

### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
1	5	Support the aims of the Sub-Strategy	Noted	Comment noted	Positive
2	5	Support CAM	Noted	Comment noted	Positive
3	5	Objectives will be widely held and not questioned	Noted	Comment noted	Positive
4	5	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
5	5	Strongly agree with the objective of supporting new housing and development for growing population	Noted	Comment noted	Positive
6	5	Objectives cannot be achieved simultaneously	Noted	Ambition of the Authority - to achieve the objectives - integrated and holistic approach	Negative
7	5	Need further details of Portals	Business Case	Detail will emerge within the Business Case - further information on the portals	Neutral
8	5	CAM should be complemented by improvements to the bus network	Noted	CAM project team working closely with the Bus Strategy Manager (Bus Reform workstream) to ensure the projects are complementary	Neutral
9	5	Support the introduction of a Congestion Charge	Noted	To be considered through policy and strategy revision	Neutral
10	5	Oppose further homes in the Green Belt	Noted	This is the role of the local planning process	Negative
11	5	Objectives are too high level / vague	Noted	The objectives align to the LTP and the sub-objectives ensure they provide a direction of travel without overly specific. No suggested objective provided	Negative
12	5	CAM should be delivered in a phased manner consistent with housing delivery	Business Case	Detail will emerge within the Business Case - programme - consultation will proceed at appropriate timescales	Neutral
13	5	Strategy does not demonstrate how CAM is good value for money	Business Case	Detail will emerge within the Business Case - the CAM's cost: benefit ratio will need to be demonstrated	Neutral
14	5	Strategy does not demonstrate why a tunnelled solution is required	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated in due course via consultation	Neutral
15	5	Include a policy that identifies the need for CAM to support growth of offices / research / laboratories	Amendment	CAM-E2 amended to reflect feedback	Neutral
16	5	Sub-Strategy should not assume a growth in housing	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans	Neutral
17	5	Disapprove of proposed level of housing growth	Noted	This is the role of the local planning process	Negative
18	5	CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
19	5	Policies CAM 3 and CAM 4 should be given greater priority	Noted	Comment noted	Neutral
20	5	Queried potential conflicts of interest between CPCA (CAM 1 and 2) and GCP (CAM 3)	Noted	Objectives examined - possible to deliver objectives together	Negative
21	5	CAM business cases should be evaluated against welfare / need factors	Business Case	Detail will emerge within the Business Case - the CAM's cost : benefit ratio will need to be demonstrated (including societal factors)	Neutral
22	5	CAM does not address travel issues within Cambridge	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire and is part of an overarching integrated transport network	Negative
23	5	CAM should utilise smaller vehicles	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
24	5	Strongly support the objective of promoting social inclusion through the provision of a sustainable transport network, that is affordable and accessible for all.	Noted	Comment noted	Positive
25	5	A balance needs to be struck between minimising adverse impacts on conservation, heritage, and natural community assets	Noted	Comment noted	Neutral
26	5	Local Plans will allocate appropriate locations for housing delivery, CAM should not seek to influence this	Noted	CAM aims to support the housing growth and assist the facilitation of these	Negative
27	5	Funding for City Tunnel Section should be secured prior to construction commencing on surface routes	Business Case	Detail will emerge within the Business Case - programme - consultation will proceed at appropriate timescales	Neutral
28	5	Light Rail would be more cost effective than trackless tram technology	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
29	6	Support the aims of the Sub-Strategy	Noted	Comment noted	Positive
30	6	Aims of LTP and Sub-Strategy align with one another	Noted	Comment noted	Positive
31	6	GCP should deliver C2C, which should not be delayed	Noted	Comment noted	Positive
32	6	Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	Amendment	Active travel is now included within the sub-strategy documentation	Neutral
33	6	Restructured bus franchising would meet objectives better than CAM	Noted	The work of the Bus Reform Task Force is aligned with the objectives of CAM - proactive communications and engagement to ensure the best solution for the people and businesses of Cambridgeshire is provided	Negative
34	6	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
35	6	Sub-strategy does not address practical impacts of the project	Business Case	Detail will emerge within the Business Case programme and will be consulted on in due course	Neutral
36	6	Objectives need to be more clearly defined / include more specific commitments	Noted	The objectives align to the LTP and the sub-objectives ensure they provide a direction of travel without overly specific. No suggested objective provided	Negative
37	6	Supports the LTP and would welcome the opportunity to explore how CAM can become part of the LTP	Noted	Comment noted	Positive
38	6	A14 enhancement should be prioritised over CAM	Noted	CAM is part of a holistic, integrated transport network. The A14 trunk road network improvement works would be delivered by Highways England	Negative
39	6	This is a leading question	Noted	Comment noted	Negative
40	6	Sub-Strategy does not align with the Local Transport Plan	Noted	Have been examined and the objectives do align to the LTP and the sub-objectives ensure they provide a direction of travel without overly specific. No suggested amendment provided	Negative
41	6	CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
42	6	Sub-Strategy conflicts with LTP as the CAM network does not serve the entire region, and therefore will not address future transport challenges across the entire region	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire and is part of an overarching integrated transport network. Going forward the business case will examine the routes and areas served	Negative
43	6	CAM should connect communities with each other, without passing through Cambridge	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
44	6	CAM does not address travel issues within Cambridge	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire and is part of an overarching integrated transport network	Negative

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45	6	Close alignment between the LTP and Sub-Strategy will see both documents share both the strengths and weaknesses of the LTP	Noted	Comment noted	Positive
46	6	City Tunnel Section will have negative environmental and heritage impacts on Cambridge	Business Case	Detail will emerge within the Business Case on the mitigation measures and the scale of the potential impacts. These will be detailed in further consultation as the Business Case is developed	Negative
47	6	Oppose use of rubber tyred vehicles on environmental grounds	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Negative
48	6	Concerned at use of unproven technology	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Negative
49	6	City Tunnel Section will not enable capacity of the network to be increased in the long term if required	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated (including ability to expand the network)	Neutral
50	6	City Tunnel Section must be disabled accessible	Business Case	Detail will emerge within the Business Case; however any scheme developed will be DDA compliant	Neutral
51	6	CAM will incur long-term operating costs that will increase fares beyond affordable levels	Business Case	Detail will emerge within the Business Case - costing of the scheme, however the fares will be affordable to meet the need for equity	Neutral
52	6	CAM will encourage modal shift	Noted	Comment noted	Positive
53	6	Concerned about the deliverability of CAM	Business Case	Detail will emerge within the Business Case - programme - consultation will proceed at appropriate timescales	Neutral
54	7	CAM needs to service new settlements / support housing & business growth	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated in due course via consultation	Neutral
55	7	Supportive of the proposed sub objectives for the draft CAM Sub Strategy in relation to the economy	Noted	Comment noted	Positive
56	7	CAM needs to provide reliable journey times	Business Case	Detail will emerge within the Business Case - routes to be determined (including assessment of journey time reliability) and consulted on in due course	Neutral
57	7	Objectives need to be more clearly defined / include more specific commitments	Noted	Comment noted	Positive
58	7	Supportive of Policy CAM-E2	Noted	Comment noted	Positive
59	7	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
60	7	Concerned CAM will be funded by tax increases	Business Case	Detail will emerge within the Business Case around how the scheme will be funded	Negative
61	7	Do not believe CAM is the right economic strategy due to impact of Covid-19	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
62	7	Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	Amendment	Active travel is now included within the sub-strategy documentation	Neutral
63	7	Sub-Strategy should not assume a growth in housing	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans	Negative
64	7	We are concerned about CAM-E18 and E-19	Noted	Comment noted	Negative
65	7	Sub-Strategy does not align with the Local Transport Plan	Noted	Have been examined and the objectives do align to the LTP and the sub-objectives ensure they provide a direction of travel without overly specific. No suggested amendment provided	Negative
66	7	CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
67	7	Development of East-West Rail reduces the need for CAM	Business Case	Due consideration will be given to EWR through the development of the Business Case and further work on the integrated transport network	Neutral
68	7	Policy E1 requires further detail	Amendment	Further clarity provided through the rewording and expansion of sub objective E1	Negative
69	7	Policy E2 should not be limited to new settlements being developed by development corporations	Amendment	Amendment made to the document	Negative
70	7	Clarity required on how CAM will place all residents within a 30-minute journey of employment	Noted	Objective from the Local Transport Plan and CAM is one of the key measures (along with the Bus Reform workstream) that is ensuring the Authority meets this objective	Negative
71	7	CAM vehicles are not suitable for demand-responsive working	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
72	7	Disapprove of proposed level of housing growth	Noted	This is the role of the local planning process	Negative
73	7	Capacity of CAM should account for future growth	Business Case	Detail will emerge within the Business Case around how the scheme will expand going forward	Positive
74	7	CAM needs to be delivered within the next decade	Noted	Comment noted	Positive
75	7	CAM needs to seamlessly integrate with existing/proposed public transport services	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire and will be part of an integrated transport network	Positive
76	7	CAM E1 is too vague and requires further explanation	Amendment	Further clarity provided through the rewording and expansion of sub objective E1	Negative
77	7	Objectives E9-E13 may further promote commuting to London	Noted	Comment noted	Negative
78	7	Sub-objective should be included that aims for a healthy balance between outward and inward commuting to/from Cambridge	Amendment	Sub-strategy amended to reflect comment	Neutral
79	7	CAM-E9 - Connection into heavy rail should be in two or three places, not at every station,	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
80	7	CAM-E10 - Transport Hubs must minimise walking distance, unlike the current positioning of the bus stops at the main railway station	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
81	7	Important that strategic scale development growth and transport projects are fully integrated on the A428 arterial route between Cambridge and St Neots.	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire and will be part of an integrated transport network and planned housing developments	Neutral
82	7	Additional stations should be added to the network	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
83	7	CAM-E13 is contrary to the Local Plan	Noted	Objective has been examined and it aligns with the LTP and Local Plans	Negative
84	7	GCP have ignored requirement set out in CAM-E15 for segregated routes on C2C	Noted	Collaborative approach is essential in the delivery of the schemes, as outlined by Mayor Palmer previously (to ensure all adhere to the strategy's aims and objectives)	Neutral
85	7	CAM-EV1 should commit to NPPF hierarchy of avoiding environmental impacts before minimising them	Amendment	The NPPF programme is progressing. EV! Sib-objective has been amended to take into account any environmental implications of the scheme	Neutral
86	7	Consideration should be given to the impact of East-West Rail on CAM	Business Case	Due consideration will be given to EWR through the development of the Business Case and further work on the integrated transport network	Neutral

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87	8	Supportive of the proposed sub objectives for the draft CAM Sub Strategy in relation to society	Noted	Comment noted	Positive
88	8	Affordable fares are essential	Business Case	Detail will emerge within the Business Case as to how the CAM will be affordable	Neutral
89	8	A journey planner app should be developed for the region	Business Case	Detail will emerge within the Business Case (including the use of technology to serve the customer)	Neutral
90	8	CAM needs to seamlessly integrate with existing/proposed public transport services	Noted	The Authority continues to examine new transport schemes to address needs of residents and businesses - improvements to existing infrastructure	Negative
91	8	CAM should cater for horse riders	Amendment	Active travel is now included within the sub-strategy documentation	Neutral
92	8	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
93	8	CAM needs 'first and last mile' travel links	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
94	8	CAM needs to be sustainable	Noted	Key objective of the CAM scheme	Neutral
95	8	CAM network should run on surface streets in Cambridge if tunnelling proves too expensive	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
96	8	CAM objectives do not reflect the SOBC findings	Noted	The objectives for CAM will form the baseline for the scheme to be assessed against going forward	Negative
97	8	CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
98	8	CAM vehicles should accommodate bicycles	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
99	8	CAM will have a large impact	Noted	Comment noted	Positive
100	8	Consideration should be given to the impact of East-West Rail on CAM	Business Case	Due consideration will be given to EWR through the development of the Business Case and further work on the integrated transport network	Neutral
101	8	Councils are not attempting to reduce air quality at present	Noted	Comment noted	Neutral
102	8	Do not believe the wider public will feel safe on public transport following Covid-19	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
103	8	Further detail of 'first and last mile' travel options is required	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
104	8	Further detail/commitments should be made on reducing car usage	Noted	The LTP's overarching objectives aim to reduce the reliance of the private car and CAM is one of many schemes (proposed within the region) that aims to address this	Neutral
105	8	How many additional CAM stations are envisaged?	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
106	8	Is there a passenger number threshold for the provision of a station?	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
107	8	Objective S1 is overly demanding	Noted	Objective has been considered and it forms the aim for CAM to strive to achieve	Negative
108	8	Objective S4 should be limited to county-wide	Noted	The objectives cover the region (not specifically Cambridge) and aligns to the Cambridgeshire and Peterborough Local Transport Plan	Negative
109	8	Objective S9 is unclear	Noted	Objective has been considered and other feedback received was positive around S9	Negative
110	8	Objectives need to be more clearly defined / include more specific commitments	Amendment	Objectives have been addressed - to provide more clarity to the reader	Negative
111	8	Strongly support sub-objectives S3 and S4	Noted	Comment noted	Positive
112	8	Sub-Strategy should not assume a growth in housing	Noted	Alignment between the CAM scheme and the Local Plans considered. Business Case timescales will consider and implement - support the housing growth within the Local Plans	Negative
113	9	Supportive of the proposed sub objectives for the draft CAM Sub Strategy in relation to the environment	Noted	Comment noted	Positive
114	9	Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	Amendment	Active travel is now included within the sub-strategy documentation	Neutral
115	9	Approve of segregated routes	Noted	Comment noted	Positive
116	9	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
117	9	CAM will have a negative environmental impact	Noted	Negative environmental impacts will be mitigated against through the work on the Business Case and scheme development - to be consulted on in due course	Negative
118	9	Cleaning up / decarbonising existing infrastructure should take priority over delivering CAM	Noted	The Authority continues to examine new transport schemes to address needs of residents and businesses - improvements to existing infrastructure	Negative
119	9	Objectives need to be more clearly defined / include more specific commitments	Business Case	Objectives are strategic in nature. Specifics around performance indicators and scheme commitments will emerge from the Business Case and scheme development	Negative
120	9	Oppose use of concrete in construction on environmental grounds	Noted	The environmental impacts of CAM will be examined and minimised through the development of the scheme	Negative
121	9	Sub-Strategy should not assume a growth in housing	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans	Neutral
122	9	It should be clear that CAM-EV2 is a desire but not influence the choice of technology	Noted	Comment noted	Neutral
123	9	Disapprove of proposed level of housing growth	Noted	This is the role of the local planning process	Neutral
124	9	Sub-Strategy should provide additional protection for green spaces	Noted	Negative environmental impacts will be mitigated against through the work on the Business Case and scheme development - to be consulted on in due course. The green spaces within the region are designated and protected by the local planning process and as such the scheme will adhere to these	Negative
125	9	CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
126	9	Sub-Strategy should include commitments to addressing existing environmental issues	Noted	The Authority continues to examine new transport schemes to address needs of residents and businesses - improvements to existing infrastructure and environment	Negative
127	9	Objective EV1 should be reworded positively to promote development in sustainable locations, instead of aiming to prevent unsustainable fringe development	Amendment	Amendment made to the document	Negative



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128	9	Objectives are misaligned in respect of villages - CAM aims to connect them, yet is supposedly unsuitable for the purpose	Noted	The bus strategy (linked to the national bus strategy) will work with the CAM project to ensure that residents are connected seamlessly by an appropriate public transport offer	Negative
129	9	Consideration should be given to environmental impact of tourist coaches	Noted	The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on the region	Negative
130	9	Sub-objective EV1 should be given greater weight than E4 if the two come into conflict	Noted	Comment noted	Neutral
131	9	Light Rail should be favoured over trackless tram technology due to environmental impacts of rubber tyres	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
132	9	CAM-EV1 should commit to NPPF hierarchy of avoiding environmental impacts before minimising them	Amendment	The NPPF programme is progressing. EV1 Sub-objective has been amended to take into account any environmental implications of the scheme	Neutral
133	10	Cambourne and Bourne are in the wrong order on the network map	Amendment	Map to be amended	Neutral
134	10	Network map is not detailed enough	Amendment	Map to be amended (however will remain strategic in nature until further work has been undertaken through the Business Case workstream)	Neutral
135	10	Support CAM network	Noted	Comment noted	Positive
136	10	Doubtful timescales will be met	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated in due course via consultation	Neutral
137	10	Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	Amendment	Active travel is now included within the sub-strategy documentation	Neutral
138	10	CAM needs 'first and last mile' travel links	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
139	10	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
140	10	Unsure on City Tunnel Section	Business Case	Detail will emerge within the Business Case - costing and routeing of the scheme to be considered and consulted on in due course	Negative
