



Sub-Strategy Consultation Feedback Report

CAM
CAMBRIDGESHIRE
AUTONOMOUS METRO

[Document Reference]

Author: Tom Beckford, BECG
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Address

FREEPOST CAM
CONSULTATION

Tel

01223 608001

Email

cam@consultation-online.co.uk

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1. Executive Summary

This Feedback Report provides a summary of the responses received to the Cambridgeshire and Peterborough Combined Authority's (CPCA) consultation on the Sub-Strategy for the Cambridgeshire Autonomous Metro (CAM) that was undertaken between Monday 4 May and Friday 17 July 2020.

The draft CAM sub-strategy is a daughter document of the Local Transport Plan (LTP) and describes the policy framework for the CAM. The document aims to ensure that individual components of the CAM network, are fully compliant with a coherent and consistent overall vision for the network.

A total of 88 responses were received by the advertised feedback deadline of Friday 17 July 2020, including 65 survey responses and 23 freeform submissions. CPCA will review and consider all comments provided as part of the consultation **before publishing a final version of the Sub-Strategy for approval.**

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A review of the feedback received found that:

- 67% strongly agreed or agreed with the objectives of the Sub-Strategy
- 53% strongly agreed or agreed that the aims of the LTP and Sub-Strategy strongly align with one another
- 62% strongly support or support the wording of the economic sub-objectives
- 62% strongly support or support the wording of the societal sub-objectives
- 68% strongly support or support the wording of the environmental sub-objectives

In addition, freeform responses to the request for additional information noted that respondents supported the Sub-Strategy, and many felt that the timelines for CAM should be accelerated if possible. Numerous suggested improvements to the document were also provided, including the provision of more detail within the sub-objectives, and proposed re-wording of various aspects of the document.

It was also evident that respondents saw affordable fares and good 'first and last mile' links from CAM stations as essential to ensure the success of the network, and that infrastructure such as CAM should be delivered prior to the delivery of additional housing. Some also took this opportunity to air their opposition to CAM, stating that Light Rail technology should be preferred due to the environmental impacts of rubber tyred vehicles, whilst others saw CAM as a 'vanity project' and that funding should instead be used to improve the existing public transport infrastructure within the region.

In addition to the feedback provided via the survey, freeform responses received from various stakeholders were also largely positive, with the majority supporting the objectives and sub-objectives, and agreeing that the Sub-Strategy aligns with the LTP.

Many stakeholders took this opportunity to provide specific suggestions relating to the sub-objectives, with the most common being a request for CAM to provide a biodiversity net gain, a desire to see CPCA to adopt the National Planning Policy Framework (NPPF) pyramid of environmental impacts that puts prevention before mitigation, and ensuring all references to future development are inclusive of the expansion of existing settlements and are not limited to the creation of new settlements. Stakeholders also shared the views of survey respondents that strong integration with existing and proposed public transport links (including East-

West Rail) and the provision of good 'first and last mile' links are crucial to ensuring modal shift and enabling multi-modal journeys to be made.

Responses provided by local authorities suggested that the Sub-Strategy does not currently accurately capture the relationship between the LTP, CAM and the Local Plan process, noting that, in its current form, the document implies that CAM will help to dictate/shape the location(s) of future development in the region, when in reality such decisions would be taken as part of the Local Plan process that the relevant Local Planning Authorities hold responsibility for.

It should also be noted that a reasonable portion of the stakeholder submissions received were from land promoters with interests in various strategic and non-strategic sites, many of whom were keen to discuss how their promotions could interlink with and help to realise the aims of CAM. This desire for continued co-operation and engagement was also shared by the vast majority of stakeholders that are not seeking to promote land for development, including Cambridge United, Cambridge University Hospitals Trust and the numerous local authorities.

2. Summary of Feedback

2.1 Overview

2.1.1 Overall, 88 feedback submissions were received from individuals and stakeholders. Of these responses, 65 were survey responses and 23 were freeform responses – the latter comprised solely of responses from stakeholders / organisations. It should also be noted that some stakeholders / organisations chose to respond using the survey provided. Some stakeholders submitted a copy of their response as both a freeform response and through the survey. Where this occurred, these responses have been counted as freeform responses. For the purposes of this report, the two response types are analysed in separate sections below due to the differences in their format.

2.1.2 All percentage figures in this document have been rounded to the nearest whole number and may therefore not always total to 100%

2.2 Summary of Respondents

Given Address of Respondents

2.2.1 Respondents were largely concentrated in and around the city of Cambridge, with a small number of individuals located in/close to regional settlements such as Huntingdon, Peterborough, and Ely. Notably, stakeholder respondents were distributed over a wider area, with only two located in Cambridge – this is likely to be a result of developers and other organisations holding an interest in the region through a land-holding capacity (or similar), with their registered offices located further afield. Three stakeholder responses did not provide an address and were not publicly available.

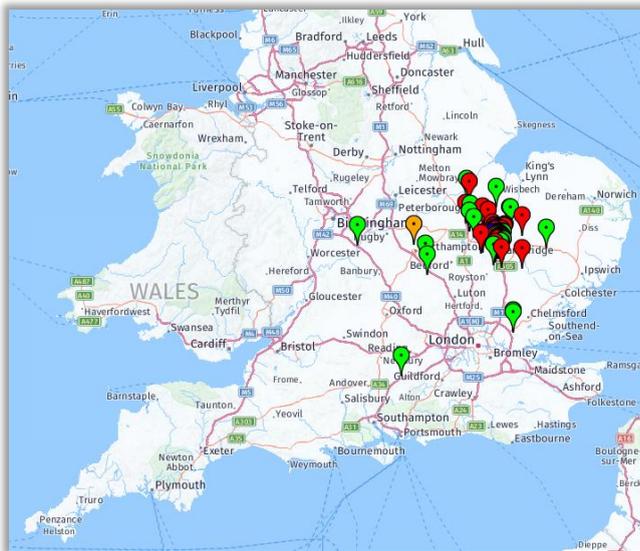


Fig 1. Respondents by given address (National view)

(green = stakeholder; red = resident; blue = resident & business; orange = visitor to the region)

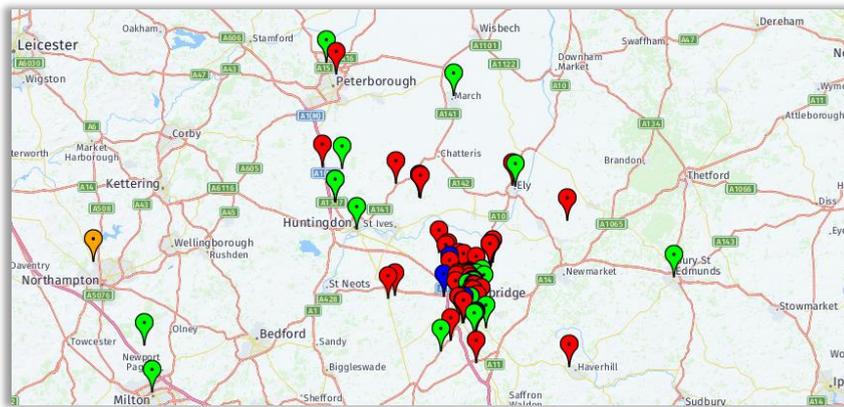


Fig 2. Respondents by given address (Regional view)

(green = stakeholder; red = resident; blue = resident & business; orange = visitor to the region)

