



## **Appendix 1**

### **Summary Note: CAM City Tunnel Section Consultation Report (Feb - Apr 20)**

---

1. The Cambridgeshire and Peterborough Combined Authority (CPCA) is developing proposals for the Cambridgeshire Autonomous Metro (CAM). The vision is for an expansive metro-style network that seamlessly connects regional settlements, major city fringe employment sites and key satellite growth areas across the region with key railway stations and Cambridge city centre, helping to nurture and sustain long-term regional economic growth.
2. CPCA is committed to consulting with the local community, businesses, planning authorities, elected representatives and third-party groups regarding its emerging proposals for CAM, in support of an Outline Business Case (OBC) for the project.
3. This Summary Note provides an overview of the consultation and engagement undertaken by CPCA in respect of the proposals for the CAM between 21 February and 3 April 2020. The Note sets out the activities undertaken as part of the consultation and the feedback received on the two main topics being consulted on: the need for and benefits of CAM, and the potential route alignments of the City Tunnel Section.
4. As part of the consultation, consultees were also asked a range of questions about their current travel methods and use of public transport, their views on the need and benefits of CAM, and their views on key elements of the City Tunnel Section. Feedback from the consultation will inform the development of proposal for CAM network, including the City Tunnel Section, and assist in the preparation of an OBC for the project.
5. Early stakeholder engagement has included meetings with a number of stakeholders, including with officers and members at the relevant local planning authorities from Cambridge City Council, South Cambridgeshire District Council, East Cambridgeshire District Council, Cambridgeshire County Council, together with relevant Members of Parliament.
6. To engage with the local community, five public exhibitions were organised at venues located in the vicinity to of key elements of the City Tunnel Section and were spread throughout the week and at a variety of times to capture the views of individuals who were in Cambridge for both business and leisure purposes; these events were attended by a total of 1,034 individuals.
7. Due to the impact of Covid-19, a sixth scheduled public exhibition was cancelled in accordance with the prevailing Government advice regarding public gatherings and with the interests of the welfare of the public and member of the CAM project team in mind. As a result, a range of additional steps were taken to mitigate the impact of this and make the local community and stakeholders aware of how they could view the consultation materials, contact the project team with any questions and provide feedback.
8. Six public information points, located in the vicinity of key stops on the Regional Routes outside of the urban area of Cambridge that have not previously been consulted on by the Greater Cambridge Partnership (GCP), were also in operation during the consultation to enable members of the public to view and take away copies of the consultation materials.
9. Again, due to the impact of Covid-19 access to these information points, which were independently governed, was consequently impacted. As a result, where information regarding the consultation and / or copies of the consultation materials, including the feedback form were requested, these were handled accordingly by the CAM project team while all the consultations materials were available online via the project website throughout



## **Appendix 1**

the consultation.

10. To raise awareness for the consultation, an invitation was distributed to over 12,000 households and businesses in the vicinity of elements of the City Tunnel Section, including proposed station and portal locations. A press release was also issued to the *Cambridge News*, *Cambridge Independent*, *Haverhill Echo*, whilst full page adverts were placed in the *Cambridge News* and *Cambridge Independent* and CPCA's existing social media channels (Twitter, Facebook and LinkedIn) were utilised to further promote the consultation.
11. A set of consultation materials was produced to promote the consultation, outline the proposals for CAM and the scope of the consultation, and enable the provision of feedback. Copies of these were available at all public exhibitions, information points and on the project's dedicated website ([www.cam.consultationonline.co.uk](http://www.cam.consultationonline.co.uk)). The website address was included on all promotional material produced as part of the consultation to direct individuals to information on the proposals.
12. At the public exhibitions, feedback forms were available, together with postage-paid freepost envelopes, for attendees to take away. Feedback could also be provided via the iPads available at all exhibitions and via a digital version of the feedback form hosted on the project's dedicated website, with feedback invited over a six-week period.
13. In addition to being able to speak with the project team at the public exhibitions, individuals could also speak with the project team via a number of other channels, including a freephone information line (**01223 608001**), consultation email address ([cam@consultation-online.co.uk](mailto:cam@consultation-online.co.uk)), consultation website ([www.cam.consultationonline.co.uk](http://www.cam.consultationonline.co.uk)) and freepost address (**CAM CONSULTATION**).
14. A total of 493 responses to the consultation were received by the advertised feedback deadline of Friday 3 April 2020, including 441 feedback forms (including online submissions and hard copies) and 52 freeform responses (including emails and letters). CPCA will consider all comments provided as part of the consultation as it continues to develop its proposals for the CAM network.
15. A review of the feedback forms found that:
  - **71%** strongly supported or supported Route Alignment Option A for the City Tunnel Section;
  - **37%** strongly supported or supported Route Alignment Option B for the City Tunnel Section;
  - **71%** strongly supported or supported the proposed location for the new City Centre station;
  - **72%** strongly supported or supported the proposed location for the Mainline Interchange station;
  - **84%** said CAM would significantly increase or slightly increase their use of public transport if it improved key factors of public transport (e.g. reliable journey times, frequency of service etc.);
  - **80%** strongly agreed or agreed that CAM would significantly improve the economic future of the region; and,
  - **82%** strongly agreed or agreed that there is a strong case to deliver CAM to increase public transport capacity in the region.
16. Further to this, the proposed locations received support from the public (58% for the North Portal, 60% for the South, 53% for the East and 57% for the West). A high number of respondents indicated they had no view on these locations (35%, 33%, 40% and 35% for each Portal respectively), which may be attributed to two factors: respondents not expressing a view on portals that are not located in proximity to their places of leisure, work and / or residents, and queries regarding the precise location of the portals.



## **Appendix 1**

17. In addition, responses to freeform questions (on the feedback form) were supportive of the proposals for CAM, with many hoping that the network would be delivered swiftly. A number of constructive suggestions were also made, including locations of potential stations on the Regional Routes and design features of the City Centre station (e.g. public toilets, bicycle storage, a café / coffee shop etc.). Many responses stressed that the network should be affordable to use, with frequent services running from early morning to late night and should integrate with existing and proposed public transport services, such as existing bus and National Rail services, in terms of both physical infrastructure and the ticketing systems employed.
18. A small level of opposition to the project was also received, with some stating they would prefer the use of tram / light rail / rail technology, others felt that improvements to / investment in existing public transport services would be a preferable alternative to CAM, whilst some took this opportunity to express criticism of the proposed Cambridge-to-Cambourne (C2C) route, stating a preference for a route running via the Girton Interchange instead of via Coton/Hardwick.
19. A review of the freeform responses (including emails and letters), which were received in equal numbers from stakeholders / organisations and the wider public, found that there is a high-level of support for the principle of a mass transit transport solution in the form of CAM to address the economic, social and environmental challenges faced by the region. There was significant agreement that CAM would help reduce reliance on private car, tackle congestion and air pollution and support the economic prosperity of the region, with a recognition of the potential for 'clustering' benefits associated with the development and delivery of CAM and unlock new sites for residential and employment growth across the region.
20. Among stakeholders, Route Alignment Option A was widely supported as it was perceived as providing greater flexibility and connectivity for users with fewer drawbacks when compared to Option B. The proposed locations for the new City Centre station, Mainline Interchange station and Portals were also well-received.
21. Where queries and comments were provided by stakeholders, these typically focused on the need for greater articulation regarding how the multi-modal integration of CAM with other sustainable methods of public transport would be achieved, including existing bus services and existing cycle and pedestrian networks, along with a number of major proposed transport schemes in the region, including East West Rail. A prevailing theme among the responses of stakeholders was that the success of CAM would depend on its successful integration into the existing transport network and the provision of seamless interchange with existing transport and employment hubs, including existing and planned railway stations and Park & Ride sites.
22. A small number of queries were raised regarding the potential funding mechanisms associated with the development and delivery of CAM. A small number of representations questioned whether light rail would represent a more appropriate technological solution for CAM, while the timescales for the delivery of C2C was queried, as was the proposed route for this element of the CAM network.
23. CPCA is committed to engaging with both stakeholders and the wider public regarding its emerging proposals and will ensure information continues to flow to interested parties as the project progresses. Further consultations will be held on other aspects of CAM in due course to enable those in the wider region to provide further feedback on the proposals.