141	10	City Tunnel Section will be too costly	Business Case	Detail will emerge within the Business Case - costing and routeing of the scheme to be considered and consulted on in due course	Negative
142	10	CAM should be a light rail or tram system	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
143	10	CAM should not be a bus-based system	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Negative
144	10	The CAM service should operate early mornings, late nights, and weekends	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
145	10	The CAM service should be frequent to encourage usage of the network	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
146	10	CAM should serve both the existing and new Waterbeach stations	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
147	10	How will the existing Guided Busway be impacted?	Business Case	Detail will emerge within the Business Case, working with the Bus Strategy Manager to ensure a coherent, seamless and integrated public transport offer is provided for the people of the region	Neutral
148	10	Number of stations should increase with population density	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
149	10	More station locations should be created in the city centre	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
150	10	Further detail/commitments should be made on reducing car usage	Noted	The LTP's overarching objectives aim to reduce the reliance of the private car and CAM is one of many schemes (proposed within the region) that aims to address this	Neutral
151	10	Concerned that the project will not deliver on its promises	Business Case	Detail will emerge within the Business Case	Neutral
152	10	Oppose replacement of Scotland Farm P&R with Madingley Road P&R	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
153	10	A CAM stop is needed at Hardwick	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
154	10	A CAM stop is needed at Burwell	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
155	10	A CAM stop is needed at Swaffham Bulbeck / Prior	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
156	10	A CAM stop is needed at Fordham	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
157	10	A CAM stop is needed at Isleham	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
158	10	A CAM stop is needed in Fenland	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
159	10	Will CAM deliver additional benefits beyond those of existing public transport services?	Noted	The work of the Bus Reform Task Force is aligned with the objectives of CAM - proactive communications and engagement to ensure the best solution for the people and businesses of Cambridgeshire is provided	Neutral
160	10	The Network Map should note that C2C/ Regional Routes are surface level transport solutions	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
161	10	Sub-Strategy does not demonstrate the impact on existing narrow roads / historic buildings	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and how impacts may be mitigated (where necessary)	Neutral
162	10	Requested further details on journey times	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
163	10	CAM will be beneficial to the environment in the long-term	Noted	Comment noted	Positive
164	10	How will CAM impact the environment during construction?	Business Case	Detail will emerge within the Business Case	Neutral
165	10	Would like to see a firmer commitment to a wider CAM network	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
166	10	CAM should include routes that do not travel via Cambridge	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
167	10	Job opportunities should be spread throughout the wider region instead of building CAM	Noted	CAM will enable residents to access employment opportunities and thereby increase life chances. In addition, the Local Industrial Strategy aims to address job opportunities within the region	Negative
168	10	The reference to autonomous vehicles is unnecessarily specific	Noted	Comment noted	Negative
169	10	The proposed timeline is 'front loaded' with City Tunnel to follow by 2029	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated	Neutral

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170	10	Concerned that CPCA and GCP are not aligned with one another	Noted	Collaborative approach is essential in the delivery of the schemes, as outlined by Mayor Palmer previously	Negative
171	10	CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
172	10	CAM should extend further south	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
173	10	Queried level of demand for the Waterbeach Regional Route	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
174	10	Further investigation of the implications of autonomous technology is required	Business Case	Detail will emerge within the Business Case	Neutral
175	10	CAM needs to consider proposed employment land use outlined in Local Plans	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans	Neutral
176	10	Network map should illustrate existing PT services, settlement sizes, planned developments, pollution, current traffic flows and existing station capacity issues	Amendment	Map to be amended	Neutral
177	10	CAM does not address travel issues within Cambridge	Noted	The LTP's overarching objectives aim to reduce the reliance of the private car and CAM is one of many schemes (proposed within the region) that aims to address this (part of an integrated transport system/network)	Negative
178	10	Requested further details on benefits and drawbacks of CTS	Business Case	Detail will emerge within the Business Case and further consultations	Neutral
179	10	Support the inclusion of Haverhill within the CAM network	Noted	Comment noted	Positive
180	10	Will interim surface-level routes be provided during construction of the City Tunnel Section?	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
181	10	Assess the impact of Covid-19 upon future travel demand	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
182	10	Clarity is required on the Portal locations	Business Case	Detail will emerge within the Business Case and further consultations	Neutral
183	10	Description should refer to education-related travel in addition to employment-related travel	Noted	Business Case will include improving access to education, as well as employment opportunities	Neutral
184	10	Oppose segregated routes that would impact existing green spaces	Noted	Negative environmental impacts will be mitigated against through the work on the Business Case and scheme development - to be consulted on in due course. The green spaces within the region are designated and protected by the local planning process and as such the scheme will adhere to these	Negative
185	10	Cambridge Airport should be accessed via the existing Newmarket Road/former Mildenhall railway alignment	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
186	10	Too many stops are duplicating the heavy rail network, more sensible approach would be to put the metro stop in the middle of new town	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Negative
187	10	Frequency of journeys into the centre and back out again - Better idea would be to take Waterbeach branch across to Cottenham, then down through Histon or Girton	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
188	10	Metro stop should be more central, and positioned to serve those furthest from the railway station	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
189	10	The introductory text should acknowledge that the regional arterial route between Cambridge and St Neots offers enormous potential to integrate a new rail route with the CAM network through a strategic public transport interchange.	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated in due course via consultation	Positive
190	10	What alternatives to CAM have been considered?	Business Case	Detail will emerge within the Business Case, whereby the alternative options are detailed	Neutral
191	10	Supportive of station locations on C2C route	Noted	Comment noted	Positive
192	10	Funding for City Tunnel Section should be secured prior to construction commencing on surface routes	Business Case	Detail will emerge within the Business Case	Neutral
193	10	Light Rail would be more cost effective than trackless tram technology	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
194	10	Consideration should be given to the impact of East-West Rail on CAM	Business Case	Due consideration will be given to EWR through the development of the Business Case and further work on the integrated transport network	Neutral
195	11	Supports the strategy to accelerate housing delivery	Noted	Comment noted	Positive
196	11	CAM/infrastructure should be delivered before new housing is built	Noted	Alignment between the CAM scheme and the Local Plans considered. Business Case timescales will consider and implement to maximise alignment	Neutral
197	11	CAM will benefit the wider region	Noted	Comment noted	Positive
198	11	CAM should cater for horse riders	Noted	Sub strategy now reflects the needs of active travel modes	Neutral
199	11	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
200	11	Integration with wider region is vital	Noted	CAM will enable residents to access employment opportunities and thereby increase life chances. In addition, the Local Industrial Strategy aims to address job opportunities within the region. In order to do this the scheme must form part of an integrated transport network	Neutral
201	11	Assess impact of Brexit and Covid-19 on projected population growth	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
202	11	Disagree with Policy CAM 2 as it does not align with Local Plan timescales	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
203	11	Sub-Strategy should not assume a growth in housing	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
204	11	Disapprove of proposed level of housing growth	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans - housing numbers emerge from the local planning process	Negative
205	11	Evidence of housing delivery is required before CAM can proceed	Noted	Alignment between the CAM scheme and the Local Plans considered. Business Case timescales will consider and implement to maximise alignment (continuous engagement with Local Planning Authorities)	Neutral
206	11	CAM needs to balance needs of existing and future residents	Noted	The Authority continues to examine new transport schemes to address needs of residents and businesses - improvements to existing infrastructure	Neutral

### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
207	11	Timeline should take into account the Uttlesford and South Cambridgeshire Local Plans	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
208	11	CAM does not align with the relevant Local Plan(s)	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
