



Anthony Browne MP CSET Survey Report

Part Two: Qualitative Analysis



March 2022

Executive Summary

On Monday 17 January 2022, Anthony Browne MP launched an online only survey on the Greater Cambridge Partnership's (GCP) Cambridge South East Transport scheme (CSET).

The CSET proposal involves the construction of an off-road busway between the Cambridge Biomedical Campus and a new Park & Ride facility outside Babraham village.

Respondents to the survey were asked various questions relating to CSET, including their level of support for two different options:

Option A: the GCP proposal

Option B: a proposal by local representatives and campaigners for bus lanes on the A1307

Respondents were offered the chance to further comment on their choice to allow for a qualitative assessment. The survey closed at midnight on Wednesday 2 February 2022.

The survey collected more responses (1,958) from local people than any previous consultation exercise on CSET conducted by the GCP.

Key Findings:

Key themes were uncovered in the following areas:

- Damage to views and landscapes
- Better options
- Developing existing structures
- Farmlands & food security
- Environment
- Cost
- Overdevelopment
- Bus Stops

Qualitative Analysis

Background

The purpose of this survey was to gain a better understanding of what local people think about the GCP's busway proposal and alternatives that have been suggested.

Respondents were offered two options:

Option A: GCP's preferred option for a new entirely off-road busway from Babraham to the Biomedical Campus

Option B: new bus lane sections along the A1307, with an off-road section between Hinton Way and the Biomedical Campus.

Each option allowed the respondent to explore information relating to the choice, including a route map, key facts about the choice and requirements for each route, and links to the GCP's website and alternative analysis (with the GCP links given slight prominence).

Respondents could select one answer in relation to their level of support for each proposal, from 'Definitely not', 'Probably not', 'Not sure', 'Probably' or 'Definitely'. Of the 1958 respondents to the survey, 1779 chose to also include additional comments via this optional secondary question. A full breakdown of all responses to Question 2 can be found below.

When asked if they supported Option A (the GCP proposal):

- **72%** answered '**Definitely not**' (1409 respondents)
- **9%** answered '**Probably not**' (176 respondents)
- **4%** answered '**Probably**' (87 respondents)
- **9%** answered '**Definitely**' (183 respondents)
- **4 %** were not sure

When asked if they supported Option B (the alternative proposal):

- **18%** answered '**Definitely not**' (354 respondents)
- **10%** answered '**Probably not**' (197 respondents)
- **31%** answered '**Probably**' (224 respondents)
- **27%** answered '**Definitely**' (611 respondents)
- **11%** were not sure

Respondents were then offered an opportunity to comment on their answer to question two. Comments were subject to qualitative analysis that took the form of a review by the Office of Anthony Browne MP to offer an interpretation of the comments, with a further quality check before publication. The aim of this work is to provide an overall feel for the key themes of each piece of written feedback to produce the following list. It should be noted that some long responses are subject to multiple themes, based on different aspects of the content.

Key Themes

Damage to views and landscapes

'There is something very special about the landscape viewed from the Magog Trust downland. This would all be destroyed if the busway development were to go ahead.'

- Many respondents cited damage to the views and landscapes in natural areas, referencing both Magog Down and Ninewells as key examples
- Both Covid 19 and the lockdowns were cited frequently as examples for preserving natural areas and landscapes
- Such areas were highlighted by respondents as playing a significant role in people's well-being

Development

'I am against removal of land from the Green Belt and also the inevitable creation of 'opportunist' development land along its route.'

- Over 200 respondents cited development as a key theme in their response
- Both pressures from existing development and the potential for further development emerged from comments
- Many more respondents were concerned about opening up areas for new development along bus routes
- The speculative nature of development that may occur due to the Option A route was also highlighted.

Cost of project

'Option A is also more expensive, we need to look after the public finances.'

- The cost difference between Options A and B were cited many times
- Comments in favour of in favour of Option B will be delivered more cheaply
- Some respondents dismissed all options based on cost.

Bus Stops

'...not provide meaningful transport for those communities, since the bus-stops are too far out from the centre of the villages.'

- Respondents from areas along the route voiced concerns that stops are too far from village centres
- Many gave an indication that the route proposed in Option A would not provide maximum utility to local residents

Environment

‘Due to an ever worsening climate crisis we need to ensure we are doing the utmost for the next generation.’

- Environment was one of the most used keywords, appearing explicitly in over 250 individual comments
- Concerns were raised around pollution issues with the buses themselves, most notably:
 - o electric buses would be unlikely to run on the route as it’s not in the city
 - o pollution from rubber tyres
 - o high CO2 emissions
- Positive themes were noted around higher use of public transport

Farmlands & food security

‘...we need to grow our own produce to reduce our dependence on imports for our food.’

- Respondents cited the use of farmland for new road development as a key concern
- Respondents gave similar prominence to farmland as they did to natural green spaces and greenbelt land
- Some responses highlighted impacts on local food production as more detrimental in Option 1

Developing existing structures

‘Given there is an existing roadway, I feel it makes more sense to optimise that instead of ruining countryside.’

- The most recurring idea from the survey response is developing pre-existing infrastructures instead of creating new ones.
- ‘Existing’ was one of the most repeated terms, appearing in at least 450 comments
- Many responses highlighted the use of an existing corridor as a key factor in support for option B
- Some responses were concerned that neither route provided an optimum solution to transport problems

Better options

‘The railway line exists and just needs to be reopened.’

- respondents cited the possibility of a rail route, with the word ‘rail’ appearing in some form in over 300 comments.
- The vast majority of these comments were of a positive nature
- Many saw Option A as a binary choice between a busway and light rail
- A small number of comments also cited a tram network or proposed alternative routes to Options A and B

Other themes

Themes that did not fall into any category included

- Necessity. Many commenters were concerned that neither option was appropriate in a post pandemic world
- Safety. Respondents cited that road safety should be improved
- Congestion. Opponents of Option B cited increased congestion as a concern

Appendix of comments

Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Abington	Definitely Not	Definitely Not	The challenge is the traffic from Haverhill, driving along the a1307 at rush hour it is clear to see the volume of traffic and the delays even during covid around Linton. Neither of these schemes will help this.
Abington	Definitely Not	Definitely	Three main issues:1. Environmental damage to the down as well as high CO2 emissions from building 2 bridges, a new bus road and the large car park2. Route does not help connect villages as stops are so far away from shops and health centres3. Escalating costs and long time to deliver
Abington	Definitely Not	Probably	It would ruin the countryside! These are green fields!
Abington	Definitely Not	Probably	No need for the first option and the destruction of the countryside would not be worth it in any event. an improved cycleway would be good though.
Abington	Definitely Not	Probably	I think it's more cost effective, more efficient and less destructive and harmful to the exist ecosystem/environment to re-use some of the existing infrastructure.
Abington	Definitely Not	Probably	A will not improve access to local villages if it runs on the outskirts of offer any incentive to use it. The 13 bus is a good service it should not be undermined. Also concerned about impact on Green Belt, biodiversity etc it would offer any benefits for our family.B will improve 13 bus services. The 13 bus could serve the P&R
Abington	Definitely Not	Definitely	This response is from Little Abington Parish Council (LAPC).1. The proposed P&R near the A11 will be difficult for residents of Little Abington to access. It is about 2 km from the centre of Abington to the proposed P&R, adding a half hour walk to any journey that originates from the Travel Hub. This walk would be along country lanes that lack footways and street lighting. Therefore, most of the village will not benefit from services that start at the P&R. 2. LAPC would welcome an extension of the proposed P&R service so that it not only serves Granta Park but also continues to Abington's High Street. This would allow villagers to benefit from any new bus services from the P&R. Extending this bus link to Balsham, Linton and Whittlesford Parkway would allow travel between the villages and increase the options for using public transport to travel into Cambridge.3. We are concerned that the new bus services will lead to a reduced service from the existing Stagecoach 13 bus from Haverhill to Addenbrookes and the city centre, which many residents of Abington regularly use. The number 13 has several stops within Abington, and so is very convenient for people living in the village. None of the new bus services proposed by the GCP, on the Haverhill corridor, are shown to stop in the village. We would not want to see a reduction in frequency of the Stagecoach 13 service because of new bus routes starting from the P&R. Neither would we want lower bus fares on the new buses to undercut the number 13 service.4. Cambridge County Council's transport strategy for South Cambridgeshire states a priority is to link villages with public transport. However, the SE Transport busway stations are very far outside Sawston, Stapleford and Shelford. Residents of Abington would not use the bus service to get to the Medical Centre in Sawston as it would be a very long walk from the bus stop. Similarly, they would be unlikely to use the bus service to go shopping in Shelford. The bus stop for Stapleford is also a long way out of the village. The SE Transport scheme fails to deliver a basic public transport service between the villages5. The proposed busway from the Travel Hub on the A11 would run through Green Belt and across Magog Down. We are not convinced that the proposed benefits of the busway justify the environmental damage to the chalk downland.6. We are increasingly of the opinion that it may be more cost effective to route buses along the A1307 and scrap the busway. This is particularly as the busway stations are all located outside each village centre, providing minimal benefits to those communities. The construction of a dedicated road and two bridges over the river Cam will be very expensive and the amount of cement alone will liberate >5,000 tonnes of CO2. If the proposed parking restrictions in Cambridge do reduce traffic into Cambridge, it makes better economic sense to use the existing road network for buses.
Arrington	Definitely Not	Definitely	A complete waste of countryside and loss of farmland ,with a totally out of character busway cutting a swathe through it.
Arrington	Definitely Not	Not Sure	Option A would potentially create prime development corridor and fails to make use of existing infrastructure. We made the last dedicated bus way a disaster which came in so far in excess of budget it was a joke and is not safe as a mixed user access. This would not be a truly joined up transport system as only serves a select destination that will require more public service or encourage the use of a car.
Babraham	Definitely Not	Definitely	Option A is destructive to the countryside.
Babraham	Definitely Not	Definitely Not	I live in Babraham and it would be devastating for the landscape and setting and also the Animal habitats.
Babraham	Definitely Not	Probably	there is unquestionably a need for better and more sustainable travel options to and from Cambridge. However, I am appalled at the way in which the CSET scheme has been approved within the Greenbelt when there was an obviously far better solution to revitalise the Fourwentways hub that already had all the necessary transport access, was not in Greenbelt, desperately needed revitalising and would not have needed to completely remove high quality farm land around Babraham, which will ruin both the landscape aesthetic, the important wildlife habitats and riverine corridor along the Granta and - as we now know from seeing Cheveley Park Farms 'Vision' for Babraham, will pave the way for mass housing. Optioneering by GCP, abominably poor consultation, lack of guidance with local Parish Councils on how to engage properly and disregard for the full environmental impacts have led to CSET, and it really needs to be rethought, as it is a disaster for our countryside, and isn't the best transport option currently.
Babraham	Definitely Not	Probably Not	A is wholly unnecessary - see below. Does not connect the centers of population. B. Rush hour traffic along most of the A1307 between Babraham Campus and the existing Park & Ride travels at an average of 55 mph, entirely adequate for buses and vary rarely congested in either direction. Congestion only occurs, and will continue to occur, at the Hinton Way, Addenbrookes and Long Road junctions, which need tidal flyovers or flythroughs. Adding a dedicated busway along the majority of the route would benefit nobody but the contractors building it and would add congestion during the building (and inevitable annual revision) periods
Babraham	Definitely Not	Probably	I'm very against cutting through the pastoral countryside. I probably don't mind so much developing the existing motorway but am still not convinced that the park and ride is well-placed where planned.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Babraham	Definitely Not	Definitely	Covid has made people and companies realise that office work etc can be done from home therefore less vehicles on the road so why spoil the countryside and reduce food production for a un needed so called bus route .Why waste money ,use money in the correct way and get it to the people who need help not fat cats who come up with these stupid plans.
Babraham	Definitely Not	Definitely Not	The proposed new Babraham park and ride is not required. The A1307 can be widened to enable cars to travel from the A11 to the current Park and Ride. There is no current major traffic congestion before the roundabout and the money saved by not building the new P&R can be used to expand the current one and improve access to it.
Babraham	Definitely Not	Definitely Not	We don't need a P&R in Babraham even to use the A1307. Access to the current P&R should be improved
Babraham	Definitely Not	Definitely Not	We don't need it. Use the current P&R
Babraham	Definitely Not	Definitely Not	Unecessary, bad for the enviroment, ruins village aesthetic
Babraham	Definitely Not	Probably	A bus Lane is a better option. I do not want a travel hub or park and ride built near my house in Babraham. It will mean more traffic through Babraham. Which will mean a longer travel time for myself to get my son to Sawston village college each day. It will be dangerous for a bus route to go through the countryside when there is a cycle path linking Babraham and Sawston. It will destroy the countryside and the wildlife that lives there like the deers and foxes. Children deserve to grow up in a green space where they breathe clean air. It is not needed a travel hub of any sort here in this area. If anywhere a good place would be between Haverhill and the outskirts of Liinton. A new park and ride here would likely cut the volume of traffic and pollution.
Babraham	Definitely Not	Probably	I live in Babraham and the proposed route cuts through the fields creating a 450m long 7m high bridge across what was an ancient water meadow. This is unacceptable. We have proposed alternative routes around the fields and they are not willing to listen.
Babraham	Definitely Not	Definitely	Less disruption to countryside and villages
Babraham	Definitely Not	Definitely Not	Both are destructive and only partially solve the problem, the old railway alternative is the only sensible way to go
Babraham	Definitely Not	Definitely Not	Neither option is necessary and putting them against each other as which is least damaging' is not helpful:1. Neither will deliver improved connectivity for the villages such as Babraham, Sawston, Shelford, Stapleford. Improving services (fast, frequent and ideally free) on existing routes would. 2. These decisions are still based on outdated plans made with totally different economic and environmental assumptions.
Babraham	Definitely Not	Not Sure	The option to reopen the railway line between Haverhill & Shelford seems much the most useful proposal. the New bus lane might weaken the argument for this proposal
Babraham	Definitely Not	Probably	Improving the routes along the existing A1307 is much less damaging and less expensive. the GCP's proposed route is far more damaging and does not deliver value and is relatively much more expensive. it has not been well thought out and is a nonsensical option. My challenge with the A1307 is that it further degrades connectivity between Wandlebury and Magog when the objective should be to improve connectivity and reduce damage to the ecosystem. Using the old railway line is a better option.
Babraham	Definitely Not	Definitely Not	Option A is destroying open countryside, and will encourage infill.Option B will encourage more traffic through much loved and environmentally sensitive countryside. And may also encourage infill.
Babraham	Definitely Not	Definitely	Green CSET route unnecessarily goes through large areas of green belt & farmland. The stops are all significant distances from the populations and it is supposed to serve. This is presumably to facilitate development on further green belt land. Already, Cheveley Park Farms Ltd have submitted a 62 page vision document to South Cambs, detailing a development totalling 3000 homes around Babraham village. The Chief Exec of the farm has told the Parish Council this is only possible with the implementation of the current CSET plan.
Babraham	Definitely Not	Probably	The guided busway is a waste of money. Haverhill and villages are already connected by a bus service running every half hour. Money would be better spent improving bus routes through from Babraham Park and ride to the centre of Cambridge. Also improving access to the park and ride at congested times. It would be an improvement environmentally if the buses were electrified. The existing bus service is underutilised therefore I do not see any point in spending more money on more infrastructure ie a rail link.
Babraham	Definitely Not	Definitely	totally disagree with option A as it will ruin the beautiful green belt countryside and feel its is a waste of public money. The existing P &R is the perfect solution form people travelling to the Hospital and the Bio medical sites.
Babraham	Definitely Not	Not Sure	Neither option solves the problem of traffic into or from Cambridge centre. Of the two, option A ruins the countryside and hinders traffic between Shelford/Stapleford and the A1307. It also must be much more expensive. Neither offers benefits over the existing Park and Rides.
Babraham	Definitely Not	Definitely	The busway in Option A would have a very negative effect on the countryside, fields, etc. of the whole area.It would cost three times as much as Option A.This is a no-brainer.
Babraham	Definitely Not	Not Sure	I am definitely against the CSET option because of the damage to our countryside and our villages, particularly Babraham where I live. It would bring more housing and not benefit the villages - only Bio-Med Campus. New bus lanes might make Babraham Science Park more visible and mean houses are demolished. Sort out pinch points like roundabouts instead. Traffic flows well apart from roundabouts
Babraham	Definitely Not	Not Sure	Given that some improvement to this route is necessary, Option B is far less damaging to the countryside and almost certainly a lot less expensive.
Babraham	Definitely Not	Probably	I cannot support a plan that will unnecessarily cut through the precious green belt
Babraham	Definitely Not	Probably Not	I am particularly worried about destruction of countryside. The green route is clearly preferable to the yellow in this respect. However, the travel hub (car park) itself is a concern, as I feel it would negatively affect the village of Babraham. It would lead to more cars and more people in the small village. Furthermore, I do not see that the car park is necessary or a good use of tax payer's money. It simply encourages inhabitants Haverhill and nearby villages to drive to Babraham and take the bus from there, rather than using the existing number 13 bus directly from their village. This could further increase traffic on the A1307 east of the A11, and is counterproductive with respect to reducing greenhouse gas emissions. My preferred option would be to add a bus lane to the A1307 as in the green proposal, but to not build a travel hub and instead use the money to subsidise the cost of existing buses.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Babraham	Definitely Not	Definitely	It is extremely bad to build a concrete road through fields destroying the countryside when a better option along the A1307 exists. This is environmentally better as well as aesthetically better by maintaining the rural area.
Babraham	Definitely Not	Probably	Option A will be extremely expensive and enormously destructive to the local countryside, negatively impacting the amenity of local villages, while providing minimal transport benefits for locals and commuters. Such benefits could be achieved more easily and cheaply, through improvements to existing public transport and infrastructure e.g. option B.
Babraham	Definitely Not	Probably	Better to use an already traced route instead of destroying countryside, wild life.
Babraham	Definitely Not	Not Sure	The P and R and busway would ruin Babraham and other villages plus our countryside. It won't benefit us as too far from village centres. Only benefits greedy university
Babraham	Definitely Not	Probably	Why build more roads when the aim should be to reduce road usage. Option A is more destructive of the countryside.
Babraham	Definitely Not	Definitely	Cset at Babraham will destroy much of the green belt and encourage development of housing on the current agricultural land.
Babraham	Definitely Not	Definitely	The Busway encourages new housing which puts at risk all water resources and ecological balance of the River Cam. The proposal has proceeded illegally without EIA investigation. Society MUST change planning laws to prioritise planet ecology and climate change sustainability. Greedy short-term house-building profit-seeking decisions must be reversed if long term drought and famine are to be avoided.
Babraham	Definitely Not	Definitely Not	Loss of biodiversity and habitat better to use the old railway line.
Babraham	Definitely Not	Definitely Not	There is a better, cheaper and less environmentally damaging alternative. There is already a railway that runs between Whittlesford and Cambridge. Shuttle trains could run between these, with an additional stop at a new Cambridge South station to serve the biomedical campus. The existing council yard at Whittlesford be converted to a car park. So the park and ride would be via train rather than bus using mostly existing infrastructure.
Babraham	Definitely Not	Definitely	Costs less than the currently preferred option and doesn't ruin the countryside
Balsham	Definitely Not	Probably	Cost
Balsham	Definitely Not	Probably	Why destroy countryside, when a road already exists!!
Bar Hill	Definitely Not	Definitely Not	Because I live in Bar Hill, and would love it to run through Bar Hill
Bar Hill	Definitely Not	Definitely Not	Surely the cost overruns and the lack of use of the existing bus way through Northstowe makes the case against any busways
Bar Hill	Definitely Not	Probably	We need to protect and preserve our shrinking greenfield environment. Every time fields are cut-up the effect on our wild-life is extreme - ever smaller parcels of land that do not support them and lead to increases in road kill and for what, to shave a few minutes off a journey. Busways are supposed to support the green agenda, but not when they come at the expense of our countryside.
Bar Hill	Definitely Not	Definitely Not	How about providing a reliable bus service for ALL South Cambridgeshire residents. Our Citi 5 journey time from Bar Hill to Cambridge has doubled and is now only twice an hour (was three) plus no late bus.
Barrington	Definitely Not	Probably Not	We live in a wonderful countryside. Eh We live in a rural wonderful setting. Do we really need more concrete to destroy this - No.
Barrington	Definitely Not	Probably	The destruction of the countryside appears to continue unabated and this is another example of more of what little is left being nibbled away.
Barrington	Definitely Not	Definitely Not	Destruction of countryside
Barrington	Definitely Not	Definitely Not	Whilst busways can be effective the impact and benefits have not been fully assessed. When many people are now and are likely to continue to work from home it is the wrong time to assess the actual need. Better quality bus and cycle routes would be preferential using existing infrastructure e.g there is a good quality cycle path from Babraham to Cambridge
Barrington	Definitely Not	Probably	Prop A destruction of good country side and cost. Guarantee will be well over budget. Prop B infrastructure I.e roads already in place.
Barrington	Definitely Not	Probably	The countryside should be protected. The changes to the A1307 would appear to meet the transport requirement without the terrible damage wholly route would cause. The Cambridge area is already suffering considerable damage from its economic success.
Barrington	Definitely Not	Definitely Not	Our countryside has been ruined since we moved here 33years ago.
Barrington	Definitely Not	Not Sure	Option 2 would have no real effect on myself so I would leave comments on that issue to those it does involve. Option one is a definite no enough of our countryside has already disappeared, I'm all for improving public transport, this just seems unnecessary.
Barrington	Definitely Not	Definitely Not	Do not agree with the destroying of the countryside nor the cost for another busway
Barton	Definitely Not	Probably	We should use existing traffic corridors where possible. Plus, as you have pointed out, there does not seem to be an integrated plan for all forms of transport, including rail, and given this overlaps with the EW rail plan, I fail to see how any decision can be made
Barton	Definitely Not	Probably	not sure which is best route do not want our country side destroyed
Barton	Definitely Not	Probably	Option A involves needless destruction of the countryside, whilst B proposes to at least partly use existing routes. Option A only benefits landowners who can sell their land and the developers because building on green fields is easier and cheaper for them.
Barton	Definitely Not	Probably	The case for off-road bus ways is not proven; their destructiveness is clear.
Barton	Definitely Not	Probably Not	what percentage of people need such an elaborate facility? Why not Park and Ride?
Barton	Definitely Not	Probably Not	Dont see the point in busses are they really used that much to need to spend so much on them? I have never used one since I can drive, they never go where I want when I want at the right time and it is impossible to practically make them do that without impossible infrastructure and travel costs. What we have got is good enough, in fact I would love to rip out most of the bus lanes in cambridge or at least get some more car lanes back somehow in cambridge.
Bassingbourn	Definitely Not	Probably	We need to protect our countryside from constant Development



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Bassingbourn	Definitely Not	Definitely	Open countryside is becoming sacred and with environmental concerns having been identified as more important than ever, I am not in agreement. To use existing roads has got to be cheaper and that also matters
Bassingbourn	Definitely Not	Probably	Option B would do less damage to the countryside, cost less as its 90% on existing roads.
Bassingbourn	Definitely Not	Not Sure	Green route seems shorter and less disruptive of precious countryside
Bassingbourn	Definitely Not	Probably	Too much of the countryside is being concreted over and a completely new development like this busway will create a division between two areas.
Bassingbourn	Definitely Not	Probably	It seems too easy for councils etc to destroy the green field etc in the name of progress. How are we going to explain to our children, children's etc how we destroyed everything in Mother Nature for the sake of so called progress. More people should be home based and use the technology available like Zoom. Cambridge stands for technological progress and then we want to go back to old way of interaction, the office. Unless in certain area of South Cambs where the internet is no-existent.
Bourn	Definitely Not	Probably	Against option a as this would impact on the environment when it is supposed to be improving it. The whole thing is un-necessary
Bourn	Definitely Not	Definitely	The destruction of countryside and costs of option A are in excess of any net gain. Option B is environmentally kinder and provides an improvement to the link,
Bourn	Definitely Not	Not Sure	If there really needs to be new infrastructure, I believe that all "brown-field" sites and locations should be explored extensively. I am definitely against tarmac or concreting over the countryside, especially when there are alternatives available. Another question I would add is: Will the vehicles be environmentally sustainable? i.e. electric or hydrogen powered?
Bourn	Definitely Not	Not Sure	Destroying the countryside can never be good but option A has a far far greater detrimental effect on our ever diminishing countryside . If this busway is deemed necessary the lesser evil is B .
Boxworth	Definitely Not	Probably	Maintaining existing route corridors is the best long term strategy for environmental impact and future development
Cambridge	Definitely Not	Definitely Not	Buses and public transport are good.
Cambridge	Definitely Not	Probably	The second option is quicker, cheaper and less environmentally damaging
Cambridge	Definitely Not	Definitely	Improving the existing road would be cheaper easier and quicker to implement and would preserve the benefits of the countryside and protect our precious villages.
Cambridge	Definitely Not	Probably	The proposed concrete busway is a dead end as it does not link to wider established networks. The option B is probably the best as it leaves open the reopening of the Haverhill railway which I fully support. Linking in with wider rail systems is much more future proof, especially for freight, which we must get off the roads as much as possible. I have supported this over the years. The option A does nothing to help people who live in Cambridge and work in a Haverhill A neighbour told me recently it can take one and a half hours in one direction. A railway would avoid the bottlenecking of buses on Hills Road where the road surface competes also with all the services - gas, electricity, phone, water etc and constantly needs from potholes and sunken patches quickly enlarged by heavy vehicles.
Cambridge	Definitely Not	Definitely	Option B can be delivered at a much lower cost and a shorter time; it would also leave the old Haverhill rail line clear for future reinstatement. Option A would have a major impact on what is now open countryside enjoyed by many people for recreation which has been shown to have major health benefits in the Covid pandemic.
Cambridge	Definitely Not	Definitely Not	I cannot go on buses because I get motion sick on them. I would much prefer a train.
Cambridge	Definitely Not	Not Sure	I have no confidence that the bus services we already have are being efficiently run in order to make them a good alternative to private vehicles, and we know that we do not have the resources to support the planned growth; further desecrating the countryside will not solve either of these problems which need to be tackled first.
Cambridge	Definitely Not	Probably	I am opposed to more concreting of the greenbelt around Cambridge as it will destroy our cities essential characteristic of its connection with its surrounding countryside.
Cambridge	Definitely Not	Definitely	The busway will only be busy during the morning and evening rush hours. Few passengers at other time.
Cambridge	Definitely Not	Definitely	More cost efficient Lower carbon footprint Less damaging to Green Belt Will protect/augment, not threaten, existing village bus services More likely to achieve modal shift, as directly serves the centres of population Less of a Trojan Horse for further infill development on village edges
Cambridge	Definitely Not	Definitely	I understand the need to offer an alternative transport route to help ease congestion on the existing route, plus support infrastructure growth in this region. The opportunity to complete this with a priority of lower environmental impact, plus a secondary positive of lower overall cost, makes Option B a clear preference.
Cambridge	Definitely Not	Definitely Not	reopen the rail link as less disruption and make it pay for it self
Cambridge	Definitely Not	Probably Not	Has it been proved that this new link is really necessary?
Cambridge	Definitely Not	Not Sure	Any scheme that does not harm land should be considered.
Cambridge	Definitely Not	Definitely	Cambridge is already losing to many green spaces to development. Protecting what remains should be given priority.
Cambridge	Definitely Not	Definitely Not	We don't need to be losing anymore green space better to be getting the old railway line to Haverhill restored much more useful
Cambridge	Definitely Not	Definitely Not	I would really like ore space on the roads already built only for uses. It hasn't been very successful up until now, but I think we have to reduce the number of cars on the roads and we should rely on public transport more.
Cambridge	Definitely Not	Not Sure	1. There will be a significant environmental impact on already limited green spaces in the area. The areas impacted I believe are SSI2. I question how much this would be utilised and whether it warrants the costs, impact and disruption
Cambridge	Definitely Not	Definitely Not	Option A is a route entirely through open countryside and therefore would destroy local habitats and result in noise, disruption and disturbance in the Stapleford/Gt Shelford/Sawston area. Option B is only marginally better because it has reduced the loss of some open countryside but it still passes perilously close to the Ninewells nature reserve and would damage the environment here and for Hobsons Brook in general. The other points for Option A still hold true.
Cambridge	Definitely Not	Definitely	Option A would cause irreparable and unnecessary damage to the countryside
Cambridge	Definitely Not	Definitely Not	It's not needed. It won't be used therefore not financially viable. It will cut through important green sites.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Cambridge	Definitely Not	Probably	There is a commitment to greater biodiversity in the overall plan for the city. You don't achieve that by carving through ever more of the countryside. I also want the future rail options to be available.
Cambridge	Definitely Not	Probably	The existing guided busway to the north east of Cambridge was delivered at massive cost and late, and I can't see that the CSET busway will be any different. I work on the Biomedical Campus, and when I see the guided buses go past they are rarely full. When I investigated the price of tickets I understood why, as the prices are extortionate. If it is decided that we absolutely NEED (NOT that developers WANT) a busway, surely ruining the Cambridgeshire countryside is not necessary. This seems like a thinly veiled effort by developers to carve up tranches of countryside that they then will argue are unfarmable, and therefore ripe for building yet more over-priced, ugly housing. Surely the answer to congestion in Cambridge is to have a congestion charge for entering the city by car. Maybe then the existing public transport infrastructure will be made to work more smoothly.
Cambridge	Definitely Not	Definitely Not	We don't new new busways, we should be using what already exists - a railway to Linton. Huge sums have already been spent on the A1307 resurfacing and junction improvement (e.g. between Babraham High St and the A1307) while ignoring the needs of cyclists. A cycle path could have been installed as part of these works, but instead the authorities actually made things worse for cycles. Such a waste of money, and here are more new proposals that ignore the bigger picture.
Cambridge	Definitely Not	Probably	I do not want further destruction of the green belt on an expensive project, which will not even take passengers past the southern boundary of Cambridge. Other possibilities are much more reasonable and can be combined with general upgrading of transport in and around Cambridge.
Cambridge	Definitely Not	Not Sure	A - very expensive option unnecessarily scarring the countryside.B - what is wrong with existing arrangement, just increase number of buses and cancel ALL-DAY FREE CAR -PARKING in the residential streets of the city thus minimising car commuting.
Cambridge	Definitely Not	Definitely	We should be protecting not destroying the countryside
Cambridge	Definitely Not	Definitely Not	Option A is a poor plan. Too expensive and with route avoiding Sawston, Shelford and Stableford makes no sense.Option B should not be routed across the green belt either. Babraham Rd to Addenbrookes is a perfectly acceptable route to Biomedical Campus especially if car uses falls resulting from new park and ride.
Cambridge	Definitely Not	Definitely	Expense Capacity - just put more buses in, making sure they are fast and go to useful places like Haverhill, Linton. AlsoSend buses via Sawston and Stapleford Increase public transport so fewer cars need to travelThen there won't be the jams going into Cambridge in mornings. Make sure buses have access to segregated lanes at traffic lights so they can get through faster. Do make sure that there are good connections along Hills Road for 6th form college and for other sites that aren't well served by busway.
Cambridge	Definitely Not	Probably	My family and I frequently visit the Magog Down. It would be a mistake to have a bus route cutting through the countryside close by. It would be environmentally friendly.
Cambridge	Definitely Not	Not Sure	The A1307 is extremely busy morning and evening. It is not particularly busy the rest of the day. This means that many commuters are using the road for work in Cambridge from Haverhill, Linton etc. How much better it would be to re-open the old railway line from Haverhill into Cambridge linking intermediate villages, the new Cambridge South station and City centre. People trust the reliability of trains over buses and is a far better long term solution than a busway which for most of the day is completely unnecessary.
Cambridge	Definitely Not	Definitely Not	Every reason and more that other objectors write.
Cambridge	Definitely Not	Probably	Ripping up green belt is not acceptable.
Cambridge	Definitely Not	Definitely	Option A would spoil for ever the area of farmland which it would cross. It is simply unnecessary as there is the viable alternative of Option B. The unique amenity provided by Magog Down would for ever be spoiled by road noise pollution and very unsightly visual impacts.
Cambridge	Definitely Not	Definitely	We should not be building across green zones unless we really need to but instead should improve existing routes even if this causes some temporary substantial disruption.There's virtually no difference in distance for the two routes but Option A cuts right across green land and might be quicker to build but that should not be the main priority. This is especially when we know we should be making the most of all the agricultural land we have to grow food and cut down on imports to reduce sources of global warming.
Cambridge	Definitely Not	Probably	the countryside along the a1307 is beautiful with much wildlife. if we can get buses to flow with less impact than by building a bespoke new route theme we should choose that.
Cambridge	Definitely Not	Definitely	Option A would incur intolerable damage to very pleasant countryside.
Cambridge	Definitely Not	Definitely Not	Cutting across green belt for busways will tmake it easier for more expansion of homes and businesses into these previously protected spaces. Consider the third option of the disused railway line which was originally built to serve these settlements.
Cambridge	Definitely Not	Probably	Degradation of a vital natural land resource to the south of Cambridge. During the pandemic these areas were used to the full for exercise and recreation and almost over-used, such are the limited green spaces available to an ever expanding city population. Housing development creeping further towards the Gog Magog Hills will have families who need us to fight now on their behalf for green spaces for them to enjoy
Cambridge	Definitely Not	Definitely	There are already so many assaults on our diminishing countryside that any further depredations should only be countenanced if there is absolutely no alternative. The threat to the GogMagog Downs and Ninewells is particularly disturbing.
Cambridge	Definitely Not	Definitely Not	I am very concerned at the increasing loss of green belt both as a public amenity and for agriculture. I love the Magog downs, was thrilled when it opened and regularly walk there. Nine Wells is also special and most important if we are concerned for biodiversity
Cambridge	Definitely Not	Definitely	Limits damage to greenbelt land and environmentally sensitive areas
Cambridge	Definitely Not	Probably Not	History tells us that the proposed cost of A will be overspent.A removes the future posability of the rail line openingA is less green in so many ways.B Has more flexibility as could be shared with other road users or future options (EV's).A is not cost effective given the limited number of buses using it and when. It benefits a private company that history tells us is not willing to return the investment. So a private company benefits from taxpayers money.
Cambridge	Definitely Not	Probably	I am completely against carving through the green belt countryside especially when there are nature reserves. The Cambridge-St Ives concrete busway looks ugly & I do not want there to be another monstrosity like that built across the green belt. Our beautiful countryside is an extremely valuable asset & provides numerous benefits for the well-being of all. Once built on, it is gone forever. I am in favour of reopening old railway lines and causing as little damage to the green belt as possible. I believe that the A1307



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			alternative would deliver more benefits, cause less damage to the green belt, would be much cheaper and more quickly deliverable than the busway carved through the countryside. I would like to know where every single penny of the money spent by the GCP (reportedly around an eye watering £200,000,000!!!!) has gone and what has been delivered. It seems very little so far.
Cambridge	Definitely Not	Definitely	we're losing too much of the countryside already. better to use the existing corridors
Cambridge	Definitely Not	Definitely	it would improve intervillage communication and village to Cambridge and obviate the necessity for a lot of road construction which would impinge on our countryside.
Cambridge	Definitely Not	Definitely	Loss of green open areas. Alternative of on-road option is viable. Rough estimate of 160 hectares of land lost to concrete and tarmac.
Cambridge	Definitely Not	Probably	I'm concerned about the impact on Ninewells and Magog Down. We have so little open country to enjoy around Cambridge as it is. Has any research on the effect the GCP's proposal will have on air quality and traffic noise?
Cambridge	Definitely Not	Definitely	Damage to environment/green belt/nature reserves. Alternatives not properly considered. Does nothing for Stapleford or Shelford. Contributes further to congestion of poorly planned Addenbrooke's campus. Poor or non-existent integration with proposed Cambridge South Station. Does nothing to address key problem of bus routes within Cambridge. I could go on
Cambridge	Definitely Not	Definitely	There is no need to damage green land when a good alternative can be put in place by changes to the existing road infrastructure. We need to protect our green land for agriculture, recreation and to reduce environmental impact compared to the 'preferred option' scheme.
Cambridge	Definitely Not	Probably	I would prefer existing infrastructure to be utilised and to avoid removing more green belt and further dividing the countryside and damaging areas wildlife use
Cambridge	Definitely Not	Probably	I would not wish to see a route through beautiful countryside, especially so close to the Gog Magog Hills and especially one which might open the way for further development (residential?) on the land between the route and existing communities.
Cambridge	Definitely Not	Probably	The less building and taking away land on the green belt the better
Cambridge	Definitely Not	Definitely	Option B is not as disruptive as it develops existing routes.
Cambridge	Definitely Not	Definitely	It is seems much more sensible to upgrade the existing road than to dig up countryside for a bus route.I also do not want to rule out reopening old railway line in future.
Cambridge	Definitely Not	Definitely	We need to protect our green belt!
Cambridge	Definitely Not	Definitely	I don't see the need to destroy the countryside with a new road, when there is a perfectly viable option to extend the existing infrastructure. Also, option B gives the possibility to provide further public transport options via reopening the old railway.
Cambridge	Definitely Not	Definitely	A single use busway, which cannot be used by taxis or ambulances seems very short-sighted, and a waste of public money. It is simply unnecessary. A bus lane on the existing road would surely be adequate.
Cambridge	Definitely Not	Definitely Not	Magog Down is a particularly beautiful part of South Cambridgeshire, the views are a huge attraction in such a flat part of the country and this should be protected for future generations.
Cambridge	Definitely Not	Definitely Not	It would ruin the landscape and this type of infrastructure just leads to more development, further deteriorating the landscape and causing more congestion.
Cambridge	Definitely Not	Probably	I oppose Option A on the basis of cost and environmental impact. It represents an inefficient use of money and land. