Sawston workshop** were:
 - The need for **‘improved bus services’**.
 - The need for a **‘joined up approach’**.
 - Concerns about the **‘current location not being suitable’**.
 - Other comments included themes such as:
 - The need for **‘Parking spaces’**.
 - The need for **‘other facilities’**.

APPENDIX: CAMBRIDGE PAST, PRESENT & FUTURE RESPONSE

“We agree there is a potential value of the concept of the rural travel hub, but are concerned that in reality what is being proposed are mini Park & Ride sites in open countryside, some of which may encourage car journeys or adversely affect rural bus services by diverting customers. We do not want to see the countryside covered in tarmac, with lighting, signage, structures, etc. In contrast, the one existing version of a RTH in Swavesey is an example that includes gravel surface, no cycle parking, no security, one disabled spot, no lighting, but is visually scruffy and unkempt. How it is used should be assessed, as it was clear people use the car park to ride on the Guided Bus, but also to walk the route.

We are also concerned about the lack of joined up thinking of some rural travel hubs in relation to other infrastructure proposals being made from the GCP. For example, the travel hub near Sawston would not be required if Strategy One of the SE Transport Study proposals is pursued. Surely it would be sensible to wait for the outcome of that work before making a decision to progress the travel hub?

The following is a summary of the constraints of each of the sites being proposed:

OAKINGTON-

- Within flood zone 3 = high risk
- Outside village framework, therefore within countryside
- In the green belt
- Adjacent to conservation area and listed building
- Conflict between buses and vehicles turning
- Lack of safe access for pedestrians and cyclists

SAWSTON-

- Green belt
- Impact on openness
- Views across existing agricultural land- hard to mitigate against
- Far from main bulk of residential area
- SSSI

We expect to be consulted as the trial hubs are considered further and also expect that the GCP Board will take on board the impacts and constraints when making future decisions. We would also ask that before any further sites are considered for rural travel hubs that the GCP re-visits the purpose of these in order to avoid encouraging an increase in rural traffic and creating dozens of car parks in sensitive locations in open countryside or green belt. Once the vision and concept of the hub is understood, it would be useful to ensure the public are clear on this and the website is updated.”

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About the Cambridgeshire Research Group

The Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the team include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

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