209	11	Crucial that CAM links new settlements with employment centres	Noted	Alignment between the CAM scheme and the Local Plans considered. Business Case timescales will consider and implement	Neutral
210	11	Transport for new developments should be provided by CAM, not be taking already overcrowded facilities from existing residents	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire as part of a wider transport strategy	Negative
211	11	Sub-Strategy should reference how CAM can help deliver sustainable growth to existing settlements	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
212	11	Local Plans will allocate appropriate locations for housing delivery, CAM should not seek to influence this	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
213	11	Unconvinced that CAM will accelerate housing delivery due to other obstacles, including land banking	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
214	12	Support the equity sub-objectives	Noted	Comment noted	Positive
215	12	CAM needs to seamlessly integrate with existing/proposed public transport services	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire as part of a wider transport strategy	Neutral
216	12	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
217	12	Affordability is essential to tackle social deprivation	Business Case	Detail will emerge within the Business Case as to how the CAM will be affordable	Neutral
218	12	CAM needs good bus links for 'first and last mile' travel	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
219	12	Minimise walking distances within stations	Noted	Aligns to the CAM sub strategy objective	Neutral
220	12	No view on equity sub-objectives	Noted	Comment noted	Neutral
221	12	Focus should be on delivery instead of societal goals	Noted	Comment noted	Neutral
222	12	Bus links should radiate from CAM stations	Noted	Part of the wider transport strategy - the work of CAM, the Bus Reform workstream and the LTP will enable a fully integrated transport network	Neutral
223	12	How do the timelines for CAM link with the development of sites identified in the various Local Plans?	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
224	12	Allow GCP to deliver C2C to prevent further delays	Noted	Collaborative approach is essential in the delivery of the schemes, as outlined by Mayor Palmer previously	Neutral
225	12	We would want to see a widening of the scope to this priority	Noted	Further information required	Neutral
226	12	CAM should cater for horse riders	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
227	12	Job opportunities should be spread throughout the wider region instead of building CAM	Noted	CAM will enable residents to access employment opportunities and thereby increase life chances. In addition, the Local Industrial Strategy aims to address job opportunities within the region	Negative
228	12	CAM-S11 should improve air quality particulates	Noted	Comment noted	Positive
229	12	Further detail on how equity will be achieved is required	Business Case	Business Case will examine how to provide societal benefits and ensure equity through the scheme's delivery	Neutral
230	12	Extensive service hours are essential to tackle social deprivation	Noted	Comment noted	Positive
231	12	CAM3 should include a reference to integration with Whittlesford Station masterplan	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated in due course via consultation	Neutral
232	12	CAM objectives do not reflect the SOBC findings	Noted	Further work on the Business Case will ensure alignment between its work and that of the CAM sub strategy	Negative
233	12	CAM should include provision of cycling infrastructure	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
234	12	New forms of transport need to be considered for 'first and last mile' transport - e.g. e-scooters, autonomous vehicles	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
235	13	CAM needs good links for 'first and last mile' travel (bus / bicycle etc.)	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
236	13	Supportive of the sustainable growth and development sub-objectives	Noted	Comment noted	Positive
237	13	Objectives are too high level / vague	Noted	Objective are strategic in nature and sets the framework for the CAM scheme	Negative
238	13	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
239	13	Further commitments should be made	Noted	As the Business Case continues its work, further commitments will be made around costs, routes and timescales	Neutral
240	13	Sustainability is expected	Noted	Comment noted	Positive
241	13	Further detail/commitments should be made on reducing car usage	Noted	The LTP's overarching objectives aim to reduce the reliance of the private car and CAM is one of many schemes (proposed within the region) that aims to address this	Neutral
242	13	A commitment should be made to utilise renewable energy	Business Case	Part of the Business Case will be around the sourcing of renewable energy during construction, implementation and operation	Neutral
243	13	CAM should cater for horse riders	Noted	Comment noted	Neutral
244	13	CAM will not promote sustainability	Noted	This will be addressed through the Business Case development	Neutral
245	13	CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
246	13	A commitment to promote public services at reasonable costs should be made	Business Case	COSTING - BC	



### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
247	13	Further detail of 'first and last mile' travel options is required	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
248	13	CAM objectives do not reflect the SOBC findings	Noted	Further work on the Business Case will ensure alignment between its work and that of the CAM sub strategy	Negative
249	13	CAM needs to balance needs of existing and future residents	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire as part of a wider transport strategy	Negative
250	13	Provide additional details for sub-objective EV1	Amendment	Amendment made to the document	Neutral
251	13	Conditions not classed as physical disabilities should be mitigated through design, beyond step-free access	Business Case	Detail will emerge within the Business Case and will address the accessibility of the system to ensure all can use CAM	Neutral
252	14	CAM timescales should be accelerated	Noted	Comment noted	Positive
253	14	Doubtful timescales will be met	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated	Negative
254	14	How will CAM be funded?	Business Case	Detail will emerge within the Business Case around how the scheme will be funded	Neutral
255	14	Requested more detailed timescales	Business Case	As the Business Case is further developed there will a number of consultation milestones where proactive public and stakeholder engagement will occur	Neutral
256	14	Oppose CAM	Noted	Comment noted	Negative
257	14	Timelines should be integrated with those of the Local Plan processes	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
258	14	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
259	14	Costs will increase with longer timescales	Noted	Business Case will examine the timescales and the Authority aims to deliver the scheme in a timely manner	Neutral
260	14	Improving existing infrastructure should take priority over delivering CAM	Noted	The Authority continues to examine new transport schemes to address needs of residents and businesses - improvements to existing infrastructure. The Highways Authorities continue to examine the current infrastructure in relation to maintenance etc	Negative
261	14	Where does the Sub-Strategy consultation fit into the timelines?	Business Case	As the Business Case is further developed there will a number of consultation milestones where proactive public and stakeholder engagement will occur	Neutral
262	14	CAM network should run on surface streets in Cambridge if tunnelling proves too expensive	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Negative
263	14	Further details to explore the future phases of CAM	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
264	14	Supportive of the programme proposed	Noted	Comment noted	Positive
265	14	CAM should cater for horse riders	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
266	14	CAM will expand the north/south divide in Cambridgeshire	Noted	The aim of the CAM along with the bus strategy and Bus Reform is to provide an integrated, sustainable transport network/system serving the whole region	Negative
267	14	Support the ambition / innovation behind CAM	Noted	Comment noted	Positive
268	14	CAM is a waste of public money	Noted	The Business Case will develop a cost : benefit ratio	Negative
269	14	CAM should not proceed beyond OBC stage until the findings of the bus reform taskforce are available	Noted	The work of the Bus Reform Task Force and the development of a revised bus strategy for the area	Negative
270	14	CAM timescales should not slip	Noted	Comment noted	Positive
271	14	Programme should include assessment of potential surface level routes during construction of the City Tunnel Section	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated	Neutral
272	14	Programme should indicate phased opening date of all sections	Business Case	Detail will emerge within the Business Case - programme - consultation will proceed at appropriate timescales	Neutral
273	14	Further details to explore on where stops will be, and where the lines will go	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
274	14	Two or three other possible routes into new development, along Mere Way, beyond the stop at the Science Park	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
275	14	The expressed targets are realistic and achievable	Noted	Comment noted	Positive
276	14	Timescales are unrealistic for the adoption of autonomous technology	Business Case	Detail will emerge within the Business Case - specification to be determined	Neutral
277	14	Corridors/routes in areas where growth is already occurring should be prioritised for earlier delivery	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
278	15	Support CAM	Noted	Comment noted	Positive
279	15	Oppose CAM	Noted	Comment noted	Negative
280	15	Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	Amendment	Active travel is now included within the sub-strategy documentation	Neutral
281	15	CAM should be a light rail or tram system	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
282	15	CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	Noted	CAM is an essential transport scheme that will deliver benefits for the residents and businesses of Cambridgeshire	Negative
283	15	Critical of Sub-Strategy Consultation	Noted	Followed public consultation guidelines	Negative
284	15	Improving existing infrastructure should take priority over delivering CAM	Noted	The Authority continues to examine new transport schemes to address needs of residents and businesses - improvements to existing infrastructure	Negative