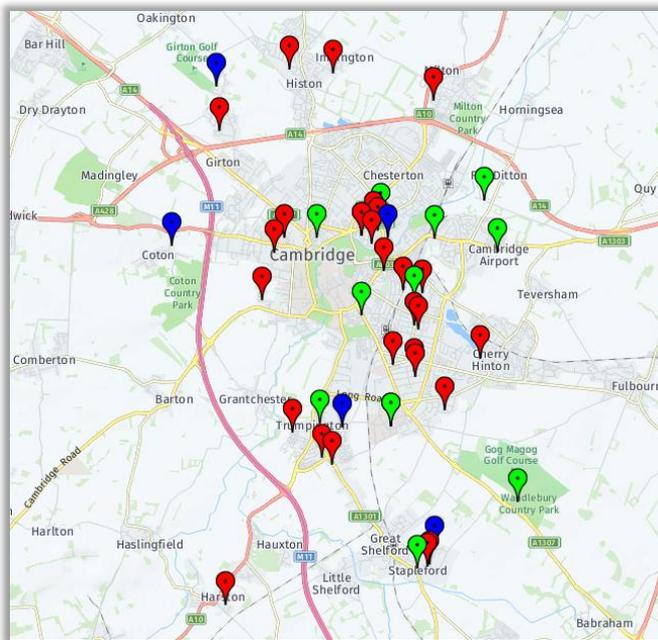


Fig 3. Respondents by given address (City Centre view)

(green = stakeholder; red = resident; blue = resident & business; orange = visitor to the region)

Nature of Respondents

2.2.2 Approximately half of responses were received from members of the public – 46 in total. 34 of the remaining responses were received from a variety of stakeholders, including businesses, voluntary/community organisations, and public sector bodies. 7 responses were received from individuals classified as both residents and having a business interest, whilst one response was provided by a visitor to the region.

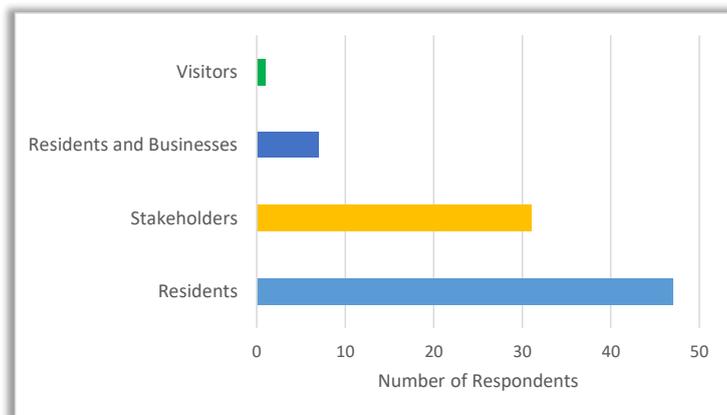


Fig 4. Respondents by nature

2.3 Overview of Survey Responses

- 2.3.1 Respondents stated that they understood the overarching need for CAM relatively well, with an average understanding of 76%.
- 2.3.2 When asked for their views on the proposed objectives of the CAM Sub-Strategy, the majority of respondents (67%) stated they agreed or strongly agreed with the suggested objectives, with a further 21% stating they had no view. Freeform comments on this subject revealed support for both the Sub-Strategy aims, and CAM as a whole. Others felt that CAM objectives would not be questioned as they were “ideals” shared by a wide proportion of the population, whilst others cast doubt on the deliverability of CAM.
- 2.3.3 53% of responses indicated that they agreed or strongly agreed that there is a strong alignment between the objectives of the LTP and the CAM Sub-Strategy, with a further 29% stating they neither agreed nor disagreed. This sentiment was echoed by the freeform responses to this question, although some felt that the LTP and Sub-Strategy did not align. A number of comments were also received on subjects not directly related to the question, including a desire to see the Cambridge-to-Cambourne (C2C) route delivered by the Greater Cambridge Partnership (GCP) to prevent further delays.
- 2.3.4 There was a reasonable level of support for the proposed economic sub-objectives of the Sub-

Strategy, with 62% supporting or strongly supporting these. The most frequent comment to this question was that CAM needs to service new settlements to support housing and business growth, whilst the need for reliable journey times was also referenced in some responses.

- 2.3.5 The societal sub-objectives were well received by respondents, with 62% expressing support or strong support for these as drafted. Affordability of fares was considered crucial to achieving these goals, others suggested the creation of a journey planner app for the region, whilst some commented that specific objectives needed refinement.
- 2.3.6 Overall, the sub-objectives relating to the environment received a positive response from respondents. 68% agreed or strongly agreed with the stated aims in this regard. This subject received a number of more specific individual comments, including approving the use of segregated routes, claims that objectives required more specific commitments, and a disapproval at the proposed future level of growth in housing across the region.
- 2.3.7 70% of respondents provided comments on the introductory text for CAM and the associated network map. The most frequent comments included support for CAM, a perception that Cambourne and Bourne are listed in the wrong order on the map, which some individuals felt required further details, including locations of proposed housing expansions, first and last mile links and the inclusion of additional stops on the Regional Routes.
- 2.3.8 Objective CAM 2 received a mixed reaction, with 53% agreeing or strongly agreeing with the suggestion that CAM will accelerate the delivery of housing in the region, with a further 19% disagreeing or strongly disagreeing, whilst 27% had no view. Comments received included support for the objective (a number of which were provided by developers), whilst individuals felt that CAM and other infrastructure should be delivered prior to the construction of new housing.
- 2.3.9 Objective CAM 3 relating to CAM promoting equity was received relatively well, with 56% stating they agreed or strongly agreed with the objective, whilst just 16% disagreed or strongly disagreed. Frequent additional comments to this question included the notion that affordability of fares is key to tackling social deprivation, that good 'first and last mile' links are required, and that CAM should seamlessly integrate with existing and proposed public transport services.
- 2.3.10 Support was also received from respondents for the CAM Objective 4 relating to economic growth and development, with 59% stating they agreed or strongly agreed with the proposed aim, whilst a further 26% neither agreed nor disagreed. The need for good 'first and last mile' links was also a frequent comment on this question, whilst a number of individuals felt that the objective is too high-level and that further commitments should be made.
- 2.3.11 When asked for their views on the proposed programme for CAM, 43% agreed or strongly agreed with the timescales and activities set out. A further 25% neither agreed nor disagreed, whilst 31% disagreed or strongly disagreed. Frequent comments on this question included a request for the timescales to be accelerated, doubts that the timescales would be met, requests for details of more activities/dates within the programme, and queries over how CAM will be funded.
- 2.3.12 The final question on the survey, enquiring if respondents had any further comments or queries regarding CAM, produced a high number of differing responses. These included both support for and opposition to CAM, the view that CAM should utilise light-rail technology, that existing infrastructure

should be improved instead of developing CAM and concerns that the capital cost of constructing CAM is excessive.

2.4 Analysis of Survey Responses

- 2.4.1 This section provides an analysis of responses to the specific questions asked on the survey. It should be noted that not all respondents provided an answer to each specific question listed on the survey.
- 2.4.2 Questions 1 to 3 on the survey enquired as the identity, location, and nature of respondents. The data for the latter two questions presented in paragraphs 2.2.1 and 2.2.2 of this report respectively to allow for collation of this data with that provided by freeform response submissions.

Section 1: Objectives and Sub-Objectives

Q4. To what extent do you agree or disagree with the proposed objectives of the draft CAM Sub Strategy contained within the table on Pages 5-9?	
Average of all responses	
	76%

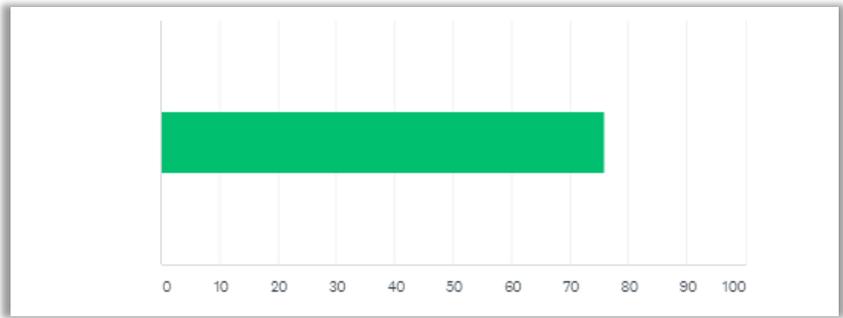


Fig 5. To what extent do you agree or disagree with the proposed objectives of the draft CAM Sub Strategy contained within the table on Pages 5-9?

