

# **WESTERN ORBITAL BUS LINK**

## **CONSULTATION REPORT**

***FINAL V1***

**JUNE 2016**

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#### Document Details

Title:	Western Orbital Bus Link - Consultation Report
Date Created:	3 June 2016
Description:	This report summarises the findings from the City Deal consultation on the proposed Western Orbital bus link.
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On behalf of:	Cambridgeshire County Council
Geographic Coverage:	Cambridgeshire
Time Period:	8 February to 21 March 2016
Format:	PDF, Word
Status:	<b>Final V1</b>
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## EXECUTIVE SUMMARY

### BACKGROUND AND METHODOLOGY

The Greater Cambridge City Deal (GCCD) aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth of the area. The Cambridgeshire Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of topics in relation to the people and economy of Cambridgeshire. The CRG team was asked by the GCCD Communications Team to provide statistical and qualitative analysis on the results of the Western Orbital Bus Link consultation, which took place in early 2016.

The public consultation on the Western Orbital bus link was focused on residents from Cambridge and South Cambridgeshire, but available for all residents of the county to respond. The exercise was promoted across a number of outlets, including:

- Libraries;
- Local schools;
- Local outlets such as shops and pubs;
- Park & Ride sites;
- Bus advertising panels at bus stops and on-screen adverts on Park & Ride buses;
- Greater Cambridge City Deal website;
- Greater Cambridge City Deal Twitter and Facebook (also via Facebook adverts);
- University of Cambridge staff website;
- City Deal partner Council receptions: Shire Hall, South Cambridgeshire Hall, The Guildhall;
- Leaflets and posters in community centres;
- Posters in City Centre locations;
- Letters and emails to stakeholders and landowners.

Not all questions were mandatory within the survey. As a result, questions may not have been answered by all respondents. Percentages are therefore taken from the total number of responses to each question rather than of the total number of respondents to the survey.

### ONLINE PUBLIC CONSULTATION: RESULTS

In total 1,088 members of the public responded to this survey.

#### Journey Patterns

- 92.6% of respondents indicated they did travel between Junctions 11 and 13 of the M11. 14.7% indicated they did this journey on a daily basis. A third of respondents (33.4%) indicated they only travelled occasionally.
- 61.9% of respondents indicated they usually travel during day-time off-peak hours.
- Just over a third (35.3%) indicated they travelled during morning peak hours, with a quarter (24.8%) indicating they travelled during evening peak hours.
- Respondents were asked to consider their most common method of travel. The majority (53.1%) stated they travelled by car.
- 36.6% indicated Cambridge City Centre to be their usual destination of travel.
- Reliable journey times were cited as key to making bus travel a better alternative by 56.9% of respondents. 48.5% cited a need for faster journey times, with 35.5% citing a need for lower costs to travel.

#### Western Orbital as a Concept

- Overall, 64.0% of respondents supported or strongly supported the concept of a Western Orbital bus link on or near the M11 between Junctions 11 and 13.

- Generally, there was greatest support for a link on the M11 – with 58.5% of respondents in support. 44.8% supported a link off the M11 East, and 43.8% supported a link off the M11 West.
- Opposition was more evident for schemes taking the bus link off the M11. 44.9% opposed a proposed bus link off the M11 East, and 45.7% opposed a link off the M11 West. This is compared to 31.5% opposition for a link on the M11.

#### *Options A, B, C, D*

- Overall, greatest support was given for Option A (61.8% support or strongly support), followed by Option B (53.4%), Option D (49.3%) and Option C (44.4%).
- Greatest opposition was shown for Option C, with 43.1% opposing or strongly opposing it.

#### Cycling and Park & Ride Improvements

##### *Cycling*

- Almost half (47.0%) indicated they would consider cycling all or part of the Orbital link if there were better and more direct cycle facilities.
- When asked specifically about the creation of a cycleway near the M11 to link housing and employment sites alongside the possible Western Orbital link, the majority were in favour, with 67.3% either supporting or strongly supporting the suggestion.
- Focusing on Barton Road, again support for cycling improvements was shown, with 73.8% indicating support or strong support.

##### *Park & Ride/Cycle*

- All three initial ideas were supported by the majority, with the greatest support expressed for the development of a new Park & Ride site at the Trumpington exit of the M11 (70.9% of respondents supported or strongly supported this option).
- Greatest opposition was expressed for a new Park & Ride site at the Barton exit of the M11 (32.0% opposed or strongly opposed this).
- Within ‘further comments’, respondents indicated overall support for the concept of Park & Cycle sites, dependent on the appropriate facilities being made available.

#### Further Comments

- Cycling infrastructure improvements were frequently raised, requesting further investment and focus on cycling routes – both those proposed and those already in existence.
- Park & Cycle sites were discussed by a few, with more respondents indicating support for the concept than opposition. It was noted that any such development would need to have appropriate facilities to maximise its use.
- The second most commonly raised topic focused on environmental issues about the project. Concern was raised about the environmental impact of any new bus routes, and of the risk of future additional developments in the area. Concerns around Coton, Granchester Meadows and Trumpington Meadows were raised.
- Respondents commented that there were a number of problems with current transport provision and infrastructure that should be addressed prior to being able to identify whether new developments were needed.
- Bus routes were raised by many respondents as requiring improvement before any new developments are considered.
- Problems with the Girton Interchange were raised, with numerous respondents highlighting the need for change to the area. The consensus of respondents was that an ‘all ways junction’ at the interchange was needed, to improve access and ease congestion. The addition of a southern turning onto the M11 from the A428 was suggested, hence streamlining traffic flow.
- A number of alternative methods of travel were suggested, including trains, trams, underground routes, mono-rail, light railways, smaller shuttle buses and cable-drawn ropeways.
- A number of comments referred to the project and consultation in general. These included a need for greater detail about the scheme, concern that the project was not effectively joined up with other transport plans, and that the scheme overall was a waste of time and/or money.

- The proposed Barton Road Park & Ride site received more positive comments than a second site near Trumpington. Hauxton as a potential site received some support, but only when associated with alternative means of travel such as a train line.
- Foxton was proposed by a few as an alternative Park & Ride site. It was requested that Foxton also be considered as an option, so as to better intercept traffic on the A10 and train lines, and address existing issues at the level crossing by moving commuters onto the bus or train. In the longer term, it was noted that this could then work well with the Cambridge North station and any potential station at Addenbrooke's.

#### Respondent Profile

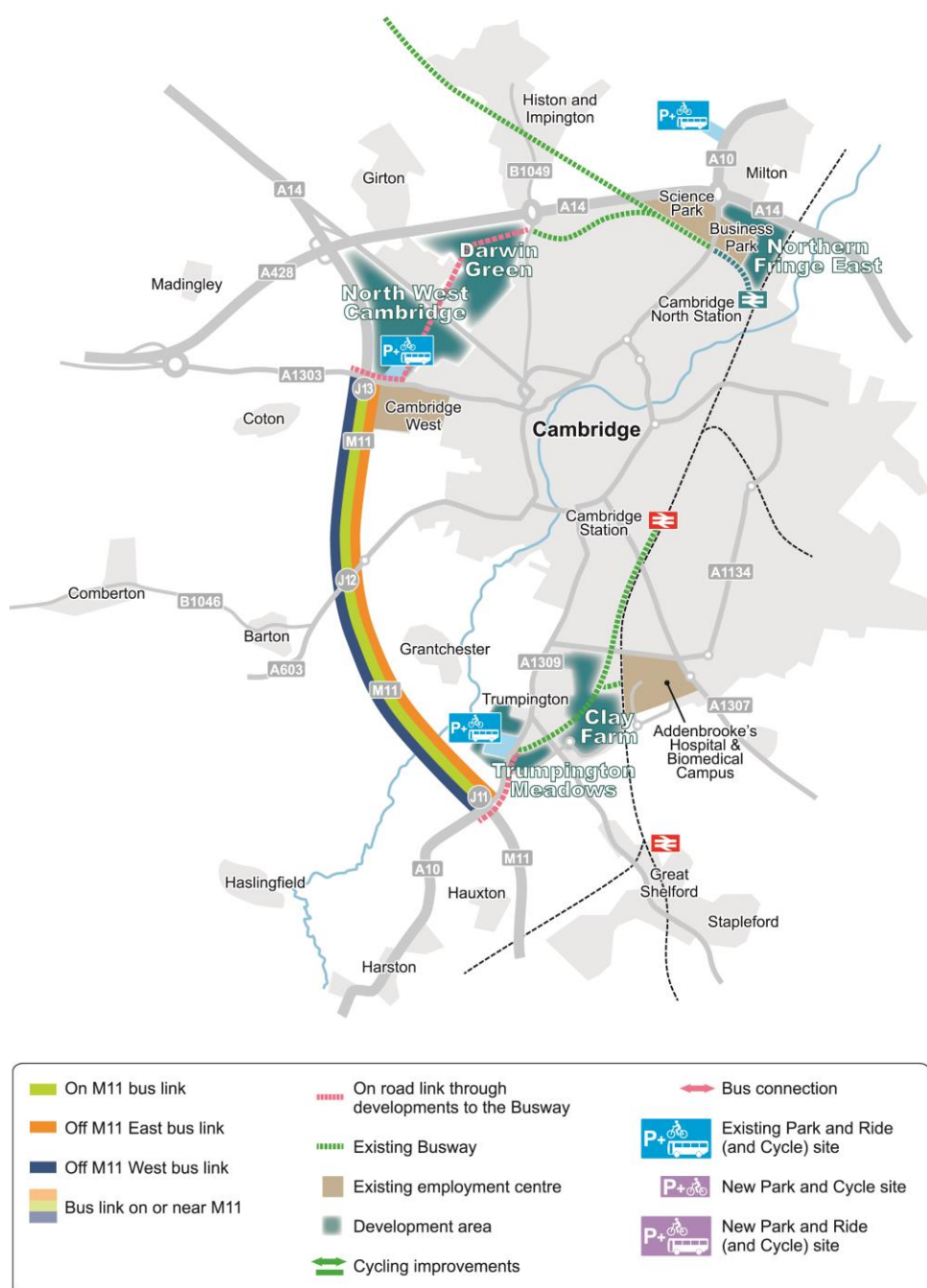
- A high proportion of respondents (22.6%) were aged between 45 and 54, with very few respondents aged under 25 (3.4%).
- A majority proportion of respondents indicated they were in employment (employed or self-employed) – 64.2% of respondents.
- 7.1% of respondents indicated they had a disability which influenced the way they travel.

## INTRODUCTION

## BACKGROUND

The Greater Cambridge City Deal (GCCD) aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth of the area.

The Cambridgeshire Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of topics in relation to the people and economy of Cambridgeshire. CRG was asked by the GCCD Communications Team to provide statistical and qualitative analysis on the results of the Western Orbital Bus Link consultation. A public consultation was undertaken in early 2016 that centred on the potential development of a Western Orbital bus link, as indicated in the following image:





The image outlines potential sites and links that could be developed as part of the Western Orbital scheme, as well as possible improvement options for Park & Ride / Cycle locations. The proposals can be broken down as follows:

Development of an M11 Bus Link:

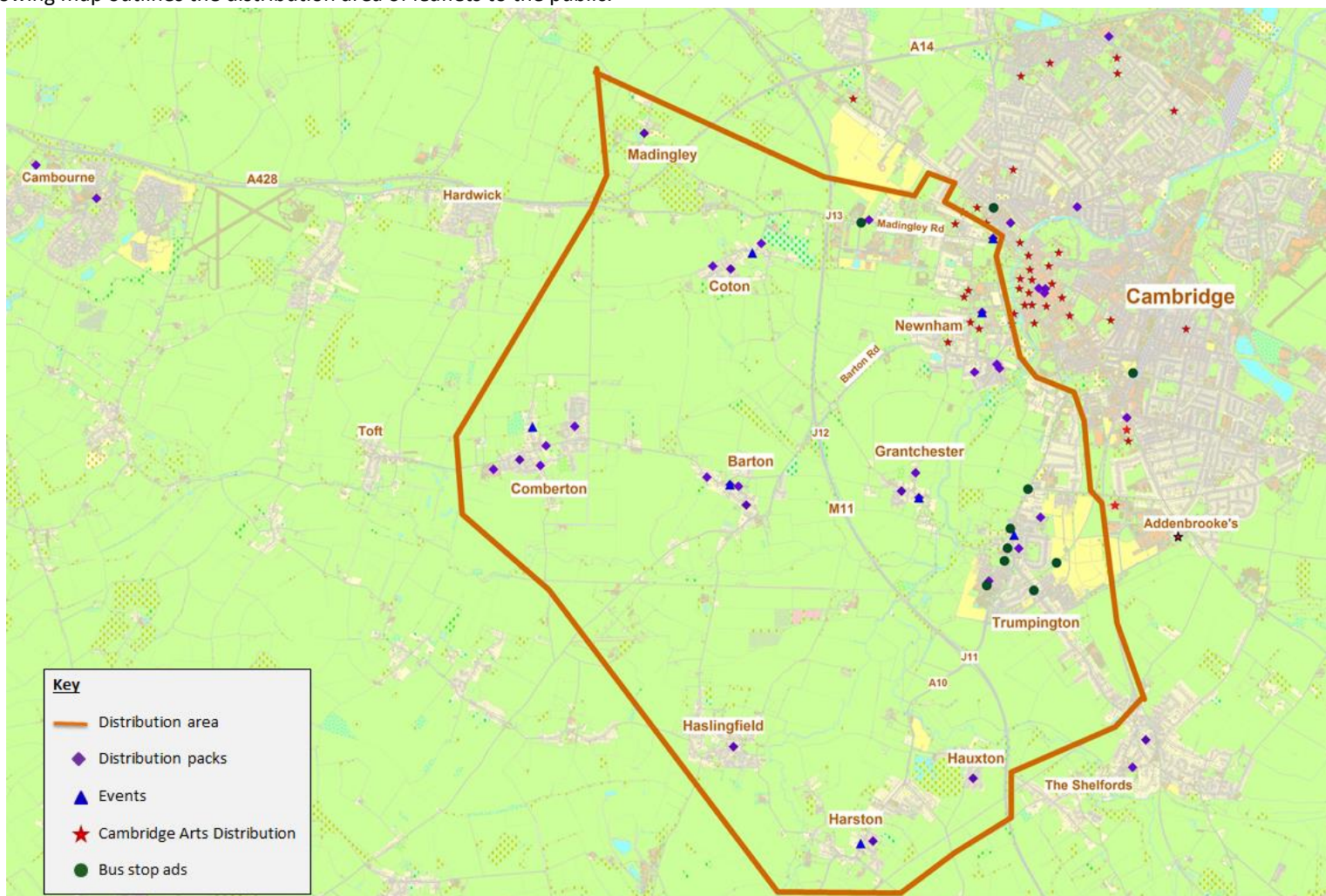
- 1) Bus Link on the M11 (£9m)
  - Bus link along M11, buses interact with general traffic
  - Priority for buses at existing junctions
  - Two general traffic lanes would remain in each direction
- 2) Bus Link off the M11 – East or West (£30m)
  - Uncongested bus link with no interaction with general traffic
  - Close to M11 but motorway remains largely unaffected
  - Cycleway alongside bus link

Park & Ride / Park & Cycle Improvement Options:

- Option A) This option would involve construction of a new Park & Ride site west of M11 Junction 11 and north of the A10. (£3.5m)
- Option B) This option has all the improvements included in Option A. In addition this option would include a Park & Cycle site at Junction 12 of the M11, together with cycling improvements on Barton Road. (£7.5m)
- Option C) This option has all the improvements included in Option A. In addition this option would include a Park & Ride site at Junction 12 of the M11 (including cycle provision). There are no bus or cycle improvements on Barton Road. (£6.5m)
- Option D) This option has all the improvements included in Option A and C as well as cycle improvements on Barton Road. (£7.5m)

## METHODOLOGY

The public consultation on the Western Orbital bus link was focused on residents from Cambridge and South Cambridgeshire, but available for all residents of the county to respond. The following map outlines the distribution area of leaflets to the public:



In total, 17,500 leaflets containing the survey, 5,000 postcards and 400 posters promoting it were produced. This is in addition to a number of bus advertising panel posters. External distribution companies were tasked with disseminating these to a number of outlets, including:

- Local schools;
- Local outlets such as shops and pubs;
- Leaflets in community centres;
- Bus advertising panels at bus stops and adverts on Park & Ride buses;
- Employment sites such as Papworth Hospital and Cambridge Biomedical Campus (CBC).

Online, the consultation was promoted via the Greater Cambridge City Deal (GCCD) Facebook page and Twitter, feeding out to partners for further dissemination. A Facebook advert ran from 1 March to 15 March, targeted at residents within a 20km radius of Cambridge. Further 'interest-targeting' was set up to highlight the advert to those interested in walking, buses, cycling, public transport, and government.

34,683 members of the public were reached via an advert in their news feeds, with 2,150 engaging with the post. There were 1,727 photo clicks, and 998 website conversions with 290 link clicks. The post was 'liked' by 76 people, 'shared' by 13 people, and received 44 comments. The cost per engagement was £0.09.

Eight exhibitions were held between 22 February and 10 March. These events were informal exhibitions where members of the public had the opportunity to discuss the scheme in greater detail with project officers. Some attendees also chose to use this time to complete their paper version of the questionnaire, or to discuss alternatives beyond those schemes proposed in this consultation so far. Exhibitions were held at:

- Newnham
- Harston
- Grantchester
- Comberton
- Coton
- Cambridge
- Barton
- Trumpington

The busiest event was held in Newnham. The following table summarises public attendance numbers for each event:

**Figure 1: Public attendance at local exhibitions**

Exhibition Location	Attendance
Newnham	38
Harston	34
Grantchester	17
Comberton	19
Coton	27
Cambridge	13
Barton	16
Trumpington	19

Two stakeholder briefings were also held; one for councillors and one for stakeholders, community groups and interested parties. A community-organised event was also held on the evening of Thursday 3 March, attended by the City Deal Director Tanya Sheridan and Board Member Francis Burkitt. The Project Manager, Tim Watkins attended a Barton Parish Council meeting on the morning of Saturday 6 March. The Project Manager also gave a presentation to staff at Papworth Hospital, which will be relocating from its current base in Papworth Everard to the Biomedical Campus from April 2018.

In total, 1,088 responses to the survey were received. The appendix provides an overview of all responses to this survey. A number of separate written representations were also received, which are summarised in the "Written Representations" section of this report.

Not all questions were mandatory within the survey. As a result, questions may not have been answered by all respondents. Percentages are therefore taken from the total number of responses to each question rather than of the total number of respondents to the survey.

## PUBLIC CONSULTATION: ONLINE SURVEY FINDINGS

### RESPONDENT PROFILE

In total, 1,088 members of the public responded to this consultation via the online survey. Public engagement exercises were focused on the south-west of Cambridge, including villages along the M11 area that the Western Orbital might affect. Exhibitions were held at:

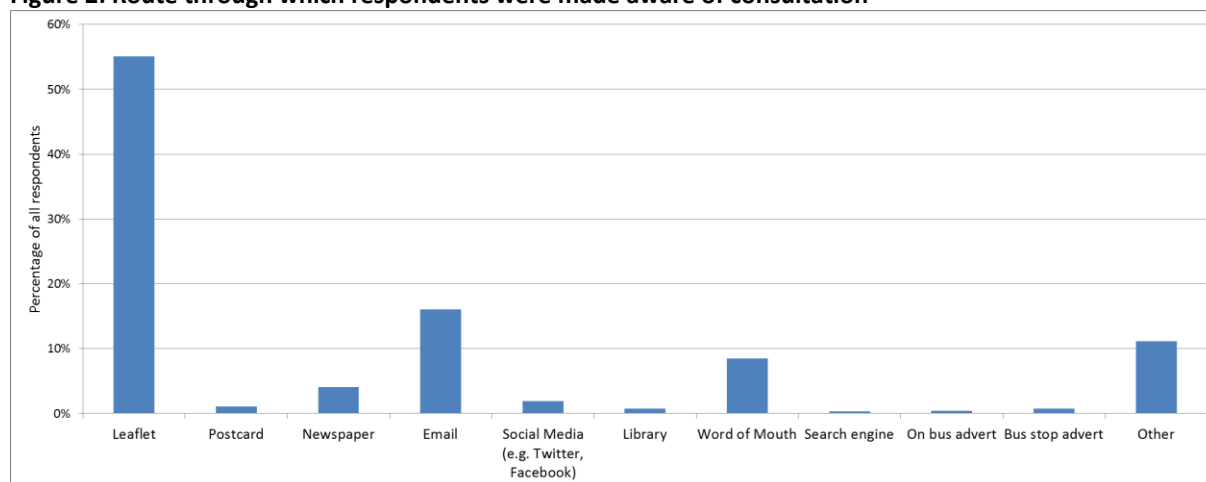
- Newnham
- Harston
- Grantchester
- Comberton
- Coton
- Cambridge
- Barton
- Trumpington

Whilst this consultation was specifically targeted at those residing, working and travelling along the route, it was available to all residents of Cambridgeshire – a population of 635,100<sup>1</sup>. Assuming all residents had an equal chance of responding, we can be 95% confident that if we surveyed all 635,100 people in Cambridgeshire that the results found in this consultation would be +/- 2.97% of those findings<sup>2</sup>.

#### **Consultation Awareness**

The majority of respondents indicated they heard about the consultation via the leaflet (55.1%). 16.0% indicated they were made aware via email, and only 8.5% by word of mouth. This is in contrast to the “Cambourne to Cambridge – Better Bus Journeys” consultation<sup>3</sup>, where over 20% of respondents indicated they were made aware of the consultation by word of mouth.

**Figure 2: Route through which respondents were made aware of consultation**



Of the 113 respondents who stated ‘other’, 23.9% stated they had heard about the consultation through work, of whom almost half indicated they had attended the presentation to the NHS at Papworth Hospital. A further 23.0% indicated they had heard through a letter or leaflet put through their door. Other responses included via social media, Parish Councils, Cambridge Cycling Campaign, Residents Associations, and friends/relatives.

431 respondents asked to be kept updated with City Deal projects in the future.

<sup>1</sup> Source: Cambridgeshire Research Group mid-2013 population estimates

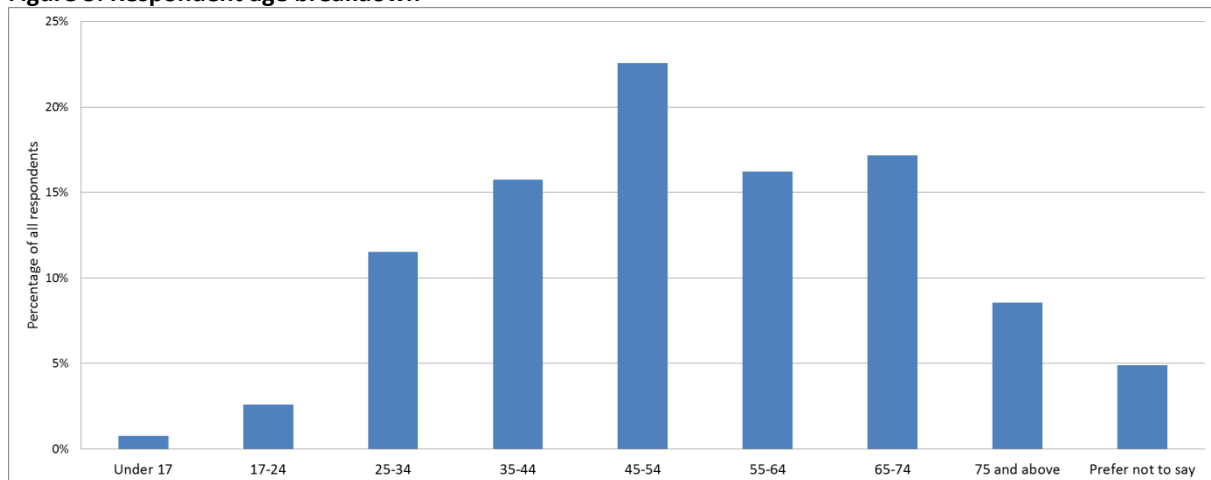
<sup>2</sup> It should however be noted that the profile questions asked indicate the survey respondents do not reflect the overall population of the county. For example, a disproportionately low number of younger people responded to this survey.

<sup>3</sup> [http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport\\_projects\\_and\\_consultations](http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport_projects_and_consultations)

### Age

A high proportion of respondents (22.6%) were aged between 45 and 54, with very few respondents aged under 25 (3.4%).

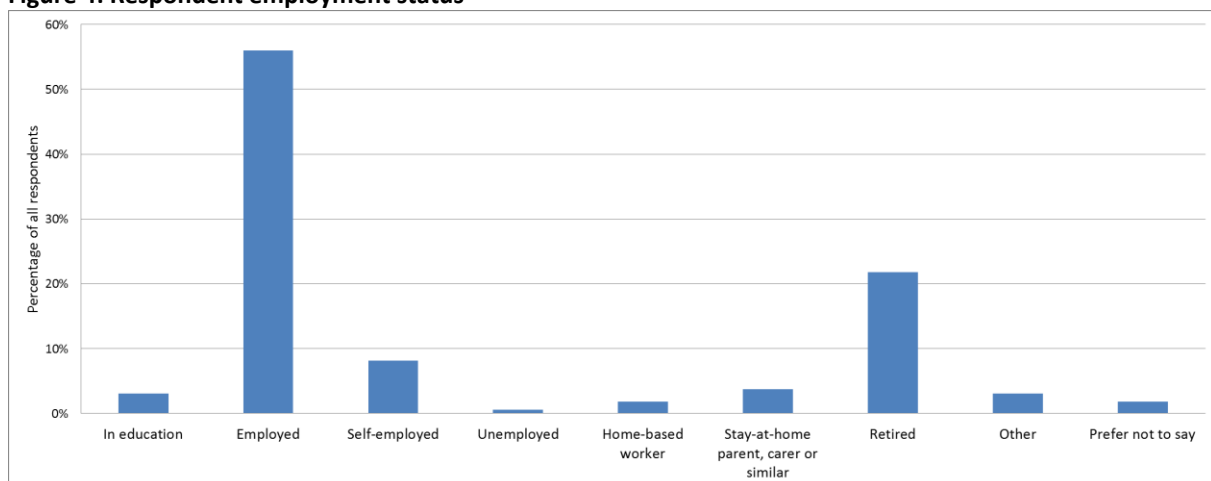
**Figure 3: Respondent age breakdown**



### Employment

A majority proportion of respondents indicated they were in employment (employed or self-employed) – 64.2% of respondents. The next highest proportion of respondents indicated they were retired.

**Figure 4: Respondent employment status**



Of those who stated 'other', 50% of comments related to full-time employment, whilst others included semi-retired, full-time volunteers, and carers.