285	15	Cost of CAM is too high	Business Case	Detail will emerge within the Business Case	Negative
286	15	Approve of segregated routes	Noted	Comment noted	Positive
287	15	CAM should not be a bus-based system	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Negative
288	15	Light rail/tram system will provide a greater capacity than a bus system	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
289	15	CAM network should begin operation in phases	Business Case	Detail will emerge within the Business Case	Neutral
290	15	Utilise existing roads to accelerate timescales	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
291	15	A quantified objective to reduce car usage within CAM network area should be included	Noted	This is an outputs and not objective or outcome based and therefore has not been included	Neutral
292	15	CAM timescales should be accelerated	Business Case	Detail will emerge within the Business Case - programme - consultation will proceed at appropriate timescales	Positive
293	15	Fear of 'NIMBY' objectors	Noted	Comment noted	Positive

### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
294	15	Do not believe CAM should proceed due to impacts of Covid-19	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
295	15	Has the impact of rising sea levels been assessed?	Business Case	Detail will emerge within the Business Case	Negative
296	15	A CAM stop is needed at Burwell	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
297	15	A CAM stop is needed at Fordham	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
298	15	A CAM stop is needed at Isleham	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
299	15	CAM is needed in Fenland	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
300	15	Additional coach parking is needed in Cambridge	Noted	The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on the region	Neutral
301	15	Why are stations proposed close together at Cambridge North, Science Park and Science Park North?	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
302	15	Will there be additional stations on the Regional Routes?	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
303	15	Why is a tunnel needed between Cambridge Station and the Biomedical Campus, given that the busway already exists?	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
304	15	Provide interim surface level routes in Cambridge during construction of the City Tunnel Section	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
305	15	CAM is a waste of public money	Noted	The Business Case will develop a cost : benefit ratio and this will be made public in due course	Negative
306	15	CAM will take too long to build	Business Case	Detail will emerge within the Business Case - programme - consultation will proceed at appropriate timescales	Negative
307	15	Requested publication of timetables in the near future	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated	Neutral
308	15	Job opportunities should be spread throughout the wider region instead of building CAM	Noted	CAM will enable residents to access employment opportunities and thereby increase life chances. In addition, the Local Industrial Strategy aims to address job opportunities within the region	Negative
309	15	CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
310	15	CAM needs to balance needs of existing and future residents	Business Case	Detail will emerge within the Business Case - the needs of existing and future demand will be considered	Neutral
311	15	CAM should utilise smaller vehicles	Business Case	Detail will emerge within the Business Case	Neutral
312	15	Support Objective CAM 4	Noted	Comment noted	Positive
313	15	CAM needs 'first and last mile' travel links	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
314	15	CAM vehicles should accommodate bicycles	Business Case	Detail will emerge within the Business Case to ensure that sustainable (including active) modes are fully integrated with CAM	Neutral
315	15	CAM should create cycleways alongside dedicated routes	Noted	Work on accessing the interchange points will emerge as part of the Business Case workstream, whilst improvements to active travel will continue to be examined by the Authority	Neutral
316	15	Integrate CAM with the Cambridge Greenways programme	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and how best to integrate with alternative modes	Neutral
317	15	Engage with the National Cycle Network to improve existing routes (E.G. NCN 11 & NCN 51)	Noted	As CAM develops there will be proactive engagement with alternative modes and routes	Positive
318	15	Caseby Estates would welcome the opportunity to engage with CPCA	Noted	Comment noted	Positive
319	15	CPCA and GCP need to collaborate with one another to reduce the risk to the project	Noted	Collaborative approach is essential in the delivery of the schemes, as outlined by Mayor Palmer previously	Neutral
320	15	CAM needs to seamlessly integrate with existing/proposed public transport services	Noted	The Authority continues to examine new transport schemes to address needs of residents and businesses - improvements to existing infrastructure	Negative
321	15	Include expected passenger numbers and split between travel modes	Business Case	This assessment will be undertaken as part of the Business Case work	Neutral
322	15	Include detail on existing obstacles to sustainable transport in Cambridge	Noted	The Authority continues to examine new transport schemes to address needs of residents and businesses - improvements to existing infrastructure	Neutral
323	15	Provide detail on how results of 2021 census will impact CAM	Business Case	Detail will emerge within the Business Case	Neutral
324	15	Could CAM vehicles operate on hydrogen?	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
325	15	Need to explain how the impact of Covid-19 has been considered	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
326	15	Sub-Strategy should include a review of historic and expected commuter travel	Business Case	Detail will emerge within the Business Case	Neutral
327	15	What alternatives to CAM have been considered?	Business Case	Detail will emerge within the Business Case, whereby the alternative options are detailed	Neutral
328	15	Vehicle technology requires approval for use on all sections of the CAM network before construction begins on surface routes	Business Case	Detail will emerge within the Business Case	Neutral
329	15	City Tunnel Section should open before surface routes	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
330	15	City Centre station should be located at the Grafton Centre	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
331	15	Enhancing environmental, historic, and built environments is the most important aim of AM	Noted	Comment noted	Positive
332	15	Sub-Strategy should commit to NPPF hierarchy of avoiding environmental impacts before minimising them	Noted	Comment noted	Neutral
333	Overall	Remain unconvinced that CAM is either necessary, economically viable, realistic, or deliverable	Business Case	Detail will emerge within the Business Case - routes, frequency, costings and timescales to be determined and communicated	Negative
334	Overall	Hold doubts over funding, given Government's focus on the Midlands & North, and the impact of Covid-19	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
335	Overall	Investigations should be made into non-tunnelled solutions for 'Plan B' scenario	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
336	Overall	Oppose level of growth proposed by CPCA on grounds of unsustainability, adverse impacts on the environment, Green Belt, and quality of life	Noted	Comment noted	Negative



### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
337	Overall	Object to Objective CAM 2 on the grounds that no evidence exists to illustrate that CAM will deliver accelerated housing delivery. LTP has no basis for proposing location/nature of future development, which is dictated by Local Plans. Recommend removal of objective.	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Negative
338	Overall	Believe that CAM Sub-Objective CAM E15 is contrary to the Local Plan Objective to “deliver a transport network that protects and enhances our natural, historic and built environments” due to the impact of constructing dedicated, segregated CAM routes through greenfield land	Business Case	Detail will emerge within the Business Case on the mitigation measures and the scale of the potential impacts. These will be detailed in further consultation as the Business Case is developed	Negative
339	Overall	Recommended re-word of Sub-Objective CAM E15 to “Dedicated segregated route where appropriate”	Amendment	Amendment made to the document	Neutral
340	Overall	Object to the inclusion of “New Garden Village settlements” and “Supporting the development of new settlements being brought forward by any future development corporate created in the Oxford-Cambridge corridor” in Sub-Objective E2	Noted	Comment noted; however reference is provided to the Local Plan and other development work being undertaken at the present time. The Business Case will examine the potential demand when assessing the viability of the project	Negative
341	Overall	Object to Sub-Objective E20 on the grounds that it is too prescriptive. Recommend reword to “CAM will be designed to maximise passenger trips”	Noted	In order to meet the objectives for the CAM and the LTP it is essential to maximise trips in both directions (viability)	Negative
342	Overall	Support Sub-Objective EV1, but object to wording. Impacts should be “avoided” instead of “minimised” where possible, whilst scope of impacts should be expanded (e.g. to include landscape character).	Amendment	Amendment made to the document	Neutral
343	Overall	Recommend re-word of second part of Sub-Objective EV1 to “Aims for 20% biodiversity net gain, achieves at least 10% biodiversity net gain and where possible offers additional visual and environmental enhancements” to ensure alignment with GCP’s schemes	Noted	The CAM sub-strategy aligns with the Authority’s Local Transport Plan and other key, strategic documentation. Collaboration with the GCP is essential in the delivery of the CAM in a successful manner	Neutral
344	Overall	Objective CAM 4 is inadequate as it does not reference environment, biodiversity, or community	Amendment	Amendment made to the document	Neutral
345	Overall	OBC consultation was inadequate	Business Case	Consultation on the overarching scheme’s OBC will happen going forward - programmed	Negative
346	Overall	Timescales are unrealistic	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated	Neutral
347	Overall	Recommend inclusion of a policy on delivery method(s) for CAM	Business Case	Business Case will develop the delivery method and this will be communicated through appropriate consultation going forward	Neutral
348	Overall	Feel unable to make a judgement on CAM when alternative options for improving transport have not been presented	Business Case	Detail will emerge within the Business Case, whereby the alternative options are detailed	Neutral
349	Overall	Expressed concern that CAM mirrors existing/planned public transport routes (e.g. East-West Rail, Waterbeach rail line) and that CAM would compete with these services	Business Case	Due consideration will be given to EWR through the development of the Business Case and further work on the integrated transport network	Neutral
350	Overall	Expressed reservations that an underground solution will limit passenger numbers and increase costs in comparison to a surface solution.	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
351	Overall	CPCA should provide clarity on whether CAM is being proposed to resolve congestion problems arising from current & planned-for levels of growth, or proposed government growth levels.	Business Case	Detail will emerge within the Business Case - the needs of existing and future demand will be considered	Neutral
352	Overall	Supportive of CAM as a whole	Noted	Comment noted	Positive
353	Overall	CAM, together with other transport improvements such as East-West Rail, will provide campus staff to a wider range of potential housing locations	Noted	Comment noted	Positive
354	Overall	CAM will be instrumental in supporting the delivery of further expansion of the campus by providing additional travel options for staff and visitors	Noted	Comment noted	Positive
355	Overall	CAM is essential to reduce local congestion and single car occupancy rates	Noted	Comment noted	Positive
356	Overall	CBC wish to engage with CPCA regarding location of the station(s) in the vicinity of the campus, and with both CPCA and Network Rail to understand how CAM and the proposed Cambridge South station will integrate with one another	Noted	Proactive engagement will occur throughout the development of the Business Case and scheme development	Positive
357	Overall	CPCA should engage at an early stage with landowners associated with and adjacent to Francis Crick Avenue	Noted	Proactive engagement will occur throughout the development of the Business Case and scheme development	Neutral
358	Overall	Supportive of strong focus on sustainability and interactions with other travel methods	Noted	Comment noted	Positive
359	Overall	CAM will assist in accelerating the delivery of housing and new settlements	Noted	Comment noted	Positive
360	Overall	Suggestion in objective CAM 2 that CAM is critical to delivering the current growth strategy is incorrect and not consistent with the adopted Local Plans, which are not specific as to how high-quality public transport should be provided.	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Negative
361	Overall	CAM 2 should be amended to state “the appropriateness and locations of new settlements will be examined through the planning process”	Amendment	Amendment made to the document to read similar to suggestion	Neutral
362	Overall	Sub-Strategy does not accurately portray the role of the LTP and the sub-strategy in determining future special planning decisions. CAM cannot pre-determine future growth, as this responsibility lies with the relevant Councils as Local Planning Authorities	Noted	Sub-strategy aligns to the Local Transport Plan, Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Negative
363	Overall	Programme should set out clear timescales for the delivery of both the entire CAM network and the phasing of components projects (e.g. C2C, CSET and so forth)	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated	Neutral
364	Overall	Further core principles need to be added in respect of heritage impacts, natural community assets and environmental net gain requirements	Amendment	Amendment made to the document	Neutral
365	Overall	Ambition for zero-carbon CAM should be acknowledged	Noted	Included within the CAM sub strategy objectives	Neutral
366	Overall	Sub-Strategy should demonstrate how CAM will integrate with local/regional strategies across a wide range of themes	Noted	The link to the LTP and CPIER is outlined within the strategy. As such it is therefore aligned with other key strategic documentation	Neutral
367	Overall	CAM 3 objective should make reference to adopted and emerging Local Plans	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
368	Overall	Second bullet point of sub-objective CAM-E2 should be rephrased to “Future growth as identified in Local Plans”	Amendment	Amendment made to the document	Neutral

### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
369	Overall	Phrase "existing designations" should be removed from sub-objective CAM-E8	Amendment	Amendment made to the document	Neutral
370	Overall	CAM-EV1 should include reference to protecting the character of the city of Cambridge, not just character of regional villages, and should support environmental net gain requirements/other environmental improvements where possible	Amendment	Amendment made to the document	Neutral
371	Overall	Supportive of sub-objective CAM-EV2	Noted	Comment noted	Positive
372	Overall	Network map requires amending to show Bourn to the east of Cambourne	Amendment	Map to be amended	Neutral
373	Overall	As Cambridge and South Cambridgeshire Local Plans will deliver 33,500 homes, it is assumed that the remainder of the 61,000 referenced in CAM 2 will be delivered in other districts	Noted	Comment noted	Neutral
374	Overall	Supportive of both CAM as a whole, and the proposed objectives, in particular the desire for CAM to be net zero by 2050	Noted	Comment noted	Positive
375	Overall	Expressed a desire to work with CPCA with regards to the interface between CAM, the highway network, existing public transport, and cycle networks	Noted	Proactive engagement will occur throughout the development of the Business Case and scheme development	Neutral
376	Overall	Keen to see and understand in further detail how CAM will interact with other existing/proposed transport schemes, with a particular focus on local bus services and cycle routes, in addition to the A428 upgrades, East-West Rail and Cambridge South	Business Case	Due consideration will be given to EWR and other transport schemes through the development of the Business Case and further work on the integrated transport network	Neutral
377	Overall	Cycle parking and links to local 'first and last mile' transport solutions should be provided at all CAM stations to encourage multi-modal journeys	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
378	Overall	Supportive of the move towards autonomous vehicles	Noted	Comment noted	Positive
379	Overall	Desire to understand how CAM will support Local Plan growth and potential new garden villages	Noted	Comment noted	Positive
380	Overall	What impact will Covid-19 have upon the business case for CAM?	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
381	Overall	Strongly supportive of sub-objective CAM-E14 regarding integration with existing and proposed transport services	Noted	Comment noted	Positive
382	Overall	Sub-Strategy should commit to avoiding environmental impact if possible, in the first instance, instead of minimising it, as per the NPPF	Noted	Negative environmental impacts will be mitigated against through the work on the Business Case and scheme development - to be consulted on in due course. The green spaces within the region are designated and protected by the local planning process and as such the scheme will adhere to these	Negative
383	Overall	Stakeholders involved in the C2C LLF have been disappointed at GCP's lack of regard for the environmental concerns shown by major organisations, including the National Trust, Natural England and CPPF	Noted	Proactive engagement will occur throughout the development of the Business Case and scheme development	Neutral
384	Overall	Support CAM-EV1 sub-objective and, by extension, oppose any route of C2C that will run close to existing houses in Coton	Noted	Comment noted	Positive
385	Overall	Supportive of CAM as a whole	Noted	Comment noted	Positive
386	Overall	Keen to explore potential links between CAM and development at Wyton Airfield	Noted	CAM workstream will engage with interested stakeholders	Positive
387	Overall	CAM could accelerate growth at both Wyton Airfield and across the region	Noted	Comment noted	Positive
388	Overall	Relationship between LTP and Sub-Strategy is coherent	Noted	Comment noted	Positive
389	Overall	Supportive in principle of the Sub-Strategy Objectives and Sub-Objectives	Noted	Comment noted	Positive
390	Overall	Supportive of Objective CAM 3	Noted	Comment noted	Positive
391	Overall	Expressed high-level support for the aims of the Sub-Strategy	Noted	Comment noted	Positive
392	Overall	Agree that there is strong alignment between the Sub-Strategy and LTP, whilst also noting recent disagreements between GCP and CPCA	Noted	Comment noted	Positive
393	Overall	Support the sub-objectives relating to the economy, society, and environment.	Noted	Comment noted	Positive
394	Overall	Stressed that any delays in the delivery of CAM will have a knock-on impact upon the rate of housing delivery	Noted	Comment noted	Positive
395	Overall	Requested a discussion with CPCA regarding a potential station at Bourne utilising land owned by the respondent(s)	Noted	Proactive engagement will occur throughout the development of the Business Case and scheme development	Neutral
396	Overall	Approve of objectives CAM 2 and CAM 3	Noted	Comment noted	Positive
397	Overall	Further details should be provided in respect of the delivery timescales	Business Case	Detail will emerge within the Business Case around the likely timescales	Neutral
398	Overall	Re-iterate support for a CAM station at Scotland Farm	Noted	Comment noted	Positive
399	Overall	C2C route should be prioritised for delivery	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
400	Overall	Expressed support for the project and a desire to work in conjunction with CPCA to deliver benefits for East Cambridgeshire	Noted	Comment noted	Positive
401	Overall	Agree that CAM will drive improvements to the local economy	Noted	Comment noted	Positive
402	Overall	Supportive of the economic, societal, and environmental sub-objectives	Noted	Comment noted	Positive
403	Overall	Requested that the possibility of a further extension to Ely/Stretham is explored by CPCA	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
404	Overall	Expressed a desire for (a) CAM station(s) to be located in East Cambridgeshire	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
405	Overall	CAM is vital to unlocking future development	Noted	Comment noted	Positive
406	Overall	CAM will assist in addressing the existing levels of congestion in Huntingdon and St Ives	Noted	Comment noted	Positive
407	Overall	CAM will accelerate both economic and housing growth within the wider region	Noted	Comment noted	Positive
408	Overall	Seeking to promote development of their land in the vicinity of Huntingdon	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