Q5. To what extent do you agree or disagree with the proposed objectives of the draft CAM Sub Strategy contained within the table on Pages 5-9?				
Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
35%	32%	21%	2%	8%

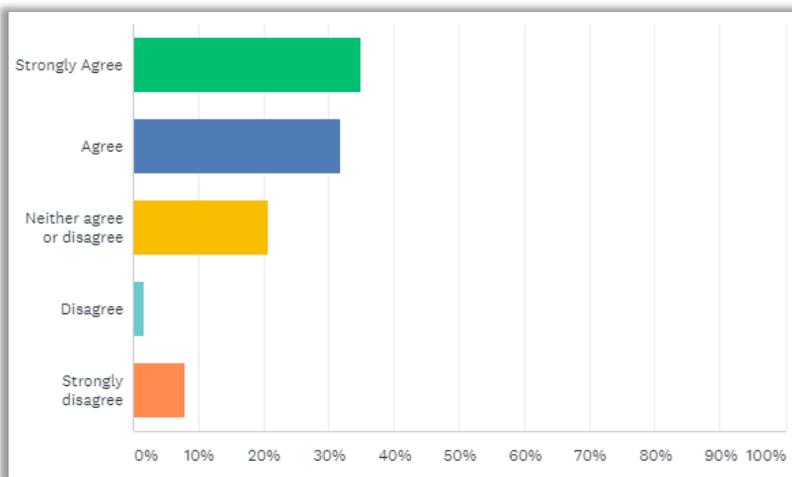


Fig 6. To what extent do you agree or disagree with the proposed objectives of the draft CAM Sub Strategy contained within the table on Pages 5-9?

Q5. Additional comments	
Comment	Frequency
Support the aims of the Sub-Strategy	8
Support CAM	7
Objectives will be widely held and not questioned	3
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	3
Strongly agree with the objective of supporting new housing and development for growing population	2
Objectives cannot be achieved simultaneously	1
Need further details of Portals	1

CAM should be complemented by improvements to the bus network	1
Support the introduction of a Congestion Charge	1
Oppose further homes in the Green Belt	1
Objectives are too high level / vague	1
CAM should be delivered in a phased manner consistent with housing delivery	1
Strategy does not demonstrate how CAM is good value for money	1
Strategy does not demonstrate why a tunnelled solution is required	1
Include a policy that identifies the need for CAM to support growth of offices / research / laboratories	1
Sub-Strategy should not assume a growth in housing	1
Disapprove of proposed level of housing growth	1
CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	1
Policies CAM 3 and CAM 4 should be given greater priority	1
Queried potential conflicts of interest between CPCA (CAM 1 and 2) and GCP (CAM 3)	1
CAM business cases should be evaluated against welfare / need factors	1
CAM does not address travel issues within Cambridge	1
CAM should utilise smaller vehicles	1
Strongly support the objective of promoting social inclusion through the provision of a sustainable transport network, that is affordable and accessible for all.	1
A balance needs to be struck between minimising adverse impacts on conservation, heritage, and natural community assets	1
Local Plans will allocate appropriate locations for housing delivery, CAM should not seek to influence this	1
Funding for City Tunnel Section should be secured prior to construction commencing on surface routes	1
Light Rail would be more cost effective than trackless tram technology	1

Q6. To what extent do you agree or disagree that there is a strong alignment between the objectives of the Local Transport Plan and those of CAM?				
Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
23%	31%	29%	10%	8%

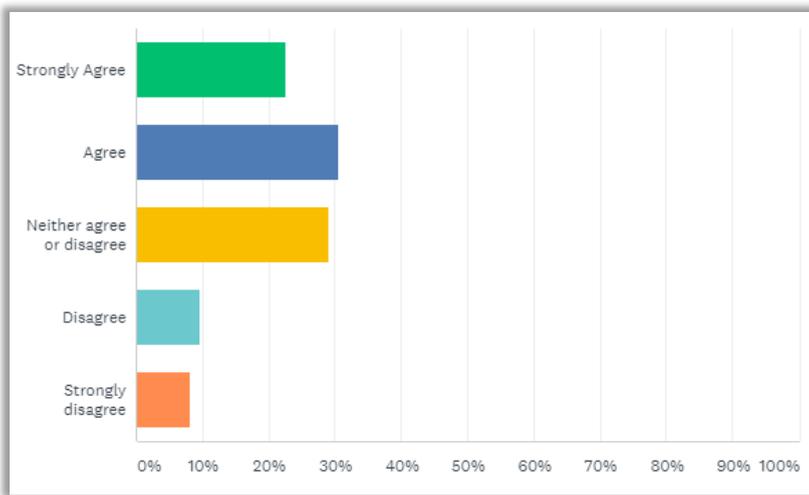


Fig 7. To what extent do you agree or disagree that there is a strong alignment between the objectives of the Local Transport Plan and those of CAM?

Q6. Additional comments	
Comment	Frequency
Support the aims of the Sub-Strategy	5
Aims of LTP and Sub-Strategy align with one another	4
GCP should deliver C2C, which should not be delayed	2
Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	2
Restructured bus franchising would meet objectives better than CAM	1
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	1
Sub-strategy does not address practical impacts of the project	1

Objectives need to be more clearly defined / include more specific commitments	1
Supports the LTP and would welcome the opportunity to explore how CAM can become part of the LTP	1
A14 enhancement should be prioritised over CAM	1
This is a leading question	1
Sub-Strategy does not align with the Local Transport Plan	1
CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	1
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	1
CAM should connect communities with each other, without passing through Cambridge	1
CAM does not address travel issues within Cambridge	1
Close alignment between the LTP and Sub-Strategy will see both documents share both the strengths and weaknesses of the LTP	1
City Tunnel Section will have negative environmental and heritage impacts on Cambridge	1
Oppose use of rubber tyred vehicles on environmental grounds	1
Concerned at use of unproven technology	1
City Tunnel Section will not enable capacity of the network to be increased in the long term if required	1
City Tunnel Section must be disabled accessible	1
CAM will incur long-term operating costs that will increase fares beyond affordable levels	1
CAM will encourage modal shift	1
Concerned about the deliverability of CAM	1

Q7. To what extent do you agree or disagree with the proposed sub objectives of the draft CAM Sub Strategy in relation to the economy (CAM-E1 to CAM-E20)?

Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
28%	34%	16%	7%	15%

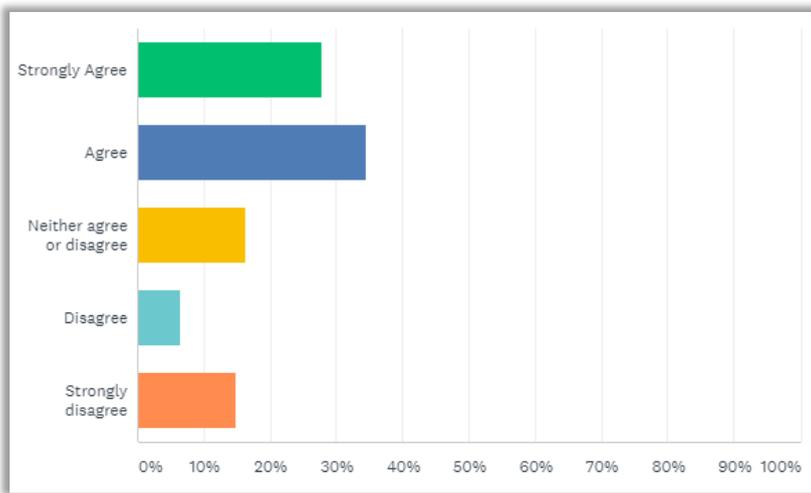


Fig 8. To what extent do you agree or disagree with the proposed sub objectives of the draft CAM Sub Strategy in relation to the economy (CAM-E1 to CAM-E20)?

Q7. Additional comments	
Comment	Frequency
CAM needs to service new settlements / support housing & business growth	4
Supportive of the proposed sub objectives for the draft CAM Sub Strategy in relation to the economy	4
CAM needs to provide reliable journey times	2
Objectives need to be more clearly defined / include more specific commitments	2
Supportive of Policy CAM-E2	2
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	1
Concerned CAM will be funded by tax increases	1

Do not believe CAM is the right economic strategy due to impact of Covid-19	1
Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	1
Sub-Strategy should not assume a growth in housing	1
We are concerned about CAM-E18 and E-19	1
Sub-Strategy does not align with the Local Transport Plan	1
CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	1
Development of East-West Rail reduces the need for CAM	1
Policy E1 requires further detail	1
Policy E2 should not be limited to new settlements being developed by development corporations	1
Clarity required on how CAM will place all residents within a 30-minute journey of employment	1
CAM vehicles are not suitable for demand-responsive working	1
Disapprove of proposed level of housing growth	1
Capacity of CAM should account for future growth	1
CAM needs to be delivered within the next decade	1
CAM needs to seamlessly integrate with existing/proposed public transport services	1
CAM E1 is too vague and requires further explanation	1
Objectives E9-E13 may further promote commuting to London	1
Sub-objective should be included that aims for a healthy balance between outward and inward commuting to/from Cambridge	1
CAM-E9 - Connection into heavy rail should be in two or three places, not at every station,	1
CAM-E10 - Transport Hubs must minimise walking distance, unlike the current positioning of the bus stops at the main railway station	1
Important that strategic scale development growth and transport projects are fully integrated on the A428 arterial route between Cambridge and St Neots.	1
Additional stations should be added to the network	1
CAM-E13 is contrary to the Local Plan	1
GCP have ignored requirement set out in CAM-E15 for segregated routes on C2C	1

CAM-EV1 should commit to NPPF hierarchy of avoiding environmental impacts before minimising them	1
Consideration should be given to the impact of East-West Rail on CAM	1

Q8. To what extent do you agree or disagree with the proposed sub objectives of the draft CAM Sub Strategy in relation to the society (CAM-S1 to CAM-S12)?

Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
32%	30%	18%	10%	10%

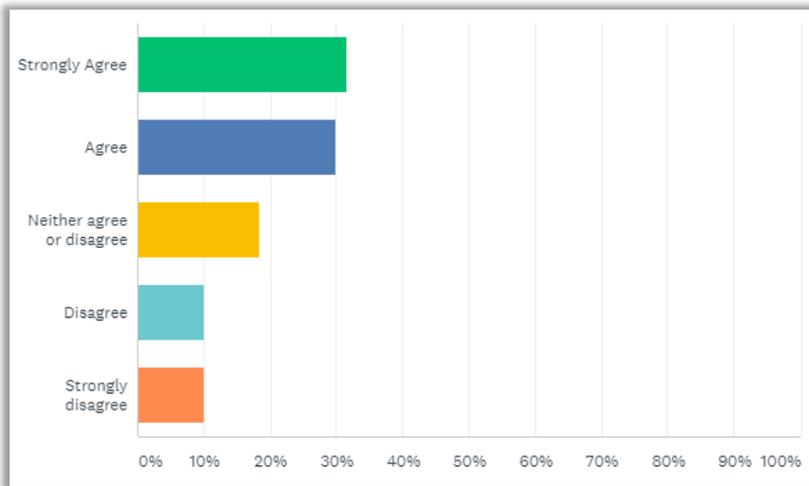


Fig 9. To what extent do you agree or disagree with the proposed sub objectives of the draft CAM Sub Strategy in relation to the society (CAM-S1 to CAM-S12)?

Q8. Additional comments

Comment	Frequency
Supportive of the proposed sub objectives for the draft CAM Sub Strategy in relation to society	8
Affordable fares are essential	4
A journey planner app should be developed for the region	2
CAM needs to seamlessly integrate with existing/proposed public transport services	2

CAM should cater for horse riders	2
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	1
CAM needs 'first and last mile' travel links	1
CAM needs to be sustainable	1
CAM network should run on surface streets in Cambridge if tunnelling proves too expensive	1
CAM objectives do not reflect the SOBC findings	1
CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	1
CAM vehicles should accommodate bicycles	1
CAM will have a large impact	1
Consideration should be given to the impact of East-West Rail on CAM	1
Councils are not attempting to reduce air quality at present	1
Do not believe the wider public will feel safe on public transport following Covid-19	1
Further detail of 'first and last mile' travel options is required	1
Further detail/commitments should be made on reducing car usage	1
How many additional CAM stations are envisaged?	1
Is there a passenger number threshold for the provision of a station?	1
Objective S1 is overly demanding	1
Objective S4 should be limited to county-wide	1
Objective S9 is unclear	1
Objectives need to be more clearly defined / include more specific commitments	1
Strongly support sub-objectives S3 and S4	1
Sub-Strategy should not assume a growth in housing	1

Q9. To what extent do you agree or disagree with the proposed sub objectives of the draft CAM Sub Strategy in relation to the environment (CAM-EV1 to CAM-EV2)?

Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
33%	35%	12%	10%	10%

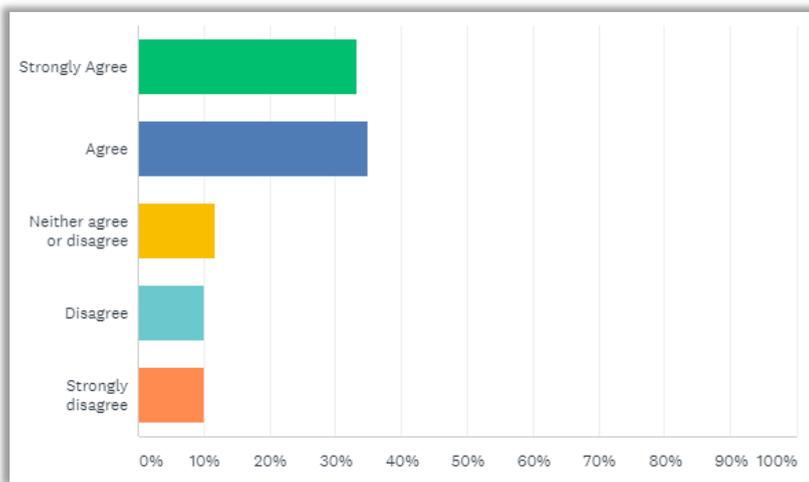


Fig 10. To what extent do you agree or disagree with the proposed sub objectives of the draft CAM Sub Strategy in relation to the environment (CAM-EV1 to CAM-EV2)?