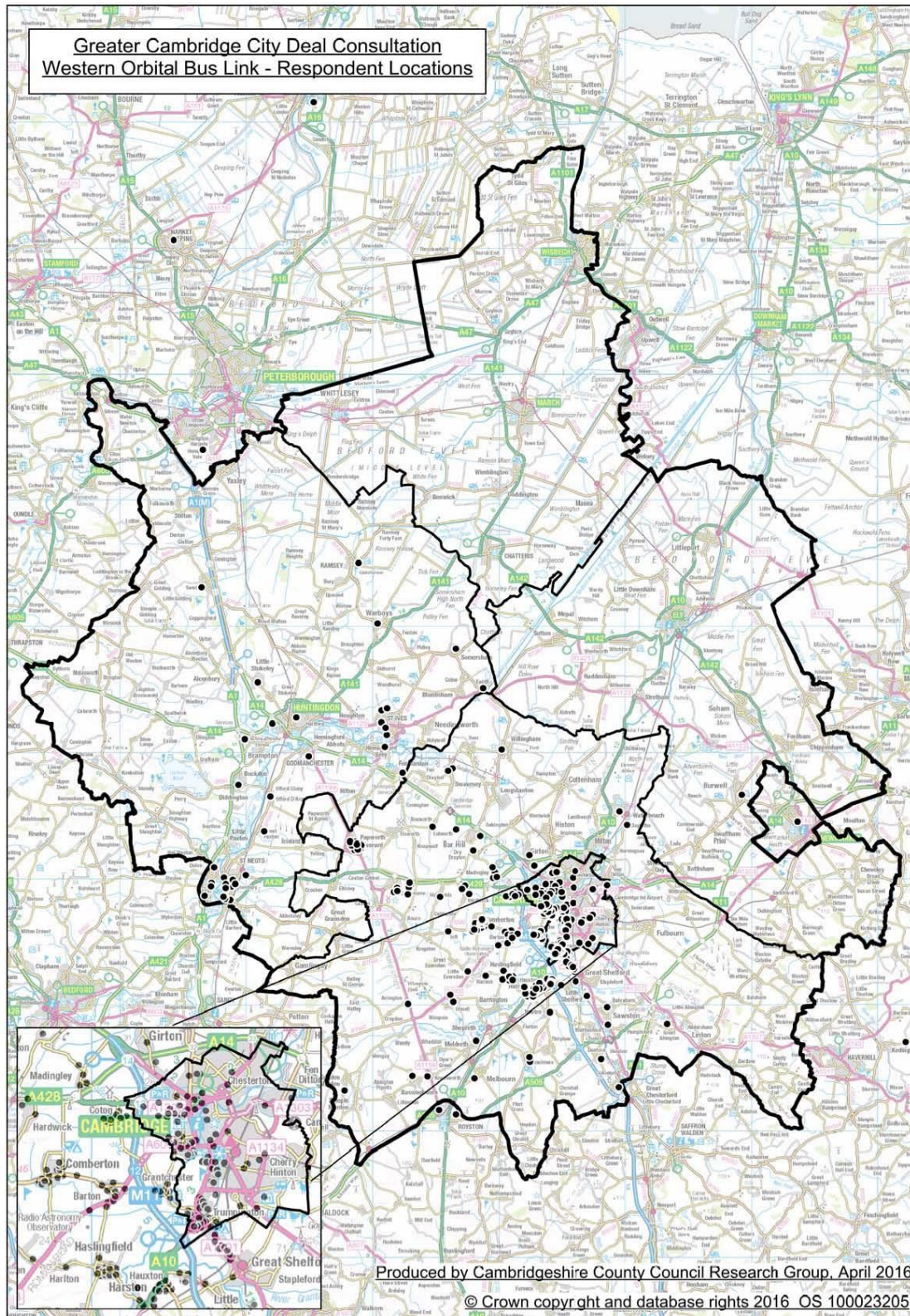
### Disability

7.1% of respondents indicated they had a disability which influenced the way they travel.



## RESPONDENT LOCATIONS

In total, of the 1,088 members of the public who responded to the survey, 649 left an identifiable postcode. These are indicated on the following map. It should be noted that each point represents a postcode only – and each postcode might represent multiple respondents.

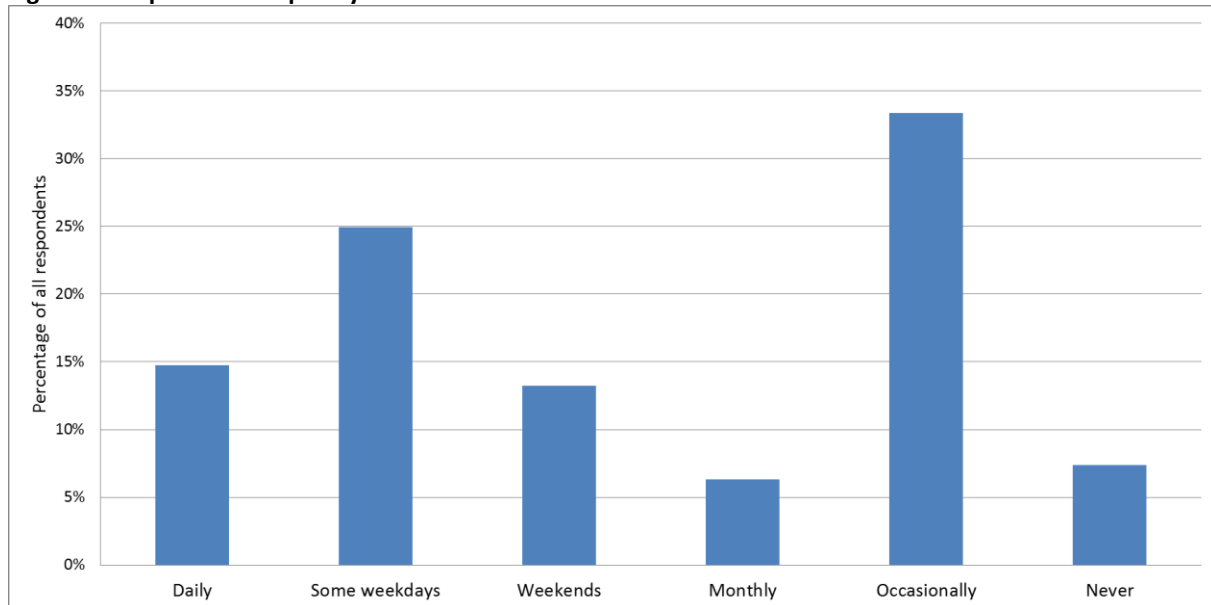


## SECTION 1: JOURNEY PATTERNS

### Travel Frequency

Respondents were asked a set of questions examining their journey patterns. 92.6% of respondents indicated they did travel between Junctions 11 and 13 of the M11. 14.7% indicated they did this journey on a daily basis. A third of respondents (33.4%) indicated they only travelled occasionally.

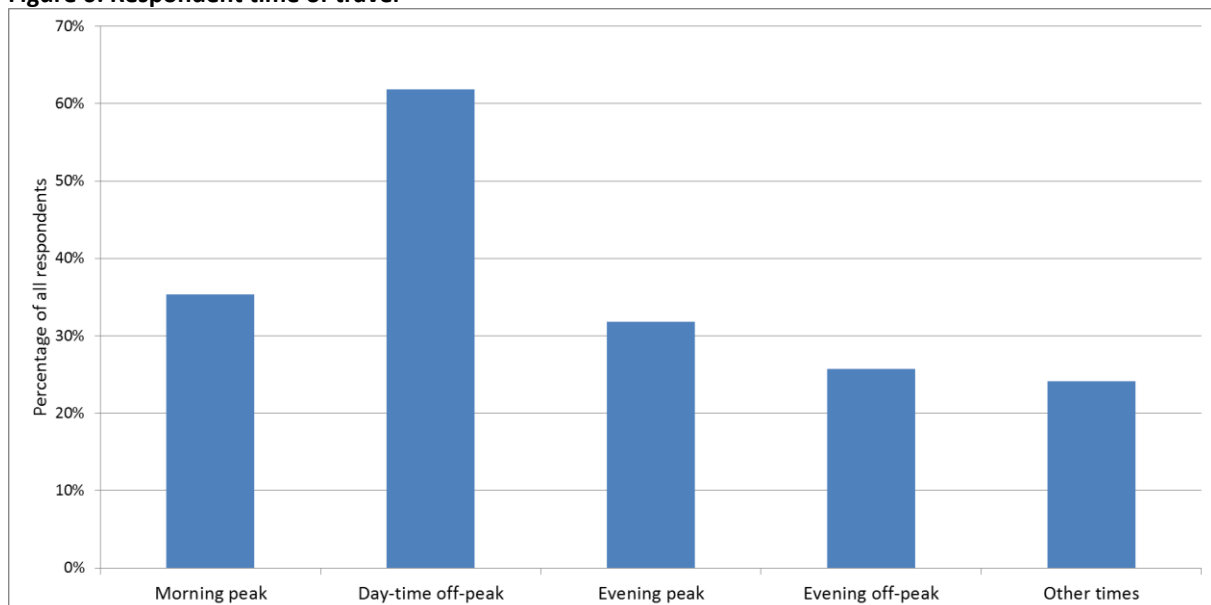
**Figure 5: Respondent frequency of travel between Junctions 11 and 13 on the M11**



### Travel Time

61.9% of respondents indicated they usually travel during day-time off-peak hours. Just over a third (35.3%) indicated they travelled during morning peak hours, with a quarter (24.8%) indicating they travelled during evening peak hours. For the following chart, note that respondents were invited to select more than one option for this question.

**Figure 6: Respondent time of travel**

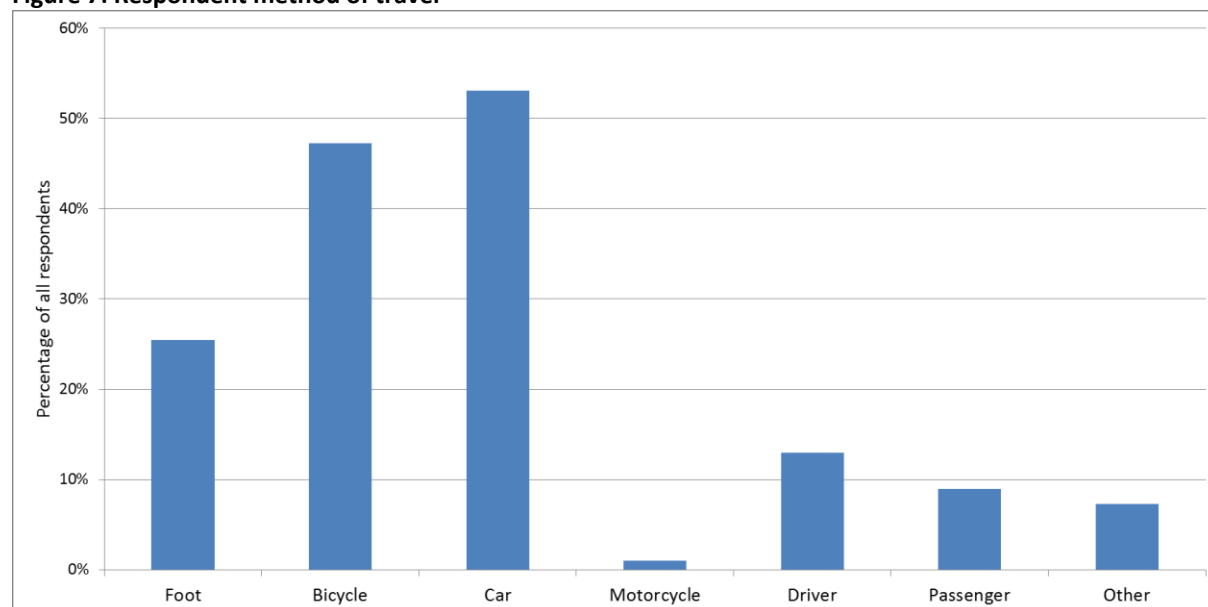




### **Travel Method**

Respondents were asked to consider their most common method of travel. For this question, respondents were asked to consider a number of options, and were able to select more than one answer. Four methods were given as options: foot, bicycle, car or motorcycle. The majority (53.1%) stated they travelled by car. The remaining options invited respondents to consider whether they travelled as a passenger or driver, and a higher proportion indicated they were the driver (13.0% as compared to 9.0%)<sup>4</sup>.

**Figure 7: Respondent method of travel**



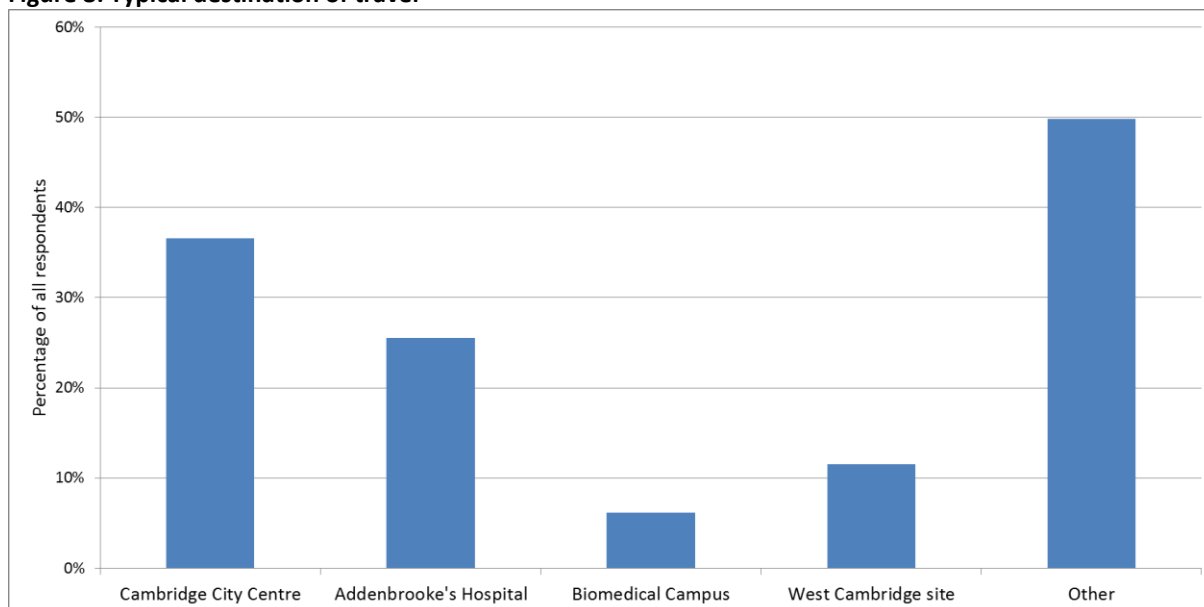
### **Travel Destination**

Respondents were then asked what their typical travel destination was across the city. This question allowed for multiple responses. 36.6% indicated Cambridge City Centre to be their usual destination. Just under half (49.8%) stated an alternative destination. These included:

- Trumpington – including specific shops such as Waitrose
- Locations beyond Cambridgeshire, such as London
- Milton – including Tesco and the Science Park
- Papworth
- Cambourne
- Bar Hill

<sup>4</sup> This question may have worked better as two separate questions. The four modes of travel given as options (foot, bicycle, car and motorcycle) have been interrogated independently as the question allows for multiple responses.

**Figure 8: Typical destination of travel**



480 respondents gave other examples of their usual destination. 15.4% cited various city centre locations as their destination, ranging from city centre shops to the train station, schools and places of work. 14.5% cited Trumpington as their destination (including Waitrose). 6.0% indicated their destination to be the other side of Cambridge – such as Milton, Arbury, and the Science Park. Some also highlighted using the M11 and A14 as a “ring road” to access other sides of the city.