409	Overall	Expressed support for objective CAM 3 regarding the social aims of CAM	Noted	Comment noted	Positive
410	Overall	CAM should interlink with existing/proposed transport modes to facilitate multi-modal journeys	Business Case	Detail will emerge within the Business Case - costing of the scheme to be considered and consulted on in due course	Negative
411	Overall	'Need for CAM' is not fully demonstrated and thus the Sub-Strategy requires additional detail on how CAM will be transformational and create modal shift	Business Case	The strategy outlines the high level objectives of such a scheme, whilst the Business Case will provide the detail on how the CAM will transform the area's transport network	Negative

### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
412	Overall	Impact of Covid-19 on CAM should be addressed	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
413	Overall	Further details are required on how CAM will reach net zero in sub-objective S2	Business Case	The Business Case will outline how the CAM will deliver against the objective	Neutral
414	Overall	Concerned that CAM is focused upon key housing sites and will not provide benefits for residents of more rural settlements (e.g. Ramsey), and therefore further transparency required on how CAM will improve connectivity	Business Case	Detail will emerge within the Business Case - the needs of existing and future demand will be considered	Neutral
415	Overall	Agree that the LTP and Sub-Strategy are closely aligned	Noted	Comment noted	Positive
416	Overall	Strongly support sub-objectives E9 to E13 (inclusive)	Noted	Comment noted	Positive
417	Overall	Would welcome sight of early indications on how CAM will impact existing/proposed transport hubs	Noted	Proactive engagement will occur throughout the development of the Business Case and scheme development	Neutral
418	Overall	Re-expressed a preference for Option A for the City Tunnel Section alignment	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
419	Overall	Sub-Strategy should note that the CPIER is not a policy document, despite forming the basis of such policies	Amendment	Sub strategy amended to reflect the status of the CPIER	Neutral
420	Overall	Supportive of integration with other transport projects, and requested further detail of integration between CAM and East-West Rail	Noted	Comment noted	Positive
421	Overall	Support sub-objective S9 relating to pedestrian and cycle movements	Noted	Comment noted	Positive
422	Overall	Needs of disabled users need to be better represented in the sub-objectives	Business Case	Detail will emerge within the Business Case; however any scheme developed will be DDA compliant	Neutral
423	Overall	Sub-objective EV1 should be reworded more positively and commit to a biodiversity net gain, as currently the sub-objective sets a lower standard than the Huntingdonshire Local Plan	Amendment	Sub objective EV1 amended to reflect biodiversity net gains	Neutral
424	Overall	Expressed a desire to explore potential extension of CAM to Ramsey	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
425	Overall	Network map lacks detail	Amendment	Map to be amended (however will remain strategic in nature until further work has been undertaken through the Business Case workstream)	Neutral
426	Overall	CAM may assist in the acceleration of housing delivery, but will not dictate this	Noted	Alignment between the CAM scheme and the Local Plans considered. Business Case timescales will consider and implement - support the housing growth within the Local Plans	Neutral
427	Overall	CAM 2 should make reference to strategic sites, including St Neots East	Noted	Strategic document - alignment with the Local Plan allocations is outlined - changes to allocations will result in a need to revisit the CAM sub-strategy. The Business Case will pick up the site allocations within its workstream	Neutral
428	Overall	For the scheme to be equitable, there should be reference to affordability for all in CAM 3	Business Case	Detail will emerge within the Business Case as to how the CAM will be affordable	Neutral
429	Overall	Timescales for CAM should be delayed from summer 2020 to allow integration with Bus Reform Task Force report that is due to be published in late 2020	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated - continue to work with the Bus Strategy Manager (within the Authority) and the Bus Reform workstream	Neutral
430	Overall	CAM 4 should reference safety aspects of walking and cycling throughout the day and night, and commit to safe and secure cycle parking throughout the CAM network	Noted	Comment noted	Neutral
431	Overall	Welcome the provision of additional detail when available, particularly regarding CAM's relationship with transport hubs	Noted	Comment noted	Positive
432	Overall	Stressed the need for integration between the Sub-Strategy and Huntingdonshire Transport Study	Noted	Comment noted	Neutral
433	Overall	Express support for the objectives, but query the need for the extensive number of sub-objectives that may reduce the clarity of the document	Noted	Comment noted	Positive
434	Overall	Suggested rewording of sub-objective E2 to "Support new employment by enhancing sustainable access to key existing and planned employment zone and major areas of growth."	Amendment	Amendment made to document	Neutral
435	Overall	Draft objective CAM-E2 should be revised to state that the CAM will support growth in line with adopted and emerging spatial strategies set out in local plans	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Plans. As CAM continues to develop proactive engagement will be undertaken with relevant stakeholders to ensure delivery is aligned and undertaken in a timely manner	Neutral
436	Overall	Requested a rewording of sub-objective E3 to "Link jobs with homes to underpin a wider transport network for Cambridge that is grounded in active travel and frequent, reliable, convenient public transport."	Amendment	Amendment made to document	Neutral
437	Overall	CAM will support the spatial strategy for wider Cambridge, but will not dictate the location of development, which is to be decided through the Local Plan process.	Noted	Sub-strategy aligns to the Local Housing Strategy and Local Planning process	Neutral
438	Overall	Sub-objective E8 should reference longer term growth	Amendment	Amendment made to document	Neutral
439	Overall	Further clarity should be provided for sub-objective E11, with a potential rewording as "To be developed to integrate with walk and cycle and other transport initiatives that provide first and last mile connectivity to CAM"	Amendment	Amendment made to the document	Neutral
440	Overall	Term "proven technology" should be used in sub-objective E16	Amendment	Amendment made to the document	Neutral
441	Overall	In relation to sub-objective E20, MGP does not believe that a 24-hour service is necessary for CAM to be successful	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated/consulted on	Negative
442	Overall	Further detail as to what CPCA considers "environmental requirements" should be provided in sub-objective S2	Business Case	The specifics of the environmental requirements will be detailed in the Business Case workstream	Neutral
443	Overall	Sub-objectives S11 and S12 are outcomes of CAM, not aims or strategies	Amendment	Amendment made to S11 within the documentation	Negative
444	Overall	Query the need to commit to allowing other vehicles to utilise the CAM network if they are compatible, as this may compromise the system	Business Case	Detail will emerge within the Business Case - routes and vehicle specifications to be determined and communicated/consulted on	Neutral
445	Overall	LTP and Sub-Strategy are strongly aligned	Noted	Comment noted	Positive
446	Overall	Delivery of the initial elements of the regional routes (i.e. projects currently being pursued by GCP) should be prioritised at this stage, with emphasis on the sustainability benefits for Cambridge to ensure modal shift is achieved	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated/consulted on	Positive
447	Overall	In favour of objectives CAM 2, 3 and 4	Noted	Comment noted	Positive
448	Overall	Sub-Strategy should indicate if individual sections of the CAM network could be delivered in isolation from one another, and if so, the Sub-Strategy should allow this to happen to provide flexibility	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated/consulted on	Neutral



### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
449	Overall	Delivery timescales for the City Tunnel Section align with delivery of development at Cambridge Airport	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated/consulted on	Positive
450	Overall	Supportive of CAM as a whole	Noted	Comment noted	Positive
451	Overall	Objectives (including CAM 2) and sub-objectives (including E6 and S5) should be expanded to note the importance of CAM linking to/with existing settlements	Amendment	Amendment made to document (inclusive of existing settlements)	Neutral
452	Overall	Supportive of a CAM station at Coton	Noted	Comment noted	Positive
453	Overall	Focus of LTP objectives are somewhat lost within the sub-objectives of the Sub-Strategy	Noted	The alignment of the LTP with the objectives of the sub-strategy is illustrated within the table to allow a golden thread/line of sight between the overarching LTP objectives and those of CAM	Negative
454	Overall	CAM will accelerate the allocation and delivery of new development(s)	Noted	Comment noted	Positive
455	Overall	Seeking to promote development on their site at Cambourne	Noted	Comment noted	Neutral
456	Overall	CAM station at Cambourne should be integrated into plans for future expansion of the settlement, and not 'retrofitted' to the current settlement	Business Case	The Business Case work and planning applications for Cambourne need to plan and ensure the delivery of an appropriate solution	Neutral
457	Overall	P&R ride travel hub on the C2C route should be located at Camborne, not Scotland Farm	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and communicated/consulted on in due course	Neutral
458	Overall	Sub-Strategy should include an analysis of project risks, including those associated with construction, commissioning, funding, design, rising maintenance costs, need to retrofit vehicles upon discovery of an issue	Noted	This is the role of the Business Case to take forward the overarching strategy and outline the risks, costs etc.	Neutral
459	Overall	Although light rail is more expensive, adoption of 'trackless tram' technology carries higher risks than light rail due to the lack of previous experience in constructing such systems	Business Case	Detail will emerge within the Business Case - vehicle specifications and consulted on in due course	Neutral
460	Overall	CAM should integrate with coach services to allow tourists to provide demand for the network in off-peak hours	Noted	The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on the region	Negative
461	Overall	A new coach station, with a CAM interchange, should be located at the Girton Interchange, and would reduce congestion in the city of Cambridge	Noted	The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on the region	Neutral
462	Overall	Supportive of proposed CAM station at Cambridge Science Park North, and seeking to promote future development at this site	Noted	Comment noted	Positive
463	Overall	Approving of the proposed objectives, noting that the most important aim of CAM will be to link settlements with employment centres	Noted	Comment noted	Positive
464	Overall	Agree that there is a strong alignment between the LTP and Sub-Strategy, which will assist in providing a genuine alternative to the private car	Noted	Comment noted	Positive
465	Overall	Supportive of the economic sub-objectives, and believe that the success of CAM will be judged on its ability to enable and accelerate further economic growth	Noted	Comment noted	Positive
466	Overall	Societal and environmental sub-objectives are supported, whilst it is noted that a key challenge facing CAM will be to assist the relevant LPAs in bringing forward both residential and employment growth without further detrimental impact on congestion and air quality	Noted	Comment noted	Positive
467	Overall	Cambridge Science Park North station should be located to the west of the Cambridge Science Park station on the network map	Amendment	Map to be amended	Neutral
468	Overall	CAM network will provide benefits to those in education, including at Cambridge Regional College, giving them access to additional opportunities for work and providing a further economic boost	Noted	Comment noted	Positive
469	Overall	Network map should include all existing and planned Park and Ride sites, including those at West Cambridge and Waterbeach	Amendment	Map to be amended	Neutral
470	Overall	Waterbeach route is essential to both objective CAM 2 and to link planned homes and employment	Business Case	Detail will emerge within the Business Case - routes and timescales to be determined and communicated	Positive
471	Overall	Heavy rail services between Waterbeach and Cambridge North would not be sufficiently frequent to drive economic growth and prosperity	Noted	Comment noted	Neutral
472	Overall	Heavily supportive of objective CAM 4	Noted	Comment noted	Positive
473	Overall	Urged swift delivery of Waterbeach route, which should be delivered as one of the first phase(s) of the CAM network	Business Case	Detail will emerge within the Business Case - routes and timescales to be determined and communicated	Positive
474	Overall	Remain unconvinced of the need for or viability of CAM at current capital cost estimates	Business Case	Detail will emerge within the Business Case - costing of the scheme to be considered and consulted on in due course	Negative
475	Overall	Oppose CPCA's proposed level of growth up to 2050, regarding it as unsustainable due to the impact upon the Green Belt	Noted	Negative environmental impacts will be mitigated against through the work on the Business Case and scheme development - to be consulted on in due course. The green spaces within the region are designated and protected by the local planning process and as such the scheme will adhere to these	Negative
476	Overall	Further information is required before a judgement can be made on the potential need for CAM (e.g. predicted passenger flows, service patterns/frequencies, fare levels, integrated ticketing systems, environmental impacts)	Business Case	Detail will emerge within the Business Case - routes, frequency, costings and timescales to be determined and communicated	Neutral
477	Overall	Impact of Covid-19 on CAM needs to be considered	Business Case	Detail will emerge within the Business Case and take into account the impacts of COVID-19 and the "new normal"	Negative
478	Overall	Queried high costs of City Tunnel Section against the lower costs of the GCP schemes	Business Case	Detail will emerge within the Business Case - costing and routeing of the scheme to be considered and consulted on in due course	Negative
479	Overall	CPCA should provide clarity on whether CAM is being proposed to resolve congestion problems arising from current & planned-for levels of growth, or proposed government growth levels.	Business Case	Detail will emerge within the Business Case - the needs of existing and future demand will be considered	Neutral
480	Overall	Owing to a lack of information, judgements on sustainability cannot be made at the present time	Noted	As the Business Case is further developed there will a number of consultation milestones where proactive public and stakeholder engagement will occur and judgements can be made	Negative
481	Overall	CPCA should publish separate viability assessments for the City Tunnel Section, GCP schemes and Regional Routes to enable a judgement to be made on the need for CAM	Business Case	Detail will emerge within the Business Case - costing and routeing of the scheme to be considered and consulted on in due course	Neutral
482	Overall	Disproportional balance of sub-objectives towards the economy over society and environment requires addressing	Noted	No balance or priority have been provided against the sub-objectives (no weighting) at this stage	Negative
483	Overall	Objective CAM 4 and sub-objective EV1 should commit to protecting Cambridge's Green Belt	Noted	Negative environmental impacts will be mitigated against through the work on the Business Case and scheme development - to be consulted on in due course. The green spaces within the region are designated and protected by the local planning process and as such the scheme will adhere to these	Negative

### Comments on the CAM Sub Strategy

Ref	Section/ Question	Comment	Action	TB Commentary	Positive/ Negative
484	Overall	Support sub-objective E2, and suggest that further sub-objectives are added to measure further positive environmental impacts of CAM that will be made possible by achieving modal shift	Noted	Comment noted	Positive
485	Overall	Suggest addition of a sub-objective that commits to the positive environmental impact of CAM infrastructure (e.g. stations)	Noted	Comment noted	Positive
486	Overall	Sub-objective EV2 should be expanded to reference reduced emissions from other sources, such as rubber tyred vehicles	Noted	Comment noted	Positive
487	Overall	Clarification is needed on the definition of the term 'agglomeration' in sub-objective E1	Amendment	Further clarity provided through the rewording and expansion of sub objective E1	Neutral
488	Overall	Strongly supportive of objective CAM 3, whilst noting that sub-objective S3 regarding affordable fares is key to achieving objective CAM 3	Noted	Comment noted	Positive
489	Overall	Feb-Apr 2020 consultation did not consult on the CAM OBC and reference to this in the Sub-Strategy should be amended accordingly	Noted	CAM public consultation will occur as the scheme continues to develop at the appropriate points in the programme	Negative
490	Overall	FBC should be accelerated and brought forward from March 2021	Business Case	Detail will emerge within the Business Case - programme - consultation will proceed at appropriate timescales	Neutral
491	Overall	Queried compatibility between timescales for construction/design of GCP schemes to begin in late 2024 and planned opening of the Regional Routes in 2024	Business Case	Detail will emerge within the Business Case - routes, frequency and timescales to be determined and communicated	Neutral
492	Overall	Integration of CAM with other/existing public transport services, including the bus network, is key to achieving modal shift	Noted	Included within the CAM sub strategy objectives	Positive
493	Overall	Support proposed integration with proposed/existing public transport services, but further detail is required on how this will be implemented	Noted	Comment noted	Positive
494	Overall	Sub-Strategy should reference potential integration with existing/proposed mainline rail services	Noted	Objective E9 states Directly serve and link into transport hubs (where appropriate) including existing and planned rail stations (to facilitate the necessary outward and inward commuting to/from Cambridge)	Neutral
495	Overall	Expressed desire to see walking and cycling infrastructure to be delivered as part of CAM, as is proposed for CSET	Business Case	Detail will emerge within the Business Case to ensure that sustainable (including active) modes are fully integrated with CAM	Neutral
496	Overall	Urged close integration with East-West Rail, and provision of cycleways alongside dedicated CAM routes	Business Case	Due consideration will be given to EWR, buses and active travel modes through the development of the Business Case and further work on the integrated transport network	Neutral
497	Overall	Strongly support the objectives of the Sub-Strategy, and agree that these strongly align with the aims of the LTP	Noted	Comment noted	Positive
498	Overall	Economic sub-objectives should commit to providing cycle routes as part of/adjacent to the CAM network	Business Case	Detail will emerge within the Business Case to ensure that sustainable (including active) modes are fully integrated with CAM	Neutral
499	Overall	An interim review of the CAM OBC will be required to ensure integration with the re-sited Waterbeach station	Noted	As the Business Case continues - key stage gates will be required	Neutral
500	Overall	CAM timeline should allow flexibility for construction works in/around Waterbeach and Alconbury due to unconfirmed timelines for the relocation of the former's mainline railway station and construction of the latter settlement & employment space	Noted	Comment noted	Positive
501	Overall	Supportive of both societal and environmental sub-objectives, but would like to see a commitment to providing a biodiversity net gain amongst the latter	Noted	Comment noted	Positive
502	Overall	CAM may assist in accelerating the delivery of housing across the region	Noted	Comment noted	Positive
503	Overall	CAM must be affordable for all residents at the point of use	Business Case	Detail will emerge within the Business Case as to how the CAM will be affordable	Neutral
504	Overall	'First and last mile' transport solutions should radiate from CAM station locations	Business Case	Detail will emerge within the Business Case and will address the first and last miles (safe, secure and convenient)	Neutral
505	Overall	Priority should be given to delivering extensions of the existing busway route(s) to Alconbury and Hauxton, and to the Waterbeach to Cambridge North route at an early stage in the CAM program.	Business Case	Detail will emerge within the Business Case - routes and frequency to be determined and consulted on in due course	Neutral
506	Overall	Welcome further dialogue with CPCA regarding the integration of the network into developments at Alconbury Weald, St Neots and Waterbeach.	Noted	Comment noted	Positive