Q9. Additional comments

Comment	Frequency
Supportive of the proposed sub objectives for the draft CAM Sub Strategy in relation to the environment	7
Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	2
Approve of segregated routes	2
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	1
CAM will have a negative environmental impact	1
Cleaning up / decarbonising existing infrastructure should take priority over delivering CAM	1
Objectives need to be more clearly defined / include more specific commitments	1

Oppose use of concrete in construction on environmental grounds	1
Sub-Strategy should not assume a growth in housing	1
It should be clear that CAM-EV2 is a desire but not influence the choice of technology	1
Disapprove of proposed level of housing growth	1
Sub-Strategy should provide additional protection for green spaces	1
CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	1
Sub-Strategy should include commitments to addressing existing environmental issues	1
Objective EV1 should be reworded positively to promote development in sustainable locations, instead of aiming to prevent unsustainable fringe development	1
Objectives are misaligned in respect of villages - CAM aims to connect them, yet is supposedly unsuitable for the purpose	1
Consideration should be given to environmental impact of tourist coaches	1
Sub-objective EV1 should be given greater weight than E4 if the two come into conflict	1
Light Rail should be favoured over trackless tram technology due to environmental impacts of rubber tyres	1
CAM-EV1 should commit to NPPF hierarchy of avoiding environmental impacts before minimising them	1

Section 2: About CAM

Q10. Do you have any comments on the introductory text to the CAM on Pages 10 and 11 (including the map of the network)?	
Comment	Frequency
Cambourne and Bourne are in the wrong order on the network map	4
Network map is not detailed enough	4
Support CAM network	4
Doubtful timescales will be met	2
Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	2
CAM needs 'first and last mile' travel links	2
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	2
Unsure on City Tunnel Section	1
City Tunnel Section will be too costly	1
CAM should be a light rail or tram system	1
CAM should not be a bus-based system	1
The CAM service should operate early mornings, late nights, and weekends	1
The CAM service should be frequent to encourage usage of the network	1
CAM should serve both the existing and new Waterbeach stations	1
How will the existing Guided Busway be impacted?	1
Number of stations should increase with population density	1
More station locations should be created in the city centre	1
Further detail/commitments should be made on reducing car usage	1
Concerned that the project will not deliver on its promises	1
Oppose replacement of Scotland Farm P&R with Madingley Road P&R	1
A CAM stop is needed at Hardwick	1

A CAM stop is needed at Burwell	1
A CAM stop is needed at Swaffham Bulbeck / Prior	1
A CAM stop is needed at Fordham	1
A CAM stop is needed at Isleham	1
A CAM stop is needed in Fenland	1
Will CAM deliver additional benefits beyond those of existing public transport services?	1
The Network Map should note that C2C/ Regional Routes are surface level transport solutions	1
Sub-Strategy does not demonstrate the impact on existing narrow roads / historic buildings	1
Requested further details on journey times	1
CAM will be beneficial to the environment in the long-term	1
How will CAM impact the environment during construction?	1
Would like to see a firmer commitment to a wider CAM network	1
CAM should include routes that do not travel via Cambridge	1
Job opportunities should be spread throughout the wider region instead of building CAM	1
The reference to autonomous vehicles is unnecessarily specific	1
The proposed timeline is 'front loaded' with City Tunnel to follow by 2029	1
Concerned that CPCA and GCP are not aligned with one another	1
CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	1
CAM should extend further south	1
Queried level of demand for the Waterbeach Regional Route	1
Further investigation of the implications of autonomous technology is required	1
CAM needs to consider proposed employment land use outlined in Local Plans	1
Network map should illustrate existing PT services, settlement sizes, planned developments, pollution, current traffic flows and existing station capacity issues	1
CAM does not address travel issues within Cambridge	1

Requested further details on benefits and drawbacks of CTS	1
Support the inclusion of Haverhill within the CAM network	1
Will interim surface-level routes be provided during construction of the City Tunnel Section?	1
Assess the impact of Covid-19 upon future travel demand	1
Clarity is required on the Portal locations	1
Description should refer to education-related travel in addition to employment-related travel	1
Oppose segregated routes that would impact existing green spaces	1
Cambridge Airport should be accessed via the existing Newmarket Road/former Mildenhall railway alignment	1
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	1
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	1
Metro stop should be more central, and positioned to serve those furthest from the railway station	1
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.	1
What alternatives to CAM have been considered?	1
Supportive of station locations on C2C route	1
Funding for City Tunnel Section should be secured prior to construction commencing on surface routes	1
Light Rail would be more cost effective than trackless tram technology	1
Consideration should be given to the impact of East-West Rail on CAM	1

Section 3: Policies & Timescales

Q11. To what extent do you agree or disagree with the proposed wording around CAM 2: Supporting the acceleration of housing delivery?				
Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
26%	27%	27%	6%	13%

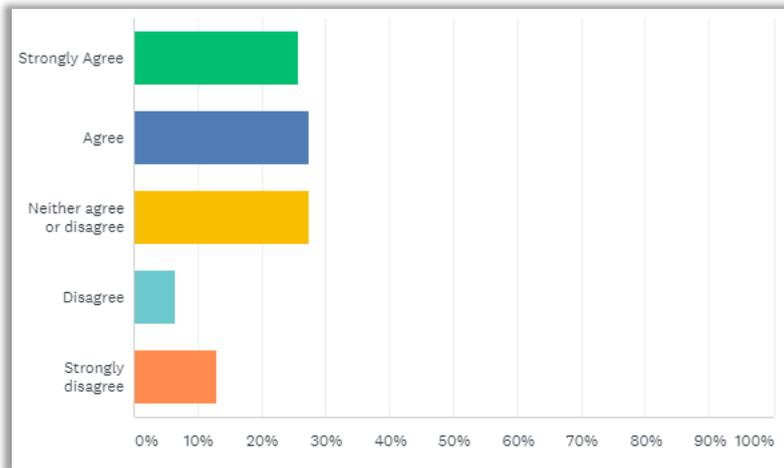


Fig 11. To what extent do you agree or disagree with the proposed wording around CAM 2: Supporting the acceleration of housing delivery?

Q11. Additional comments	
Comment	Frequency
Supports the strategy to accelerate housing delivery	8
CAM/infrastructure should be delivered before new housing is built	4
CAM will benefit the wider region	2
CAM should cater for horse riders	2
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	1
Integration with wider region is vital	1

Assess impact of Brexit and Covid-19 on projected population growth	1
Disagree with Policy CAM 2 as it does not align with Local Plan timescales	1
Sub-Strategy should not assume a growth in housing	1
Disapprove of proposed level of housing growth	1
Evidence of housing delivery is required before CAM can proceed	1
CAM needs to balance needs of existing and future residents	1
Timeline should take into account the Uttlesford and South Cambridgeshire Local Plans	1
CAM does not align with the relevant Local Plan(s)	1
Crucial that CAM links new settlements with employment centres	1
Transport for new developments should be provided by CAM, not be taking already overcrowded facilities from existing residents	1
Sub-Strategy should reference how CAM can help deliver sustainable growth to existing settlements	1
Local Plans will allocate appropriate locations for housing delivery, CAM should not seek to influence this	1
Unconvinced that CAM will accelerate housing delivery due to other obstacles, including land banking	1

Q12. To what extent do you agree or disagree with the proposed wording around CAM 3: Promoting equity?

Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
23%	33%	26%	5%	11%

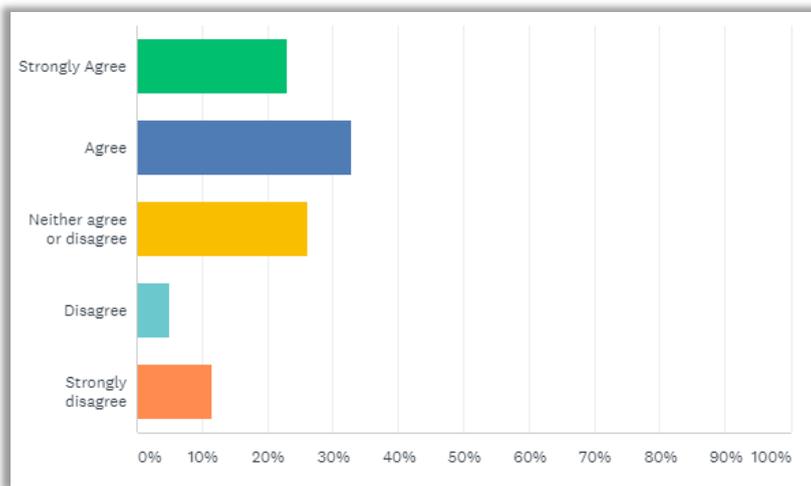


Fig 12. To what extent do you agree or disagree with the proposed wording around CAM 3: Promoting equity?

Q12. Additional comments

Comment	Frequency
Support the equity sub-objectives	5
CAM needs to seamlessly integrate with existing/proposed public transport services	3
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	2
Affordability is essential to tackle social deprivation	2
CAM needs good bus links for 'first and last mile' travel	2
Minimise walking distances within stations	2
No view on equity sub-objectives	1

Focus should be on delivery instead of societal goals	1
Bus links should radiate from CAM stations	1
How do the timelines for CAM link with the development of sites identified in the various Local Plans?	1
Allow GCP to deliver C2C to prevent further delays	1
We would want to see a widening of the scope to this priority	1
CAM should cater for horse riders	1
Job opportunities should be spread throughout the wider region instead of building CAM	1
CAM-S11 should improve air quality particulates	1
Further detail on how equity will be achieved is required	1
Extensive service hours are essential to tackle social deprivation	1
CAM3 should include a reference to integration with Whittlesford Station masterplan	1
CAM objectives do not reflect the SOBC findings	1
CAM should include provision of cycling infrastructure	1
New forms of transport need to be considered for 'first and last mile' transport - e.g. e-scooters, autonomous vehicles	1

Q13. To what extent do you agree or disagree with the proposed wording around CAM 4: Promoting sustainable growth and development?

Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
26%	33%	26%	7%	8%

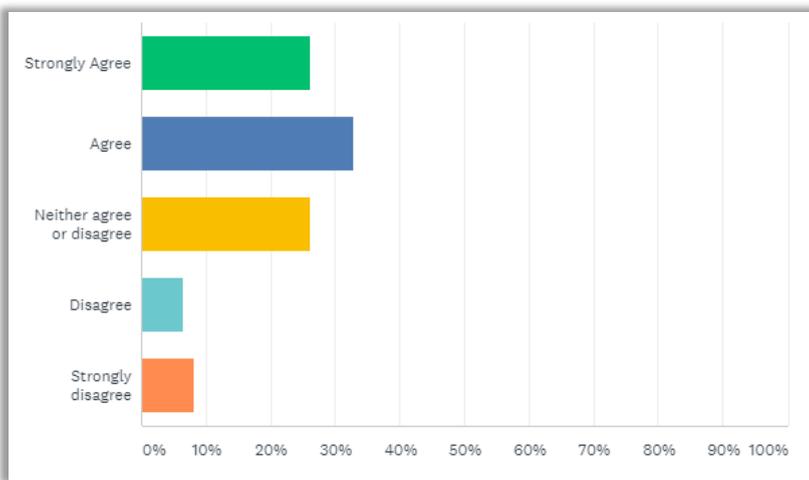


Fig 13. To what extent do you agree or disagree with the proposed wording around CAM 4: Promoting sustainable growth and development?

Q13. Additional comments

Comment	Frequency
CAM needs good links for 'first and last mile' travel (bus / bicycle etc.)	4
Supportive of the sustainable growth and development sub-objectives	4
Objectives are too high level / vague	3
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	2
Further commitments should be made	2
Sustainability is expected	1
Further detail/commitments should be made on reducing car usage	1

A commitment should be made to utilise renewable energy	1
CAM should cater for horse riders	1
CAM will not promote sustainability	1
CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	1
A commitment to promote public services at reasonable costs should be made	1
Further detail of 'first and last mile' travel options is required	1
CAM objectives do not reflect the SOBC findings	1
CAM needs to balance needs of existing and future residents	1
Provide additional details for sub-objective EV1	1
Conditions not classed as physical disabilities should be mitigated through design, beyond step-free access	1

Q14. To what extent do you agree or disagree with the program, in terms of milestones outputs and dates?

Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
21%	21%	25%	16%	15%

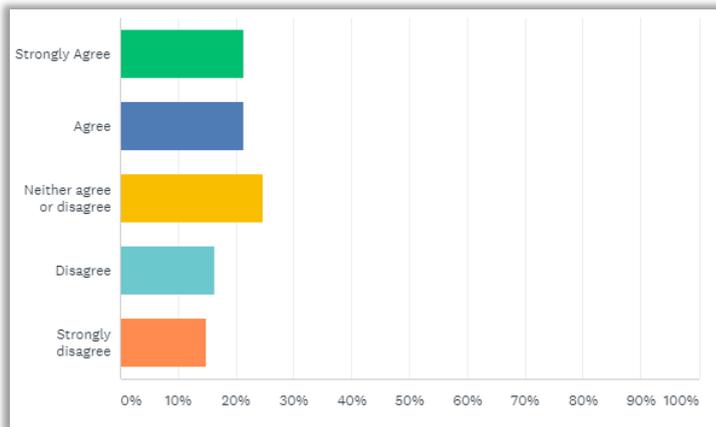


Fig 14. To what extent do you agree or disagree with the program, in terms of milestones outputs and dates?

Q14. Additional comments	
Comment	Frequency
CAM timescales should be accelerated	5
Doubtful timescales will be met	4
How will CAM be funded?	3
Requested more detailed timescales	3
Oppose CAM	2
Timelines should be integrated with those of the Local Plan processes	2
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	1
Costs will increase with longer timescales	1
Improving existing infrastructure should take priority over delivering CAM	1
Where does the Sub-Strategy consultation fit into the timelines?	1
CAM network should run on surface streets in Cambridge if tunnelling proves too expensive	1
Further details to explore the future phases of CAM	1
Supportive of the programme proposed	1
CAM should cater for horse riders	1
CAM will expand the north/south divide in Cambridgeshire	1
Support the ambition / innovation behind CAM	1
CAM is a waste of public money	1
CAM should not proceed beyond OBC stage until the findings of the bus reform taskforce are available	1
CAM timescales should not slip	1
Programme should include assessment of potential surface level routes during construction of the City Tunnel Section	1
Programme should indicate phased opening date of all sections	1
Further details to explore on where stops will be, and where the lines will go	1

Two or three other possible routes into new development, along Mere Way, beyond the stop at the Science Park	1
The expressed targets are realistic and achievable	1
Timescales are unrealistic for the adoption of autonomous technology	1
Corridors/routes in areas where growth is already occurring should be prioritised for earlier delivery	1

Section 4: Other Comments

Q15. Is there anything else you feel we should consider (any additional comments)?	
Comment	Frequency
Support CAM	3
Oppose CAM	3
Policies should refer to all 'active travel' modes (including horse riding), not just walking and cycling	3
CAM should be a light rail or tram system	3
CAM is a 'vanity project' / 'white elephant' / 'pie in the sky'	2
Critical of Sub-Strategy Consultation	2
Improving existing infrastructure should take priority over delivering CAM	2
Cost of CAM is too high	2
Approve of segregated routes	1
CAM should not be a bus-based system	1
Light rail/tram system will provide a greater capacity than a bus system	1
CAM network should begin operation in phases	1
Utilise existing roads to accelerate timescales	1
A quantified objective to reduce car usage within CAM network area should be included	1
CAM timescales should be accelerated	1
Fear of 'NIMBY' objectors	1

Do not believe CAM should proceed due to impacts of Covid-19	1
Has the impact of rising sea levels been assessed?	1
A CAM stop is needed at Burwell	1
A CAM stop is needed at Fordham	1
A CAM stop is needed at Isleham	1
CAM is needed in Fenland	1
Additional coach parking is needed in Cambridge	1
Why are stations proposed close together at Cambridge North, Science Park and Science Park North?	1
Will there be additional stations on the Regional Routes?	1
Why is a tunnel needed between Cambridge Station and the Biomedical Campus, given that the busway already exists?	1
Provide interim surface level routes in Cambridge during construction of the City Tunnel Section	1
CAM is a waste of public money	1
CAM will take too long to build	1
Requested publication of timetables in the near future	1
Job opportunities should be spread throughout the wider region instead of building CAM	1
CAM should serve communities in North Cambridgeshire (e.g. Peterborough, Fenland)	1
CAM needs to balance needs of existing and future residents	1
CAM should utilise smaller vehicles	1
Support Objective CAM 4	1
CAM needs 'first and last mile' travel links	1
CAM vehicles should accommodate bicycles	1
CAM should create cycleways alongside dedicated routes	1
Integrate CAM with the Cambridge Greenways programme	1
Engage with the National Cycle Network to improve existing routes (E.G. NCN 11 & NCN 51)	1