#### **Travel Reason**

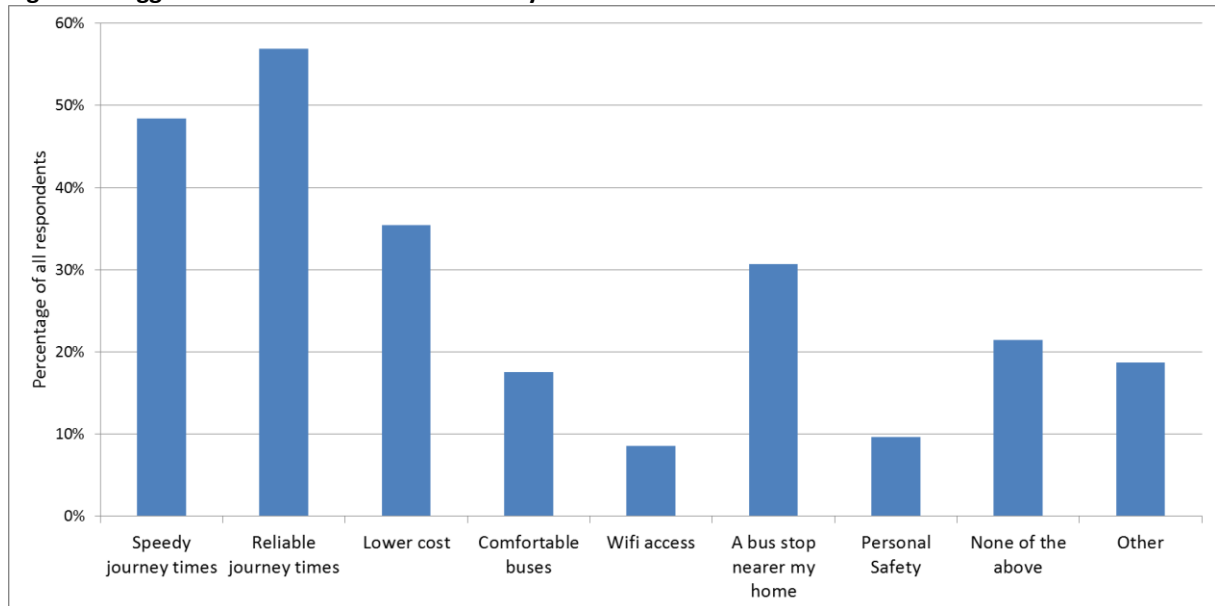
Over half (56.8%) of respondents indicated ‘leisure’ as their reason for travel, with work being the next common reason (selected by 43.3% of respondents).

112 respondents stated ‘other’, and gave alternative reasons. Of these, 45.5% indicated shopping as their reason, and 12.5% cited visiting friends or family.

#### **Incentives to Travel by Bus**

Reliable journey times were cited as key to making bus travel a better alternative by 56.9% of respondents. 48.5% cited a need for faster journey times, with 35.5% citing a need for lower costs to travel. For the following chart, note that respondents were invited to select more than one option for this question.

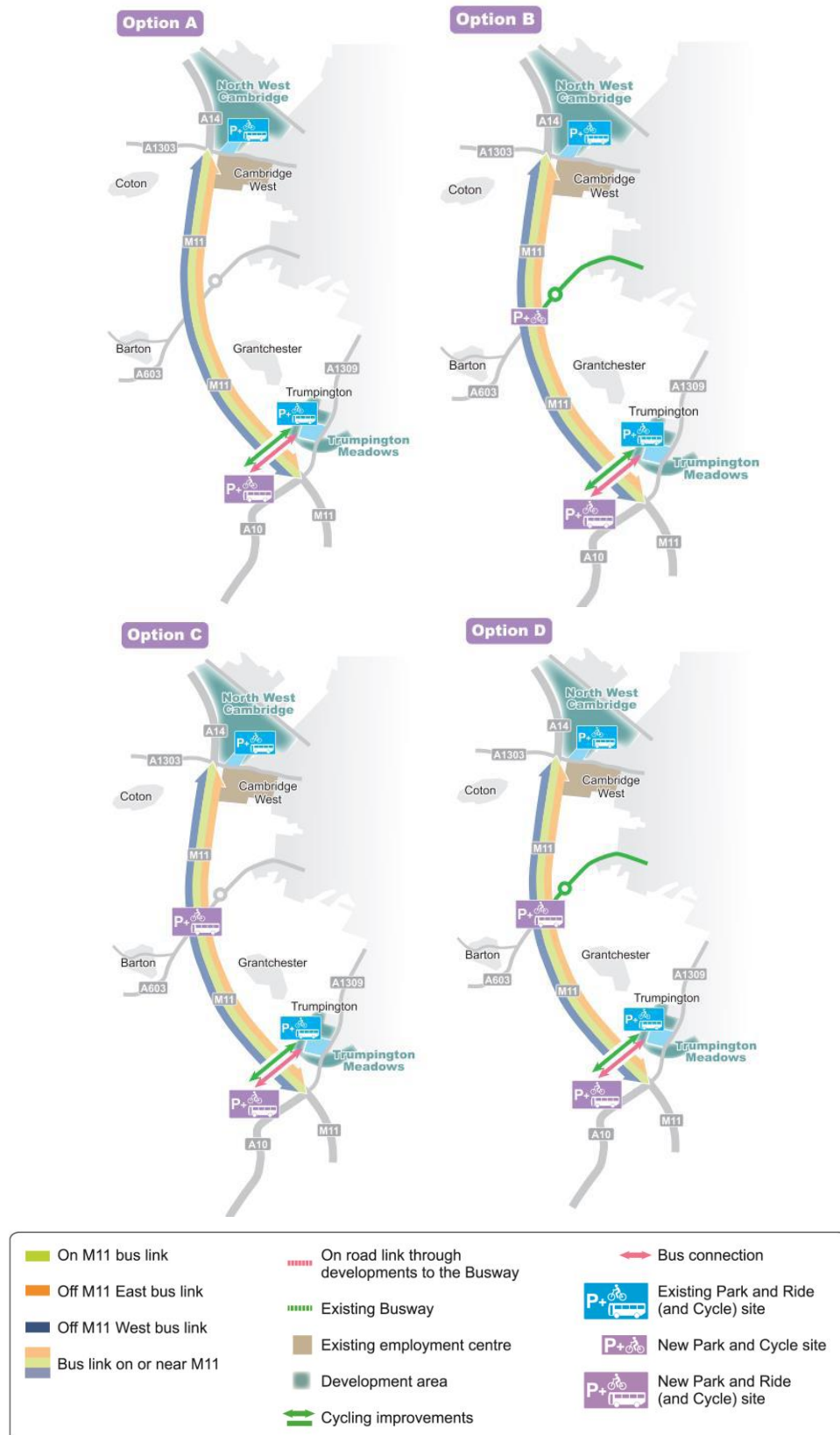
**Figure 9: Suggested incentives to travel more by bus**



192 respondents stated 'other', and gave alternative reasons that would motivate them to use buses more often. 32.3% stated that improved frequency would help, and 14.6% stated that more direct routes would make them more likely to use the bus. This is in keeping with further comments that referred to bus travel, where a number of respondents raised concerns about the poor rural bus links, and the knock-on impact this may be having on travel into and around the city.

## SECTION 2: 'WESTERN ORBITAL' CONCEPT

Overall, 64.0% of respondents supported or strongly supported the concept of a Western Orbital bus link on or near the M11 between Junctions 11 and 13. The following plans, which illustrate the three potential locations for a bus link alongside the four overarching options in the Western Orbital scheme, were provided:



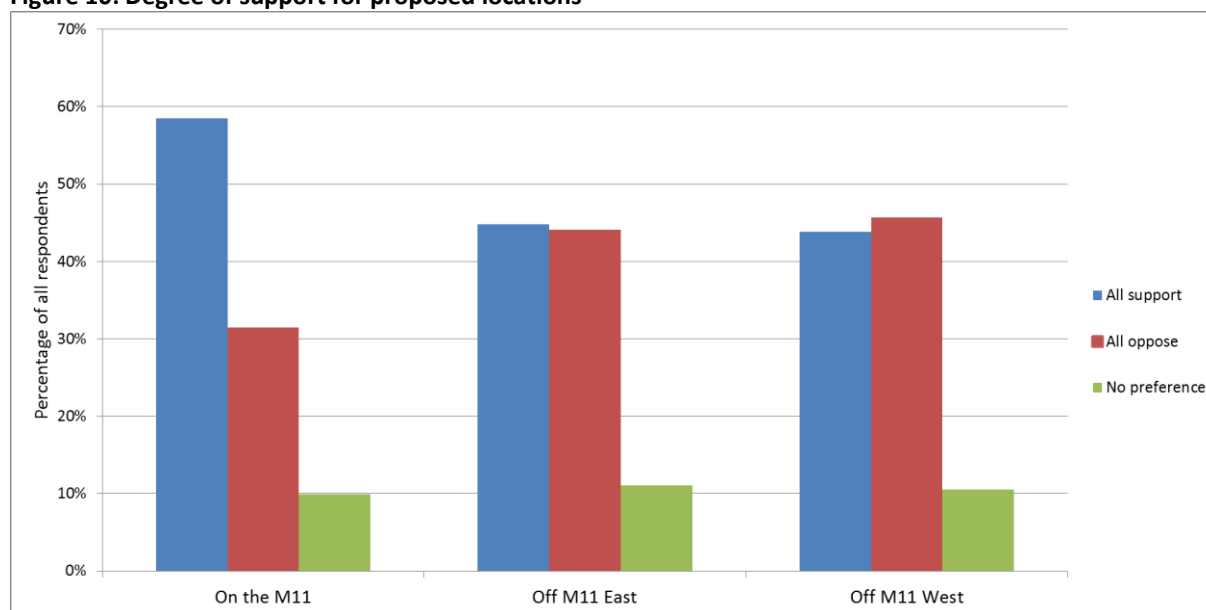
### **M11 Bus Link Support**

Respondents were then asked to identify how far they supported or opposed three locations for the potential bus link:

- On the M11
- Off M11 East
- Off M11 West

Generally, there was greater support for a link on the M11 – with 58.5% of respondents supporting or strongly supporting this option. Opposition was more evident for options taking the link off the M11.

**Figure 10: Degree of support for proposed locations**



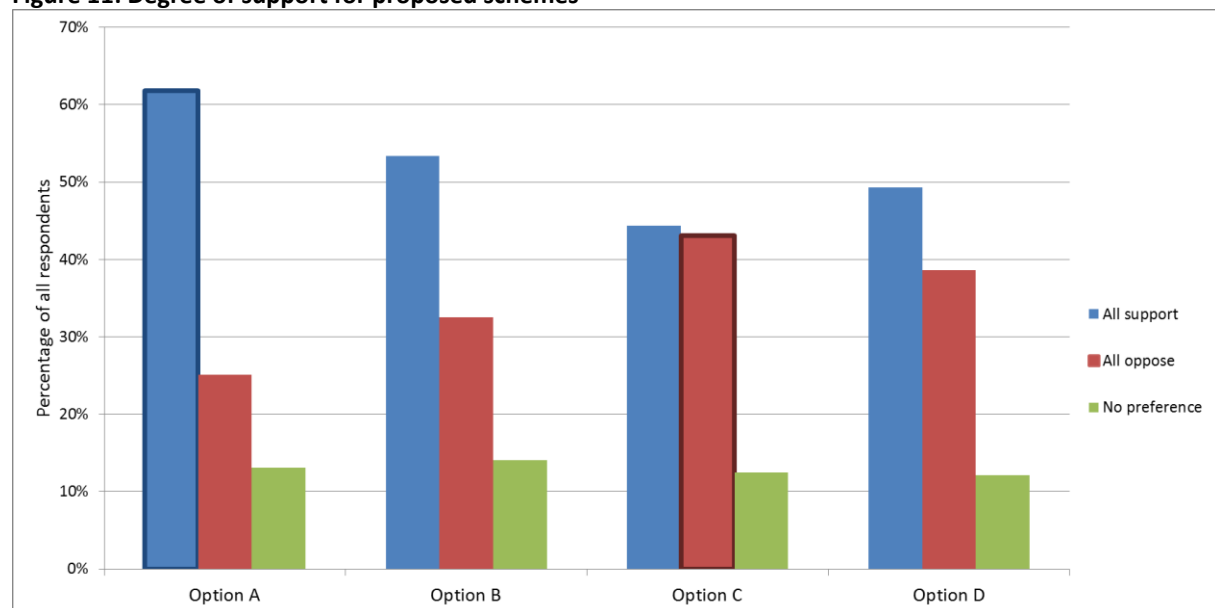
Four specific options have been developed for the possible Western Orbital bus link. All four options labelled A, B, C and D can be combined with a bus route on or near the M11. Within the survey, the following information was provided:

1. **Option A:** A new Park & Ride to the west of the M11 Junction 11 (Trumpington) and north of the A10, linking buses and cycles to the Busway. The approximate cost is £3.5m. Benefits of this option include:
  - More Park & Ride spaces at Trumpington
  - Improved access to Park & Ride facilities at Trumpington especially for northbound M11 traffic and from the A10
2. **Option B:** This option includes the bus and cycle improvements suggested in Option A as well as a Park & Cycle site at Junction 12 and cycling improvements on Barton Road. No bus improvements are put forward for Barton Road as forecasts suggest it would be faster and easier to continue on the bus to Trumpington. The approximate cost is £7.5m. Benefits of this option include:
  - Benefits outlined in Option A
  - Better provision for cyclists along Barton Road encouraging more people to cycle for the last part of their journey in order to help reduce congestion
  - Park & Cycle east of M11 would be shorter distance to cycle to some areas of the city centre than from Trumpington Park & Ride site
  - Barton Road cycle improvements would connect to any 'orbital' cycle link, which would provide a direct off-road route to housing and employment areas

3. **Option C:** This option includes the bus and cycle improvements in Option A as well as a Park & Ride (including cycling facilities) at Junction 12. Buses travelling along or close to the M11 would stop at this new Park & Ride site. There are no bus or cycle improvements on Barton Road. The approximate cost is £6.5m. Benefits of this option include:
  - Benefits outlined in Option A
  - Providing a Park & Ride option for those travelling along the A603/B1046, which gives people the option to travel by bus along a less congested route into the city centre and between housing and employment sites
  - Providing a Park & Ride option for southbound M11 motor traffic, which cannot access the existing Madingley Rise Park & Ride
4. **Option D:** This option includes bus and cycle improvements in Option A and Option C as well as cycle improvements on Barton Road. No bus improvements are suggested for Barton Road. The approximate cost is £7.5m. Benefits of this option include:
  - Benefits outlined in Options A and C
  - Barton Road cycle improvements would connect to any 'orbital' cycle link, which would provide a direct off-road route to housing and employment areas

Overall, greatest support was given for Option A (61.8% supporting or strongly supporting), followed by Option B (53.4% supporting or strongly supporting). Greatest opposition was shown for Option C, with 43.1% opposing or strongly opposing. The following chart shows degrees of support, with the highest points of opposition and support highlighted.

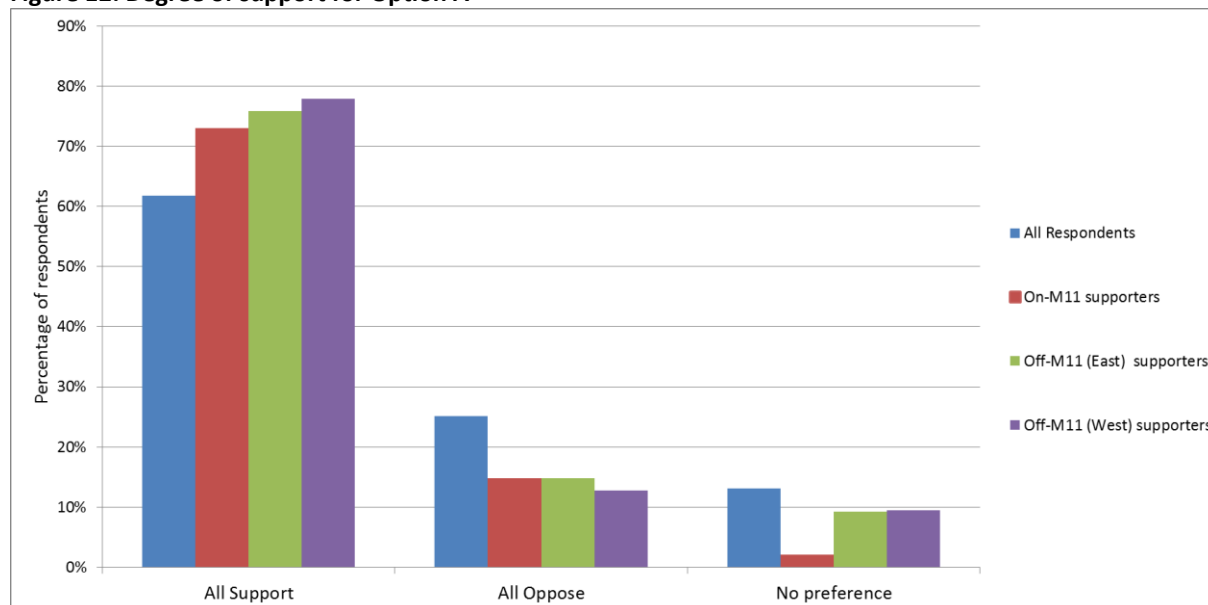
**Figure 11: Degree of support for proposed schemes**



### Option A

Comparing those who expressed support for an on-M11, off-M11 (east) or off-M11 (west) potential bus link location, support for Option A was high across the board. Greatest support for Option A came from those supporting an off-M11 (west) link (77.9% indicated support, as compared to 61.8% of all respondents).

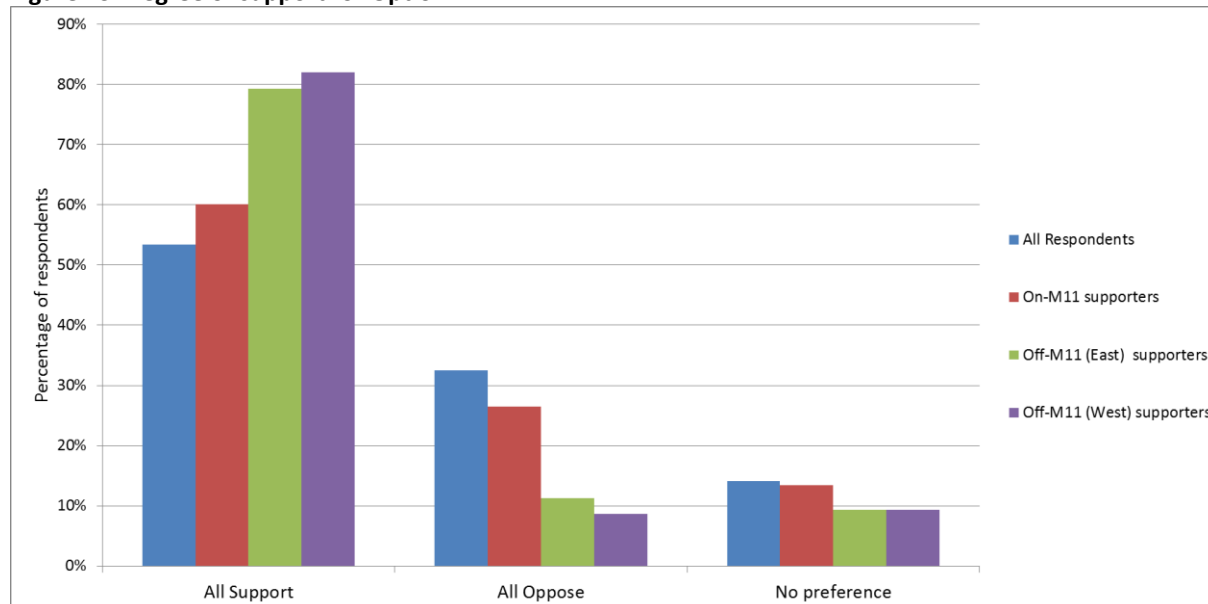
**Figure 12: Degree of support for Option A**



### Option B

Comparing those who expressed support for an on-M11, off-M11 (east) or off-M11 (west) potential bus link location, greatest support was shown by those in favour of an off-M11 (west) link – with 82.0% indicating support, as compared to 53.4% of all respondents.

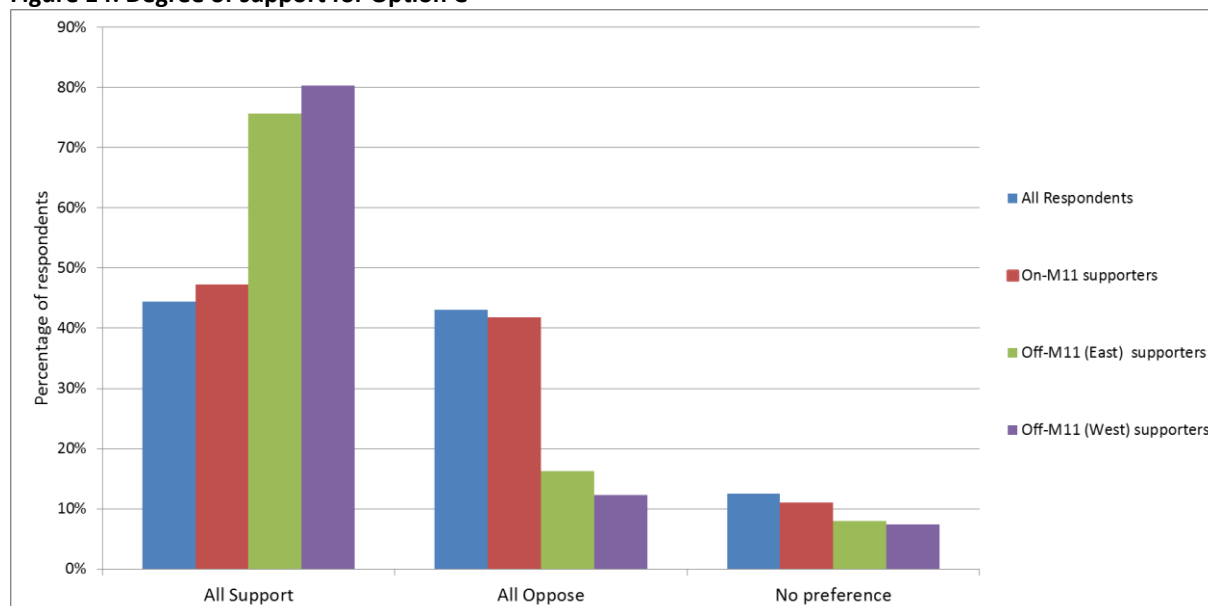
**Figure 13: Degree of support for Option B**



### Option C

Comparing those who expressed support for an on-M11, off-M11 (east) or off-M11 (west) potential bus link location, support for Option C was highest amongst those who supported an off-M11 link (east or west). For off-M11 (west) respondents, 80.3% indicated support, with 75.6% of off-M11 (east) respondents indicating support. This is compared to 44.4% of all respondents. Greater opposition was noted by those supporting an on-M11 link, with 41.8% indicating their opposition. This is similar to all respondents, where 42.1% indicated opposition.

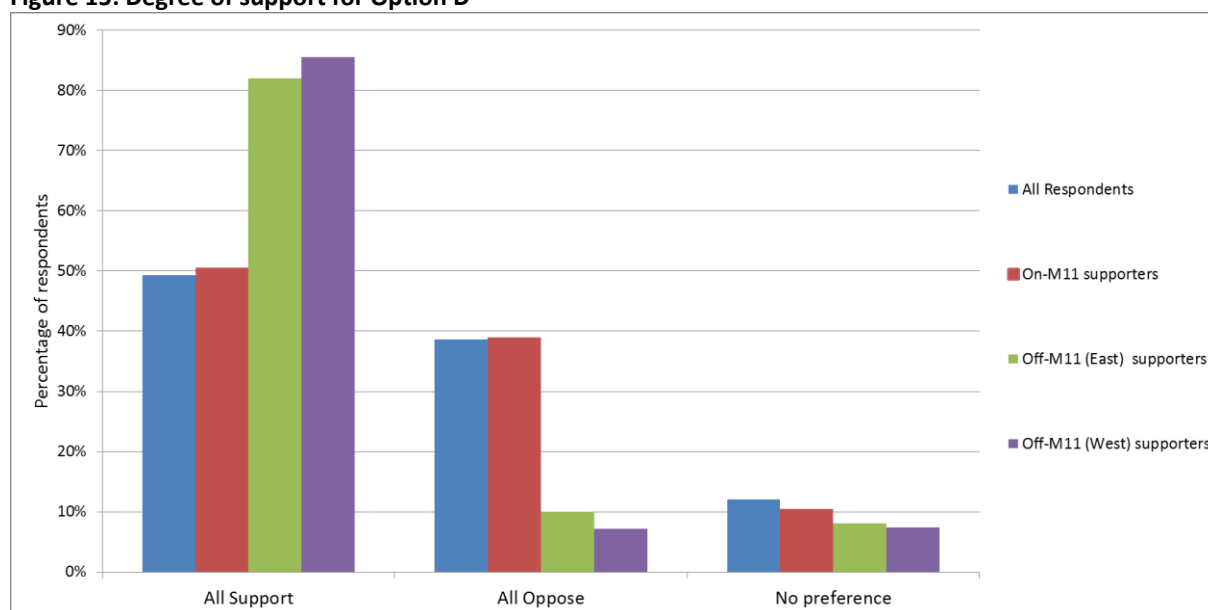
**Figure 14: Degree of support for Option C**



### Option D

Comparing those who expressed support for an on-M11, off-M11 (east) or off-M11 (west) potential bus link location, again greatest support for Option D was found amongst those wanting an off-M11 link, be it to the west or east of the motorway. 85.5% of respondents preferring an off-M11 (west) link supported Option D, and 82.0% of those selected an off-M11 (east) link. This is compared to 49.3% of all respondents. Greater opposition was shown by those preferring an on-M11 option, with 39.0% opposing as compared to 38.6% of all respondents.

**Figure 15: Degree of support for Option D**





## SECTION 3: CYCLING AND PARK & RIDE IMPROVEMENTS

### CYCLING AND WALKING

Almost half (47.0%) of all respondents indicated they would consider cycling all or part of the Western Orbital link if there were better and more direct cycle facilities.

When asked specifically about the creation of a cycleway near the M11 to link housing and employment sites alongside the possible Western Orbital link, the majority were in favour, with 67.3% either supporting or strongly supporting the suggestion.

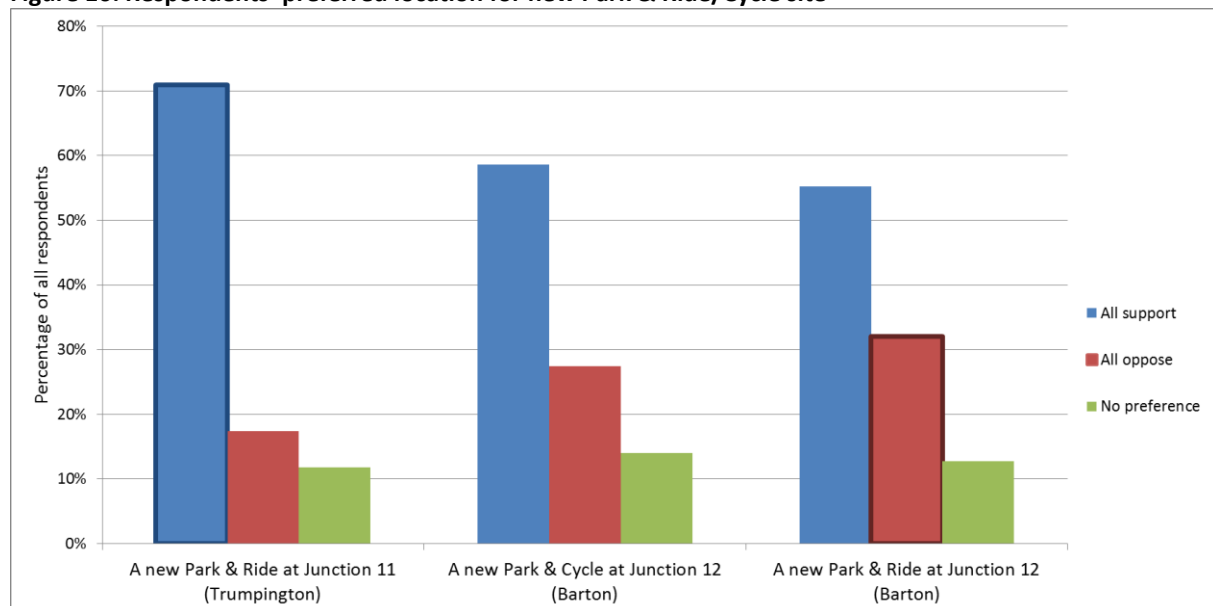
Focusing on Barton Road, again support for cycling improvements was shown, with 73.8% indicating support or strong support.

### PARK & RIDE

Respondents were asked to consider the creation of new Park & Ride or Park & Cycle sites as part of the Western Orbital development. Three potential sites were proposed across two locations, as shown on the map in [Section 2: 'Western Orbital' Concept](#).

All three initial ideas were supported by the majority of respondents, with the greatest support expressed for the development of a new Park & Ride site at the Trumpington exit of the M11 (70.9% of respondents supported or strongly supported this option). Greatest opposition was expressed for a new Park & Ride site at the Barton exit of the M11 (32.0% opposed or strongly opposed this).

**Figure 16: Respondents' preferred location for new Park & Ride/Cycle site**



## SECTION 4: FURTHER COMMENTS

### Cycling Improvements and Infrastructure

The topic of cycling and infrastructure improvements was the most frequent topic raised by those who left further comments. For the most part, comments were positive, requesting further investment and focus on cycling routes – both those proposed, and those already in existence. One respondent commented that:

*Cycling has a great future, solves many problems simultaneously, and should be strongly supported throughout the city.*

Concerns were raised that current cycle infrastructure was often very poor and badly maintained, to the point that it deterred people from cycling. Examples given of poorly maintained routes included the Barton cycle path, the route to Coton, and more central Cambridge locations such as Lensfield Road and the Fen Causeway. On-road issues were noted, such as pot holes and faded cycle markings:

*We pass many cyclists using the roads into the city because the existing cycle paths have potholes or uneven surfaces which make their use at best uncomfortable and at worst dangerous.*

Hazardous junctions were mentioned, specifically the roundabouts at Junction 11 of the M11 (Trumpington and the A10) and at Junction 12 of the M11 (near Coton). These featured heavily alongside comments discussing which side of the M11 any potential Park & Ride or Park & Cycle site might be positioned. The cycle route along the current Guided Busway was highlighted as a positive example of how cycle routes should be designed.

It was suggested that there was a need for cycling infrastructure improvements to be considered independently from other transport delivery projects. Concerns about the design of questions were also raised, in that to support a cycle route, it was necessary to support a new road development off the M11.

Dedicated cycle-only routes were proposed both for within Cambridge City and its surrounding villages. These could help with access to services, neighbouring communities and schools, and potentially reduce congestion away from the City:

*There is a need to make cycling an option from all the "necklace" villages without the need to use a car at all. There are several bridle ways that cross the M11 that join these villages to the city, I would support money and infrastructure being made available to improve these routes as proper multi use routes suitable for cyclists, horse riders and pedestrians that are functional in all weathers.*

Park & Cycle sites were discussed by a few, with more respondents indicating support for the concept than opposition. It was noted that any such development would need to have appropriate facilities to maximise its use, with suggestions ranging from secure storage cages, CCTV, a cafe, changing areas and free parking.

### Pedestrians

A small number of respondents discussed the need for facilities for pedestrians and runners along any proposed link, as well as on existing paths and roads. Well-lit areas were proposed, as well as separation from busy roads for safety and for equestrian use:

*I would be keen that this route has lit/quality pedestrian access for runners as well as cyclists.*

### Environmental Concerns

The second most commonly raised topic focused on environmental issues about the project (108 respondents referred to this). Concerns were raised about the impact of any new developments, be they link roads or new Park & Ride sites. Some felt that the development of new link roads could inevitably lead to further developments – residential and business – in the area, potentially over green field sites. Added concern was raised that some of these green spaces were owned by Cambridge University, who also stand as a board member on the GCCD partnership. Trials of on-M11 buses were requested prior to any concrete changes:

*Why not trial the buses along the M11 on the road itself before ploughing up the countryside... The impact ... of the building an off M11 bus lane is too great, i.e. noise pollution when bank & trees removed.*

Increases in vehicles entering the city (including the outskirts just beyond the M11) caused concern to some, who felt that any development of a Park & Ride site near to the city would worsen traffic beyond it. More positive views were expressed by those closer to the city, who welcomed a potential reduction in pollution and preservation of the city centre.

It was noted that there was already an excess of buses in Cambridge City, and to develop new routes with additional buses would have a detrimental impact to the area. This was both from an air-pollution view point as well as of safety for cyclists and pedestrians.

The Western Fringe was referred to by a number of respondents, with concerns noted of the impact of any additional development or increase in traffic flow:

*The Western fringe of Cambridge is an attractive natural and agricultural landscape. Adding car parking and extra roads for buses to the M11 would detract from this. Much of the southern fringe housing has been marketed on the basis of having landscape park views, which will be diminished by adding more transport infrastructure.*

Coton was also mentioned as a place of concern by respondents, with similar comments to those of the Western Fringe overall. Concerns were raised about the knock-on effect of new roads, and the impact on the future of developments across the green belt:

*Should not allow bus roads to go through green belt west of Cambridge would cause irreversible damage to Coton countryside reserve & West fields & cause air pollution which is already too high. - Green belt is so precious as so little of it left need to protect & preserve not only for wildlife but for future generations, We must think what devastating effect our actions now will have in years to come.*

Granchester Meadows and Trumpington Meadows were also referred to as areas to protect and seen as at risk from the development proposals of GCCD projects, including the Western Orbital:

*This part of Cambridge is unique and must remain so. Implementation must be sensitive to the environmental constraints, while achieving a more efficient public transport system.*

Sound reduction work for the M11 was requested by some, with suggestions of barriers similar to those along the A14 for Orchard Park, and others proposing more environmentally friendly options:

*Need sound Mitigation on M11 plant lots of trees eg silver birch they soak up pollution & build earth mounds*

### **Current Transport Challenges**

Respondents commented that there were a number of problems with current transport provision and infrastructure that should be addressed prior to being able to identify whether new developments were needed. A number of these referred to bus routes, whilst others focused on infrastructure problems such as traffic light sequencing.

Congestion on Barton Road was raised as an issue, augmented by the presence of free parking along both sides of the road:

*As I live near the Barton Road in the city I am concerned about heavy and increasing congestion in Barton Road and the danger of parking on both sides of this road.*

Some felt that if this parking ceased, and the road widened accordingly, then congestion issues would improve. Issues with crossing, entering and exiting minor roads along the route would also be easier, as visibility from the cycle and pedestrian paths would be improved.

Bus routes were raised by many respondents as requiring improvement before any new developments are considered. Various examples of rural routes and central routes were given, all with common examples of poor provision: condition, route design, stopping points, reliability and frequency:

*It is good that cyclists and car drivers are to have improved conditions but local bus services need to be improved for the many elderly who cannot drive, cycle or walk long distances. Improved bus services would benefit the whole community and relieve congestion in the town centre.*

Some felt strongly that increasing the number of buses would not necessarily resolve congestion issues, and that this needed to be recognised before any plans moved forward:

*I cannot support a western orbital at all until the County Council accepts that buses in their current form are not comfortable to travel in, are infrequent, and do not provide a pleasant and reliable and affordable method of travel. Buses do not have the capacity to solve Cambridge's traffic and transport problems on their own.*

Operational times of buses were commented on, with respondents explaining they did not use buses due to the inconvenient hours of availability. Suggestions were put forward to extend running times into the evenings and earlier in the day. One example given was the operational hours of Park & Ride sites, and their reduced hours at weekends:

*Why can't park & ride sites provide better operational times, Saturdays etc... Start before 08.00 am as normal weekday. Have to drive into Cambridge on a Saturday.*

Strong opinion was expressed against the development of any new bus links, especially until existing identified issues had been resolved. Queuing issues along the M11 were recognised as a problem, but it was also noted that buses were not currently making use of the motorway, and as such their degree of success could not be appropriately reviewed. A key issue for the M11 was recognised as being the slip-roads, and others proposed an expansion of the M11 prior to moving the Western Orbital project forward:

*These proposals completely ignore the real problem that the M11 should be triple lane north of J10 in both directions through to the merger with the A14 and that the Girton Interchange on the A428 with the A14 needs a southward turn onto the M11 and similarly the M11 needs a westward link onto the A428. Those changes would relieve most of the circulation problems on the M11, the A1303 and the A428/M11. - Given the need to widen the M11, it is ludicrous to create an even wider corridor of tarmac or concrete along its route.*

Concerns were raised about current traffic management systems, including the need to improve traffic light sequencing. A number of respondents commented that there were ongoing issues with traffic lights, especially along Trumpington Road into the city centre, and that were these addressed there would be a significant reduction in congestion.

#### **The 'Girton Interchange': A14, M11 and A428 connectivity**

Problems with the Girton Interchange were raised, with numerous respondents strongly highlighting the need for changes to the area. The consensus of respondents was that an 'all ways junction' at the interchange was needed, to improve access and ease congestion:

*Upgrading the Girton Interchange to an all-ways junction is an overdue and obvious solution to improve traffic flow on the West side of the city.*

*PLEASE DO SOMETHING ABOUT GIRTON INTERCHANGE. Making this an all way intersection would relieve a lot of stress on roads west of Cambridge.*

The addition of a southern turning onto the M11 from the A428 was suggested, hence streamlining traffic flow. Some respondents suggested adding a Park & Ride site to that location, or just above, whilst also repurposing the interchange to have access and egress roads from all routes, with the assistance of the Highways Agency and the funds of the GCCD project:

*An alternative would be to extend the scheme up to J14 of the M11 (Girton Interchange), and as part of the forthcoming Girton Interchange improvements make this a full-way interchange (i.e. allowing eastbound traffic from the A428 to join the M11 southbound). That would mean that traffic coming in from the west of Cambridge (Cambourne, St. Neots, etc.), including bus services, and headed for the south of the City (including Addenbrooke's) could stay on a fast dual-carriageway / motorway route without having to come off at Madingley and mix with traffic destined for the centre of the City.*

It was felt that improvements at this junction would have a positive knock-on effect, reducing the number of cars on the road, making use of the A1303 as a 'rat run' for traffic from the east aiming south on the M11. In turn, this could improve the reliability of bus travel times, and increase use as the benefits of bus travel became more apparent. Knock-on effects beyond the area were also identified:

*This would present a better business case and economic return by aiding flows from Cambourne / Papworth area onto the M11. A Park & Ride there, and at Cambourne / Papworth would make much more sense. Long term this would aid links to the Cambridge - Bedford - Oxford link, further stimulating economic benefits. Moreover, this would also service communities at Bar Hill and Northstowe. Travel through this area at the moment is crippled, and needs urgent consideration for investment.*

A suggestion was also made that an addition of northern 'on' and 'off' slip-roads for the M11 onto Madingley Road could help balance traffic flow into and out of the city centre, especially at peak times.

### **Alternative Methods of Travel**

A number of alternative suggestions beyond those put forward as methods of travel were made by respondents, including:

- Trains
- Trams
- Underground routes (bus or rail)
- Mono-rail
- Light railway
- Smaller shuttle buses
- Cable-drawn ropeways

Respondents spoke positively of the development of Cambridge North station, and some suggestions were made in favour of stations being developed on the other side of the city – specifically at Addenbrooke's, the Biomedical Campus, Cherry Hinton, Haverhill and other locations further afield:

*The building of Cambridge North (Chesterton Sidings) and Cambridge South (Addenbrookes) railway stations, the existing or a new bigger railway station at Waterbeach and other proposed and existing railway stations such as Soham, Newmarket and Cherry Hinton [would] enable travel from one side of Cambridge to another by train which is fast and provides the capacity of many buses.*

Respondents also promoted the longevity and reduced environmental impact of rail over bus. Similar benefits were put forward for the other alternatives suggested, with promotion of the need to invest more significantly now in a transport project that would be sustainable for a much longer time:

*Rather than piecemeal sticking plasters, let's go for a permanent solution, possibly funded by EU money. Let's think of an underground railway, an overhead railway, a set of long-distance travelators (as at airports) [...] Some of these would be expensive but would solve the problem; sticking plasters will not.*

One respondent recommended the development of a cable-drawn ropeway<sup>5</sup> to enable commuters and tourists to access and cross the city more easily, and faster:

*Cable-drawn ropeways in cities offer good views for passengers and people passing under them aspire to travel on them. They have short construction times and very low operating costs (no drivers required). The sale of season tickets for ropeways would generate more revenue for the Council than charging for parking. Forget busways, build ropeways.*

The value of larger buses over smaller vehicles was also raised, with some respondents commenting that larger buses are rarely fully loaded. Different schemes involving smaller buses (shuttle size) or taxis were suggested, including ones funded by larger employers whose staff could then travel for free:

*Why can't employers help to provide the transport needed by running regular and cheap( free?) transport links which could be used and paid for by non employees and free for employees? - Small regular buses would mean less congestion, reducing the number of cars and encouraging employees to use it if it were free and reliable. [...] The general public could also use it but pay for it.*

Deterrents for motorists entering the city centre were also discussed. Recommendations included:

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<sup>5</sup> <https://www.leitner-ropeways.com/en/application-areas/urban-passenger-transportation/>

- A gradual ban on cars in the centre – including the closure of the Grand Arcade car park.
- Gradual introduction of a congestion charge, with or without discretionary reductions for those accessing central businesses.
- Cessation of free on-street parking. This was specifically mentioned in reference to Barton Road.
- Enforcing a ban on any further development within the Cambridge City boundary, motivating businesses to develop campuses in locations beyond the ring road.

### Concerns about the Project

A number of comments referred to the project and consultation in general. These included a need for greater detail about the scheme, concern that the project was not effectively joined up with other transport plans, and that the scheme overall was a waste of time and/or money. Others indicated support for the principle of the Western Orbital scheme, whilst others simply indicated that travel times as they stood were intolerable, and urgent answers were needed.

Concerns were raised about the lack of detail provided within the consultation, with respondents expressing frustration at not being able to clearly understand what each option and each proposed link meant:

*I have entered "Don't know" to several questions because I would need more information to make a decision on them. Eg:*

- *What evidence have you for a need for the buses? (will they be used?)*
- *How many people are expected to want to travel from the north west to Addenbrooke's?*
- *(Have Smith Klein indicated where their workers will be expected to live? Have they been asked?)*
- *Have you investigated the likely demand from the north west Cambridge site? Will residents not mostly want to access central Cambridge or the nearby University site?*
- *Have you calculated the effect of the schemes on the A 10 traffic?*

Questions were raised about why no buses currently covered the proposed route, and whether that meant that local bus companies did not (and would not) support the link. Some felt that this clearly demonstrated the route was unviable:

*The fact that no bus service is currently operating on this route speaks volumes: if it was viable then bus companies would be providing a service. Instead, buses run into town because this gives passengers more choice, and this route serves the needs of more people.*

Links with other transport schemes were also raised, with some querying how far each project was joined up with the others (both within the GCCD and beyond). Some examples were given of where there did not appear to be a connection:

*Given the proposals for the Cambourne to Cambridge route are totally focused upon reducing traffic on Madingley Rise, it appears odd to be proposing that the Western Orbital scheme terminates at J13 of the M11. This has the potential to increase traffic on Madingley Rise. An alternative would be to extend the scheme up to J14 of the M11 (Girton Interchange), and as part of the forthcoming Girton Interchange improvements make this a full-way interchange (i.e. allowing eastbound traffic from the A428 to join the M11 southbound).*

The costs of each of the proposed options and bus links were questioned:

*The improvement in journey time is marginal and does not appear to justify the much higher cost. I'm appalled by the race to squander £100m+ on barely justifiable heavy engineering projects that may or may not make any difference, and in the process destroy so much that is dear to all. It seems absurd to spend that much money to save 3 minutes on a bus journey, a cycle route would be significantly cheaper and offer important benefits.*

General support for the principles of the Western Orbital scheme were stated by a few respondents, but generally alongside concerns of specific detail of the initial ideas:

*Whilst I support the additional bus and cycling capacity these schemes would provide. My main concern is the disruption all this work would cause to the daily commuter. I am a daily (bus and car) commuter along Madingley road and have been subject to the relentless roadworks for the Northwest Cambridge development and have suffered daily delays for over a year on this stretch of road.*



Concerns were also flagged that, within the consultation, to support cycleways it was necessary to also approve off-road M11 links. A number of respondents emphasised their opposition to the latter and support for the former:

*Proposing these "package deals" of only getting proper cycling provisions when voting in favour of a busway seems motivated by cynical politics of the worst kind.*

A potential conflict of interest for Cambridge University was raised by a few, on the basis that they owned local land that might be involved in developments whilst also being a GCCD board member:

*I am concerned that the off M11 bus routes will become an excuse for further development of green field sites west of Cambridge. Many of these sites are owned by the university. There is a clear conflict of interest in the University's involvement in the City Deal Board and the ongoing decision process for these bus routes. The City Deal could be far more open about discussions with the university about possible bus routes.*

*Worry that colleges & university's are using undue influence it could lead to eventual judicial review if not managed*

### **Park & Ride Sites**

Respondents referred to the potential Park & Ride sites outlined in the consultation, as well as proposing alternative locations.

A higher number of respondents indicated support for a Park & Ride site (46) than indicated opposition (29). However, some of those expressing support indicated their support was for a site in a different location from those proposed in the consultation.

The idea of a Barton Road Park & Ride site received more positive comments than a second site near Trumpington. Moves to address the congestion on the Junction 11 slip-road of the M11 were supported prior to examining the possibility of a new Park & Ride site. Hauxton as a location received some support, but only when associated with alternative means of travel such as a train line.

A number of people raised concerns that the proposed locations for the Park & Ride sites were not ideal. With regards to the Barton Road site, some suggested that it would be more suitably placed one junction further out. This was proposed in line with the development of the Girton Interchange as described above.

With regards to the proposed site near Junction 11 of the M11 (Trumpington, Hauxton), there was greater opposition. A number of respondents stated that any site needed to intercept traffic earlier on along the A10, in order to work with the existing Park & Ride site near Trumpington, on the city-side of the M11. Concerns were raised that the general assumption for all options is that the new Park & Ride site would be at Hauxton, and no other sites would be considered. It was requested that Foxton also be considered as an option, so as to better intercept traffic on the A10 and train lines, and address existing issues at the level crossing by moving commuters onto the bus or train. In the longer term, it was noted that this could then work well with the Cambridge North station and any potential station at Addenbrooke's. One respondent stated:

*We would prefer:*

- A park and ride at Foxton station to intercept the traffic on the A10 before it reaches Harston*
- A large car park at Foxton to encourage commuters to use the train into Cambridge (and onwards to Cambridge North station when it is built) rather than drive.*

## WRITTEN REPRESENTATIONS

In addition to responses to the survey, additional representations were made from the following organisations, groups and individuals:

- AECOM
- British Horse Society
- Bursars Environment & Planning Committee
- Cambridge BOLD
- Cambridge Past, Present and Future (Stacy Weiser)
- Cambridgeshire Historic Environment Team
- Campaign to Protect Rural England (CPRE)
- Historic England
- Natural England
- North Barton Road Land Owners Group (BRLOG)
- Save the West Fields Campaign
- The Wildlife Trust
- University of Cambridge
- 23 individuals (including Councillors)
- Barton Parish Council
- Caxton Parish Council
- Comberton Parish Council
- Coton Parish Council
- Grantchester Parish Council
- Great Shelford Parish Council
- Harston Parish Council
- Hauxton Parish Council
- Stapleford Parish Council
- Trumpington Residents Association

Not all representations specifically referred to the four proposed options, but of those that did, a higher proportion supported Option D above others. There was no significant opposition given for any of the four options, however opinions on elements of the scheme were provided in detail.

### M11

A higher number of representations indicated support for a bus link on the M11. Greatest opposition was shown for an M11 off-road link, irrespective of which side of the motorway it was located. The primary rationale for this was environmental – be it the impact that it would have on orchards, wildlife sites and the green belt, or the noise impact it would have for local residents.

The knock-on effect of queuing along the slip-roads leading on to the M11 was noted, with one representation highlighting that the M11 flows well, but:

*“The junctions at 13 and 11 are the problem – queuing at the slip-roads is the main cause of delay.”*

The development of additional or widening existing slip-roads was suggested as potentially making significant improvements to journeys in a much more cost-effective fashion.

Views on the development of new Park & Ride sites were mixed, with some strongly supporting the concept, and others expressing significant concern about the necessity and the environmental impact of a site. One stated that:

*“We...would not want to see any development in the green field - and supposedly protected green belt land to the west of the M25 in the region of junction 11. Why can this expanded P&R not remain on the city side of the motorway?”*



### **Park & Ride Provision**

The ways in which the existing Trumpington Park & Ride site was used was questioned by a few, who asked how many cars parked there were in fact for people commuting to London, either professionally or socially, making use of the coaches travelling out of the city. Concerns were also raised about the use of the site by local residents, with specific reference being made to visitors to homes on the nearby Trumpington Meadows development:

*"We understand that residents on the Trumpington Meadows developments, where there is no provision for visitor parking and very limited provision for residents who have more than one car, are advised that additional parking is available on the Park & Ride site. Because of this we welcomed the introduction of a parking charge at this site."*

Feedback focused on specific locations proposed for a new Park & Ride site, with some representations stating they felt that Hauxton and Trumpington were too proximal to the city centre to be effective locations to address traffic flow. Foxton was nominated by a few to be more appropriate, with a number of benefits cited, including that it could intercept traffic before it reaches "pinch points" such as the main roads through Harston and further along the A10 towards the M11. The presence of the Foxton rail station was also reflected upon as an additional option for future travel which could also mitigate issues at Trumpington Park & Ride site with commuters to London:

*"There is an argument that if much of the commuter traffic on the A10 stops at Foxton and travels onward using a bus or train, this would release capacity at Trumpington Park & Ride for northbound traffic from the M11"*

*"The journey time from Foxton station to Cambridge station is 13 minutes, which makes it an attractive commuting option for persons going to that part of the city. With the opening of the new Cambridge North station and the potential for a future station at Addenbrookes, commuting by train will grow in attraction"*

Initial ideas of a Park & Ride site further along the M11 received similar feedback, with some questioning its merit and noting that it would not alleviate problems faced by nearby villages. A suggestion was made to develop a Park & Ride site to the southwest of Barton, towards The Eversdens, to intercept traffic before it reaches the village.

Generally, the development of a new Park & Ride site was considered to be a sensible option. Some representations stated that the benefits would outweigh the negatives if a site was planned properly – taking into account environmental and access concerns. It was noted that any Park & Ride site should provide effective cycling facilities, and that the route between it and the city centre should include a dedicated cycle route.

### **Existing Bus Routes**

Challenges around existing bus routes and services were raised, with some requesting that existing problems be resolved prior to any new developments being made. Some noted that a complete overhaul of bus service provision around Cambridge might be necessary.

### **Commuting by Car**

A number of respondents commented on existing significant issues regarding commuting into Cambridge City by car from the west of the city, some of which have been a problem for a number of years. Some cited traffic reports and surveys to evidence that problems with traffic flow went beyond the 'catchment' within the M11. Connections to difficulties in traffic flow along the A14 and A428 were cited as having a knock-on effect on traffic entering Barton, and having more effect than any new housing developments:

*"Between [2010 and 2013] the traffic using the B1046 rose by 7%, but there were no new developments in the catchment area during that time."*

One representation cited a review<sup>6</sup> into traffic along the A10 through Harston, which they stated demonstrated that Class A vehicles formed the majority of road users (approximately 80% of those recorded). It also noted that traffic levels, unsurprisingly, increased significantly during weekdays.

Concerns were also raised about the number of traffic lights feeding into the city along both routes, and whether improved sequencing of lights could improve matters.

Concerns were raised that too much emphasis is being placed on cycle improvements rather than supporting those who have no choice but to drive, for example due to the nature of their job.

### **Cycling Provision**

Many of the written representations indicated that the provision of good cycle routes was key, alongside good facilities. Cycleways segregated away from main roads were approved of, as were the development of safer routes for horse-riding and pedestrians.

Concerns were raised that the entrance routes into the city – specifically the challenges crossing the M11 slip-roads either from Barton or from Harston – made journeys very unsafe. Support for the orbital route and bus links focused on the inclusion of cycling facilities.

Steps to make cycling options more appealing were supported by many, with various benefits being acknowledged:

*“I suggest that this is a very valuable approach to keeping people fit and healthy (cycling is such a bonus for our city), as well as reducing congestion. Perhaps serious consideration could be given to how to make cycle commuting as safe and accessible as possible”*

Concerns about the impact on the environment were raised through the representations given. Some raised concern that social and environmental impacts do not appear to have received adequate consideration. It was also noted by some that more detail was required to be able to fully judge the initial ideas put forward in the consultation.

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<sup>6</sup> Harston Road traffic report: Traffic survey for 20-26 January 2016

## APPENDIX: COMPLETE SURVEY

### Optional Contact Details

If you would like to be kept updated on 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.

		Response Percent	Response Total
1	Name	87.59%	642
2	Date of Birth	70.12%	514
3	Email or Address	79.67%	584
4	Postcode	95.09%	697
		answered	733
		skipped	355

Would you like to be kept updated with City Deal projects?






							Response Percent	Response Total
1	Yes			<div></div>			67.66%	431
2	No			<div></div>			32.34%	206
Analysis	Mean:	1.32	Std. Deviation:	0.47	Satisfaction Rate:	32.34	answered	637
	Variance:	0.22	Std. Error:	0.02			skipped	451

### Your Journey






1. How often do you travel between Junction 11 (Trumpington) and 13 (Madingley Road) on the M11?

							Response Percent	Response Total
1	Daily			<div></div>			14.74%	156
2	Some weekdays			<div></div>			24.95%	264
3	Weekends			<div></div>			13.23%	140
4	Monthly			<div></div>			6.33%	67
5	Occasionally			<div></div>			33.36%	353
6	Never			<div></div>			7.37%	78
Analysis	Mean:	3.41	Std. Deviation:	1.65	Satisfaction Rate:	48.15	answered	1058
	Variance:	2.73	Std. Error:	0.05			skipped	30


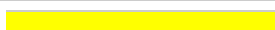



## 2. What time of day do you usually travel? (Please tick all that apply)

						Response Percent	Response Total
1	Morning Peak					35.33%	354
2	Day-time					61.88%	620
3	Evening Peak					31.84%	319
4	Evening					25.75%	258
5	Other times					24.15%	242
<b>Analysis</b>		Mean: 4.78	Std. Deviation: 3.32	Satisfaction Rate: 74.85		answered	1002
		Variance: 11.03	Std. Error: 0.1			skipped	86










## 3. What is your usual destination?

						Response Percent	Response Total
1	Cambridge City Centre					36.58%	368
2	Addenbrooke's Hospital					25.55%	257
3	Biomedical Campus					6.16%	62
4	West Cambridge site					11.53%	116
5	Other (please specify):					49.80%	501
<b>Analysis</b>		Mean: 4.01	Std. Deviation: 2.21	Satisfaction Rate: 67.92		answered	1006
		Variance: 4.9	Std. Error: 0.07			skipped	82

## 4. What is the purpose of your trip?






						Response Percent	Response Total
1	Work					43.25%	442
2	Leisure					56.75%	580
3	Education					9.88%	101
4	Health					16.14%	165
5	Other (please specify):					11.45%	117
<b>Analysis</b>		Mean: 3.08	Std. Deviation: 1.76	Satisfaction Rate: 42.69		answered	1022
		Variance: 3.1	Std. Error: 0.06			skipped	66

### 5. Which factors would make bus travel a better alternative? (Please tick all that apply)

			Response Percent	Response Total
1	Speedy journey times		48.45%	499
2	Reliable journey times		56.89%	586
3	Lower cost		35.44%	365
4	Comfortable buses		17.57%	181
5	Wifi access		8.54%	88
6	A bus stop nearer my home		30.68%	316
7	Personal Safety		9.61%	99
8	None of the above		21.46%	221
9	Other (please specify):		18.74%	193
<b>Analysis</b>			answered	1030
	Mean:	9.73	Std. Deviation:	10.02
	Variance:	100.43	Std. Error:	0.31
	Satisfaction Rate:	90.73	skipped	58

### 'Western Orbital' Concept

### 6. Do you support the concept of a 'Western Orbital' bus link on or near the M11 between Junctions 11 (Trumpington) and 13 Madingley Road) to connect housing and employment areas? Please see map below.

			Response Percent	Response Total
1	Strongly support		31.49%	330
2	Support		32.54%	341
3	Oppose		7.54%	79
4	Strongly oppose		12.50%	131
5	Don't know		15.94%	167
<b>Analysis</b>			answered	1048
	Mean:	2.49	Std. Deviation:	1.44
	Variance:	2.09	Std. Error:	0.04
	Satisfaction Rate:	37.21	skipped	40

### Initial Ideas

### 7. To what extent do you support a bus link:

	Strongly support	Support	Oppose	Strongly oppose	Don't know	Response Total
On the M11	22.4% (219)	36.1% (353)	14.6% (143)	16.9% (165)	9.9% (97)	977
Off M11 East	23.3% (227)	21.5% (210)	13.8% (135)	30.3% (296)	11.1% (108)	976
Off M11 West	22.7% (223)	21.1% (207)	10.9% (107)	34.8% (342)	10.5% (103)	982
					answered	1043
					skipped	45

## Matrix Charts

9.1. On the M11						Response Percent	Response Total
1	Strongly support					22.4%	219
2	Support					36.1%	353
3	Oppose					14.6%	143
4	Strongly oppose					16.9%	165
5	Don't know					9.9%	97
Analysis	Mean:	2.56	Std. Deviation:	1.28	Satisfaction Rate:	38.95	answered
	Variance:	1.63	Std. Error:	0.04			
							977

9.2. Off M11 East						Response Percent	Response Total
1	Strongly support					23.3%	227
2	Support					21.5%	210
3	Oppose					13.8%	135
4	Strongly oppose					30.3%	296
5	Don't know					11.1%	108
Analysis	Mean:	2.84	Std. Deviation:	1.37	Satisfaction Rate:	46.11	answered
	Variance:	1.87	Std. Error:	0.04			
							976

9.3. Off M11 West						Response Percent	Response Total
1	Strongly support					22.7%	223
2	Support					21.1%	207
3	Oppose					10.9%	107
4	Strongly oppose					34.8%	342
5	Don't know					10.5%	103
Analysis	Mean:	2.89	Std. Deviation:	1.37	Satisfaction Rate:	47.33	answered
	Variance:	1.88	Std. Error:	0.04			
							982

## **Options**

### **Option A**

A new Park & Ride to the west of the M11 Junction 11 (Trumpington) and north of the A10, linking buses and cycles to the Busway. The approximate cost is £3.5m. Benefits of this option include: • More Park & Ride spaces at Trumpington • Improved access to Park & Ride facilities at Trumpington especially for northbound M11 traffic and from the A10

### **Option B**

This option includes the bus and cycle improvements suggested in Option A as well as a Park & Cycle site at Junction 12 and cycling improvements on Barton Road. No bus improvements are put forward for Barton Road as forecasts suggest it would be faster and easier to continue on the bus to Trumpington. The approximate cost is £7.5m.

Benefits of this option include: • Benefits outlined in Option A • Better provision for cyclists along Barton Road encouraging more people to cycle for the last part of their journey in order to help reduce congestion • Park & Cycle east of M11 would be shorter distance to cycle to some areas of the city centre than from Trumpington Park & Ride site • Barton Road cycle improvements would connect to any 'orbital' cycle link, which would provide a direct off-road route to housing and employment areas

### **Option C**

This option includes the bus and cycle improvements in Option A as well as a Park & Ride (including cycling facilities) at Junction 12. Buses travelling along or close to the M11 would stop at this new Park & Ride site. There are no bus or cycle improvements on Barton Road. The approximate cost is £6.5m. Benefits of this option include: • Benefits outlined in Option A • Providing a Park & Ride option for those travelling along the A603/B1046, which gives people the option to travel by bus along a less congested route into the city centre and between housing and employment sites • Providing a Park & Ride option for southbound M11 motor traffic, which cannot access the existing Madingley Rise Park & Ride

### **Option D**

This option includes bus and cycle improvements in Option A and Option C as well as cycle improvements on Barton Road. No bus improvements are suggested for Barton Road. The approximate cost is £7.5m. Benefits of this option include: • Benefits outlined in Options A and C • Barton Road cycle improvements would connect to any 'orbital' cycle link, which would provide a direct off-road route to housing and employment areas

8. All options labelled A, B, C and D can be combined with a bus route on or near the M11.

To what extent do you support:

	<b>Strongly support</b>	<b>Support</b>	<b>Oppose</b>	<b>Strongly oppose</b>	<b>Don't know</b>	<b>Response Total</b>
Option A	19.3% (184)	42.5% (406)	11.8% (113)	13.3% (127)	13.1% (125)	955
Option B	19.9% (188)	33.5% (316)	14.2% (134)	18.3% (173)	14.1% (133)	944
Option C	16.2% (153)	28.2% (266)	14.2% (134)	28.9% (273)	12.5% (118)	944
Option D	27.8% (268)	21.5% (207)	11.8% (114)	26.8% (259)	12.1% (117)	965
					answered	1035
					skipped	53

## Matrix Charts

10.1. Option A						Response Percent	Response Total
1	Strongly support					19.3%	184
2	Support					42.5%	406
3	Oppose					11.8%	113
4	Strongly oppose					13.3%	127
5	Don't know					13.1%	125
Analysis	Mean:	2.58	Std. Deviation:	1.3	Satisfaction Rate:	39.61	answered
	Variance:	1.68	Std. Error:	0.04			

10.2. Option B						Response Percent	Response Total
1	Strongly support					19.9%	188
2	Support					33.5%	316
3	Oppose					14.2%	134
4	Strongly oppose					18.3%	173
5	Don't know					14.1%	133
Analysis	Mean:	2.73	Std. Deviation:	1.34	Satisfaction Rate:	43.3	answered
	Variance:	1.81	Std. Error:	0.04			

10.3. Option C						Response Percent	Response Total
1	Strongly support					16.2%	153
2	Support					28.2%	266
3	Oppose					14.2%	134
4	Strongly oppose					28.9%	273
5	Don't know					12.5%	118
Analysis	Mean:	2.93	Std. Deviation:	1.31	Satisfaction Rate:	48.33	answered
	Variance:	1.71	Std. Error:	0.04			

10.4. Option D						Response Percent	Response Total
1	Strongly support					27.8%	268
2	Support					21.5%	207
3	Oppose					11.8%	114
4	Strongly oppose					26.8%	259
5	Don't know					12.1%	117
Analysis	Mean:	2.74	Std. Deviation:	1.42	Satisfaction Rate:	43.52	answered
	Variance:	2.01	Std. Error:	0.05			



## Cycling Improvements

**9. If a bus link east or west off the M11 is chosen then it would also be possible to offer cycle provision. Do you support the creation of a cycleway near the M11 to link housing and employment sites?**

							Response Percent	Response Total
1	Strongly support		<div></div>				39.19%	408
2	Support		<div></div>				28.15%	293
3	Oppose		<div></div>				8.17%	85
4	Strongly oppose		<div></div>				11.14%	116
5	Don't know		<div></div>				13.35%	139
Analysis	Mean:	2.31	Std. Deviation:	1.42	Satisfaction Rate:	32.83	answered	1041
	Variance:	2.02	Std. Error:	0.04			skipped	47

**10. Do you support cycling improvements along Barton Road?**

							Response Percent	Response Total
1	Strongly support			<div></div>			43.64%	460
2	Support			<div></div>			30.17%	318
3	Oppose			<div></div>			4.74%	50
4	Strongly oppose			<div></div>			6.93%	73
5	Don't know			<div></div>			14.52%	153
Analysis	Mean:	2.19	Std. Deviation:	1.43	Satisfaction Rate:	29.63	answered	1054
	Variance:	2.03	Std. Error:	0.04			skipped	34

**11. Would you consider cycling all or part of this 'orbital' route if there were better and more direct cycle facilities?**






							Response Percent	Response Total
1	Yes		<div></div>				47.04%	493
2	No		<div></div>				38.45%	403
3	Don't know		<div></div>				14.50%	152
Analysis	Mean:	1.67	Std. Deviation:	0.71	Satisfaction Rate:	33.73	answered	1048
	Variance:	0.51	Std. Error:	0.02			skipped	40






## Park & Ride / Park & Cycle






**12. We would like your opinions on creating new Park & Ride and/or Park & Cycle sites. Please note all Park & Ride sites include cycle provision. To what extent do you support:**

	Strongly Support	Support	Oppose	Strongly Oppose	Don't know	Response Total
A new Park & Ride at Junction 11 (Trumpington)	35.8% (359)	35.1% (352)	7.7% (77)	9.7% (97)	11.8% (118)	1003
A new Park & Cycle at Junction 12 (Barton)	27.8% (275)	30.8% (305)	10.9% (108)	16.5% (163)	14.0% (138)	989
A new Park & Ride at Junction 12 (Barton)	30.6% (305)	24.6% (246)	8.5% (85)	23.5% (235)	12.7% (127)	998
					answered	1047
					skipped	41

### Matrix Charts

14.1. A new Park & Ride at Junction 11 (Trumpington)						Response Percent	Response Total
1	Strongly Support					35.8%	359
2	Support					35.1%	352
3	Oppose					7.7%	77
4	Strongly Oppose					9.7%	97
5	Don't know					11.8%	118
<b>Analysis</b>		Mean:	2.27	Std. Deviation:	1.35	Satisfaction Rate:	31.63
		Variance:	1.81	Std. Error:	0.04		
						answered	1003

14.2. A new Park & Cycle at Junction 12 (Barton)						Response Percent	Response Total
1	Strongly Support					27.8%	275
2	Support					30.8%	305
3	Oppose					10.9%	108
4	Strongly Oppose					16.5%	163
5	Don't know					14.0%	138
<b>Analysis</b>		Mean:	2.58	Std. Deviation:	1.4	Satisfaction Rate:	39.48
		Variance:	1.97	Std. Error:	0.04		
						answered	989

14.3. A new Park & Ride at Junction 12 (Barton)						Response Percent	Response Total
1	Strongly Support					30.6%	305
2	Support					24.6%	246
3	Oppose					8.5%	85
4	Strongly Oppose					23.5%	235
5	Don't know					12.7%	127
<b>Analysis</b>		Mean:	2.63	Std. Deviation:	1.44	Satisfaction Rate:	40.81
		Variance:	2.08	Std. Error:	0.05		
						answered	998










## Alternative Suggestions

13. We welcome your suggestions for alternative ideas to improve links between housing and employment sites around the outskirts of the city. Please use the box below to let us know your views.










		Response Percent	Response Total
1	Open-Ended Question	100.00%	842
		answered	842
		skipped	246

## About you

14. What is your age?

			Response Percent	Response Total
1	Under 17		0.77%	8
2	17-24		2.59%	27
3	25-34		11.52%	120
4	35-44		15.74%	164
5	45-54		22.55%	235
6	55-64		16.22%	169
7	65-74		17.18%	179
8	75 and above		8.54%	89
9	Prefer not to say		4.89%	51
<b>Analysis</b>		Mean: 5.46 Std. Deviation: 1.78 Satisfaction Rate: 55.77	answered	1042
		Variance: 3.16 Std. Error: 0.06	skipped	46

15. Are you:

			Response Percent	Response Total
1	In education		3.06%	32
2	Employed		56.02%	586
3	Self-employed		8.13%	85
4	Unemployed		0.57%	6
5	A home based worker		1.82%	19
6	A stay at home parent, carer or similar		3.73%	39
7	Retired		21.80%	228
8	Prefer not to say		3.06%	32
9	Other (please specify):		1.82%	19
<b>Analysis</b>		Mean: 3.67 Std. Deviation: 2.36 Satisfaction Rate: 33.33	answered	1046
		Variance: 5.56 Std. Error: 0.07	skipped	42

### 16. Do you have a disability that influences the way you travel?

							Response Percent	Response Total	
1	Yes	<div><div></div></div>					7.13%	73	
2	No	<div><div></div></div>					89.55%	917	
3	Prefer not to say	<div><div></div></div>					3.32%	34	
Analysis	Mean:	1.96	Std. Deviation:	0.32	Satisfaction Rate:		48.1	answered	1024
	Variance:	0.1	Std. Error:	0.01				skipped	64

### 17. Most of the time, I travel around Cambridge by:

							Response Percent	Response Total	
1	Foot			<div></div>			25.43%	265	
2	Bicycle			<div></div>			47.22%	492	
3	Car			<div></div>			53.07%	553	
4	Motor cycle			<div></div>			0.96%	10	
5	Driver			<div></div>			12.96%	135	
6	Passenger			<div></div>			8.93%	93	
7	Other			<div></div>			7.29%	76	
Analysis	Mean:	4.52	Std. Deviation:	2.84	Satisfaction Rate:		49.41	answered	1042
	Variance:	8.07	Std. Error:	0.09				skipped	46

### 18. How did you hear about this consultation?

							Response Percent	Response Total	
1	Leaflet	<div></div>					55.07%	570	
2	Postcard	<div></div>					1.06%	11	
3	Newspaper	<div></div>					4.06%	42	
4	Email	<div></div>					16.04%	166	
5	Social Media (e.g. Twitter, Facebook)	<div></div>					1.93%	20	
6	Library	<div></div>					0.77%	8	
7	Word of Mouth	<div></div>					8.50%	88	
8	Search engine	<div></div>					0.29%	3	
9	On bus advert	<div></div>					0.39%	4	
10	Bus stop advert	<div></div>					0.77%	8	
11	Other (please specify):	<div></div>					11.11%	115	
Analysis		Mean:	3.43	Std. Deviation:	3.38	Satisfaction Rate:	24.31	answered	1035
		Variance:	11.4	Std. Error:	0.1			skipped	53

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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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