Caseby Estates would welcome the opportunity to engage with CPCA	1
CPCA and GCP need to collaborate with one another to reduce the risk to the project	1
CAM needs to seamlessly integrate with existing/proposed public transport services	1
Include expected passenger numbers and split between travel modes	1
Include detail on existing obstacles to sustainable transport in Cambridge	1
Provide detail on how results of 2021 census will impact CAM	1
Could CAM vehicles operate on hydrogen?	1
Need to explain how the impact of Covid-19 has been considered	1
Sub-Strategy should include a review of historic and expected commuter travel	1
What alternatives to CAM have been considered?	1
Vehicle technology requires approval for use on all sections of the CAM network before construction begins on surface routes	1
City Tunnel Section should open before surface routes	1
City Centre station should be located at the Grafton Centre	1
Enhancing environmental, historic, and built environments is the most important aim of AM	1
Sub-Strategy should commit to NPPF hierarchy of avoiding environmental impacts before minimising them	1

2.5 Analysis of Freeform Responses

2.5.1 This section provides an analysis of freeform responses received from stakeholders and organisations (including via email and letter):

Analysis of Freeform Responses (Stakeholders)	
Stakeholder(s)	Key Comment(s)
Cambridge Past, Present and Future	<ul style="list-style-type: none"> • Remain unconvinced that CAM is either necessary, economically viable, realistic, or deliverable • Hold doubts over funding, given Government's focus on the Midlands & North, and the impact of Covid-19 • Investigations should be made into non-tunnelled solutions for 'Plan B' scenario • Oppose level of growth proposed by CPCA on grounds of unsustainability, adverse impacts on the environment, Green Belt, and quality of life • 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. • Believe that CAM Sub-Objective CAM E15 is contrary to the Local Plan Objective to "<i>deliver a transport network that protects and enhances our natural, historic and built environments</i>" due to the impact of constructing dedicated, segregated CAM routes through greenfield land • Recommended re-word of Sub-Objective CAM E15 to "<i>Dedicated segregated route where appropriate</i>" • Object to the inclusion of "New Garden Village settlements" and "<i>Supporting the development of new settlements being brought forward by any future development corporate created in the Oxford-Cambridge corridor</i>" in Sub-Objective E2 • Object to Sub-Objective E20 on the grounds that it is too prescriptive. Recommend reword to "<i>CAM will be designed to maximise passenger trips</i>" • 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). • Recommend re-word of second part of Sub-Objective EV1 to "<i>Aims for 20%</i>"

	<p><i>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</i></p> <ul style="list-style-type: none"> • Objective CAM 4 is inadequate as it does not reference environment, biodiversity, or community • OBC consultation was inadequate • Timescales are unrealistic • Recommend inclusion of a policy on delivery method(s) for CAM • Feel unable to make a judgement on CAM when alternative options for improving transport have not been presented • 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 • Expressed reservations that an underground solution will limit passenger numbers and increase costs in comparison to a surface solution. • 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.
<p>Cambridge Biomedical Campus (CBC) and Cambridge University Hospitals (CUH)</p>	<ul style="list-style-type: none"> • Supportive of CAM as a whole • CAM, together with other transport improvements such as East-West Rail, will provide campus staff to a wider range of potential housing locations • CAM will be instrumental in supporting the delivery of further expansion of the campus by providing additional travel options for staff and visitors • CAM is essential to reduce local congestion and single car occupancy rates • 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 • CPCA should engage at an early stage with landowners associated with and adjacent to Francis Crick Avenue • Supportive of strong focus on sustainability and interactions with other travel methods

	<ul style="list-style-type: none"> • CAM will assist in accelerating the delivery of housing and new settlements
<p>Cambridge City Council and South Cambridgeshire District Council (joint response)</p>	<ul style="list-style-type: none"> • 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. • CAM 2 should be amended to state “the appropriateness and locations of new settlements will be examined through the planning process” • 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 • 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) • Further core principles need to be added in respect of heritage impacts, natural community assets and environmental net gain requirements • Ambition for zero-carbon CAM should be acknowledged • Sub-Strategy should demonstrate how CAM will integrate with local/regional strategies across a wide range of themes • CAM 3 objective should make reference to adopted and emerging Local Plans • Second bullet point of sub-objective CAM-E2 should be rephrased to “Future growth as identified in Local Plans” • Phrase “existing designations” should be removed from sub-objective CAM-E8 • 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 • Supportive of sub-objective CAM-EV2 • Network map requires amending to show Bourn to the east of Cambourne • 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

<p>Cambridgeshire County Council</p>	<ul style="list-style-type: none"> • Supportive of both CAM as a whole, and the proposed objectives, in particular the desire for CAM to be net zero by 2050 • Expressed a desire to work with CPCA with regards to the interface between CAM, the highway network, existing public transport, and cycle networks • 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 • Cycle parking and links to local 'first and last mile' transport solutions should be provided at all CAM stations to encourage multi-modal journeys • Supportive of the move towards autonomous vehicles • Desire to understand how CAM will support Local Plan growth and potential new garden villages • What impact will Covid-19 have upon the business case for CAM?
<p>Coton Parish Council</p>	<ul style="list-style-type: none"> • Strongly supportive of sub-objective CAM-E14 regarding integration with existing and proposed transport services • Sub-Strategy should commit to avoiding environmental impact if possible, in the first instance, instead of minimising it, as per the NPPF • 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 • Support CAM-EV1 sub-objective and, by extension, oppose any route of C2C that will run close to existing houses in Coton
<p>Crest Nicholson & Engie</p>	<ul style="list-style-type: none"> • Supportive of CAM as a whole • Keen to explore potential links between CAM and development at Wyton Airfield • CAM could accelerate growth at both Wyton Airfield and across the region • Relationship between LTP and Sub-Strategy is coherent • Supportive in principle of the Sub-Strategy Objectives and Sub-Objectives • Supportive of Objective CAM 3
<p>Dry Drayton Estates Ltd and P X Farms Ltd (joint response)</p>	<ul style="list-style-type: none"> • Expressed high-level support for the aims of the Sub-Strategy • Agree that there is strong alignment between the Sub-Strategy and LTP, whilst also noting recent disagreements between GCP and CPCA

	<ul style="list-style-type: none"> • Support the sub-objectives relating to the economy, society, and environment. • Stressed that any delays in the delivery of CAM will have a knock-on impact upon the rate of housing delivery • Requested a discussion with CPCA regarding a potential station at Bourne utilising land owned by the respondent(s) • Approve of objectives CAM 2 and CAM 3 • Further details should be provided in respect of the delivery timescales • Re-iterate support for a CAM station at Scotland Farm • C2C route should be prioritised for delivery
<p>East Cambridgeshire District Council</p>	<ul style="list-style-type: none"> • Expressed support for the project and a desire to work in conjunction with CPCA to deliver benefits for East Cambridgeshire • Agree that CAM will drive improvements to the local economy • Supportive of the economic, societal, and environmental sub-objectives • Requested that the possibility of a further extension to Ely/Stretham is explored by CPCA • Expressed a desire for (a) CAM station(s) to be located in East Cambridgeshire
<p>Farmland Reserve UK Ltd</p>	<ul style="list-style-type: none"> • CAM is vital to unlocking future development • CAM will assist in addressing the existing levels of congestion in Huntingdon and St Ives • CAM will accelerate both economic and housing growth within the wider region • Seeking to promote development of their land in the vicinity of Huntingdon • Expressed support for objective CAM 3 regarding the social aims of CAM • CAM should interlink with existing/proposed transport modes to facilitate multi-modal journeys
<p>Huntingdonshire District Council</p>	<ul style="list-style-type: none"> • 'Need for CAM' is not fully demonstrates and thus the Sub-Strategy requires additional detail on how CAM will be transformational and create modal shift • Impact of Covid-19 on CAM should be addressed

- Further details are required on how CAM will reach net zero in sub-objective S2
- 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
- Agree that the LTP and Sub-Strategy are closely aligned
- Strongly support sub-objectives E9 to E13 (inclusive)
- Would welcome sight of early indications on how CAM will impact existing/proposed transport hubs
- Re-expressed a preference for Option A for the City Tunnel Section alignment
- Sub-Strategy should note that the CPIER is not a policy document, despite forming the basis of such policies
- Supportive of integration with other transport projects, and requested further detail of integration between CAM and East-West Rail
- Support sub-objective S9 relating to pedestrian and cycle movements
- Needs of disabled users need to be better represented in the sub-objectives
- 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
- Expressed a desire to explore potential extension of CAM to Ramsey
- Network map lacks detail
- CAM may assist in the acceleration of housing delivery, but will not dictate this
- CAM 2 should make reference to strategic sites, including St Neots East
- For the scheme to be equitable, there should be reference to affordability for all in CAM 3
- 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
- CAM 4 should reference safety aspects of walking and cycling throughout

	<p>the day and night, and commit to safe and secure cycle parking throughout the CAM network</p> <ul style="list-style-type: none"> • Welcome the provision of additional detail when available, particularly regarding CAM's relationship with transport hubs • Stressed the need for integration between the Sub-Strategy and Huntingdonshire Transport Study
<p>Marshall Group Properties (MGP)</p>	<ul style="list-style-type: none"> • Express support for the objectives, but query the need for the extensive number of sub-objectives that may reduce the clarity of the document • Suggested rewording of sub-objective E2 to <i>“Support new employment by enhancing sustainable access to key existing and planned employment zone and major areas of growth.”</i> • 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 • Requested a rewording of sub-objective E3 to <i>“Link jobs with homes to underpin a wider transport network for Cambridge that is grounded in active travel and frequent, reliable, convenient public transport.”</i> • 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. • Sub-objective E8 should reference longer term growth • Further clarity should be provided for sub-objective E11, with a potential rewording as <i>“To be developed to integrate with walk and cycle and other transport initiatives that provide first and last mile connectivity to CAM”</i> • Term <i>“proven technology”</i> should be used in sub-objective E16 • In relation to sub-objective E20, MGP does not believe that a 24-hour service is necessary for CAM to be successful • Further detail as to what CPCA considers “environmental requirements” should be provided in sub-objective S2 • Sub-objectives S11 and S12 are outcomes of CAM, not aims or strategies • Query the need to commit to allowing other vehicles to utilise the CAM network if they are compatible, as this may compromise the system • LTP and Sub-Strategy are strongly aligned

	<ul style="list-style-type: none"> • 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 • In favour of objectives CAM 2, 3 and 4 • 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 • Delivery timescales for the City Tunnel Section align with delivery of development at Cambridge Airport
<p>Martin Grant Homes (in relation to land interests at Coton)</p>	<ul style="list-style-type: none"> • Supportive of CAM as a whole • Objectives (including CAM 2) and sub-objectives (including E6 and S5) should be expanded to note the importance of CAM linking to/existing settlements • Supportive of a CAM station at Coton • Focus of LTP objectives are somewhat lost within the sub-objectives of the Sub-Strategy • CAM will accelerate the allocation and delivery of new development(s)
<p>Martin Grant Homes and Harcourt Developments (joint response, in relation to land at Cambourne)</p>	<ul style="list-style-type: none"> • Seeking to promote development on their site at Cambourne • CAM station at Cambourne should be integrated into plans for future expansion of the settlement, and not 'retrofitted' to the current settlement • P&R ride travel hub on the C2C route should be located at Camborne, not Scotland Farm
<p>Smarter Cambridge Transport</p>	<ul style="list-style-type: none"> • 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 • 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 • CAM should integrate with coach services to allow tourists to provide demand for the network in off-peak hours • A new coach station, with a CAM interchange, should be located at the Girton Interchange, and would reduce congestion in the city of Cambridge
<p>Trinity College, Cambridge (in relation to</p>	<ul style="list-style-type: none"> • Supportive of proposed CAM station at Cambridge Science Park North, and seeking to promote future development at this site

Cambridge Science Park)	<ul style="list-style-type: none"> • Approving of the proposed objectives, noting that the most important aim of CAM will be to link settlements with employment centres • 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 • 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 • 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 • Cambridge Science Park North station should be located to the west of the Cambridge Science Park station on the network map • 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 • Network map should include all existing and planned Park and Ride sites, including those at West Cambridge and Waterbeach • Waterbeach route is essential to both objective CAM 2 and to link planned homes and employment • Heavy rail services between Waterbeach and Cambridge North would not be sufficiently frequent to drive economic growth and prosperity • Heavily supportive of objective CAM 4 • Urged swift delivery of Waterbeach route, which should be delivered as one of the first phase(s) of the CAM network •
Trumpington Residents Association	<ul style="list-style-type: none"> • Remain unconvinced of the need for or viability of CAM at current capital cost estimates • Oppose CPCA's proposed level of growth up to 2050, regarding it as unsustainable due to the impact upon the Green Belt • 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)

- Impact of Covid-19 on CAM needs to be considered
- Queried high costs of City Tunnel Section against the lower costs of the GCP schemes
- 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.
- Owing to a lack of information, judgements on sustainability cannot be made at the present time
- 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
- Disproportional balance of sub-objectives towards the economy over society and environment requires addressing
- Objective CAM 4 and sub-objective EV1 should commit to protecting Cambridge's Green Belt
- 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
- Suggest addition of a sub-objective that commits to the positive environmental impact of CAM infrastructure (e.g. stations)
- Sub-objective EV2 should be expanded to reference reduced emissions from other sources, such as rubber tyred vehicles
- Clarification is needed on the definition of the term 'agglomeration' in sub-objective E1
- Strongly supportive of objective CAM 3, whilst noting that sub-objective S3 regarding affordable fares is key to achieving objective CAM 3
- Feb-Apr 2020 consultation did not consult on the CAM OBC and reference to this in the Sub-Strategy should be amended accordingly
- FBC should be accelerated and brought forward from March 2021
- Queried compatibility between timescales for construction/design of GCP schemes to begin in late 2024 and planned opening of the Regional Routes in 2024
- Integration of CAM with other/existing public transport services, including

	<p>the bus network, is key to achieving modal shift</p> <ul style="list-style-type: none"> • Support proposed integration with proposed/existing public transport services, but further detail is required on how this will be implemented • Sub-Strategy should reference potential integration with existing/proposed mainline rail services • Expressed desire to see walking and cycling infrastructure to be delivered as part of CAM, as is proposed for CSET
<p>Urban&Civic</p>	<ul style="list-style-type: none"> • Urged close integration with East-West Rail, and provision of cycleways alongside dedicated CAM routes • Strongly support the objectives of the Sub-Strategy, and agree that these strongly align with the aims of the LTP • Economic sub-objectives should commit to providing cycle routes as part of/adjacent to the CAM network • An interim review of the CAM OBC will be required to ensure integration with the re-sited Waterbeach station • 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 • Supportive of both societal and environmental sub-objectives, but would like to see a commitment to providing a biodiversity net gain amongst the latter • CAM may assist in accelerating the delivery of housing across the region • CAM must be affordable for all residents at the point of use • 'First and last mile' transport solutions should radiate from CAM station locations • 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. • Welcome further dialogue with CPCA regarding the integration of the network into developments at Alconbury Weald, St Neots and Waterbeach.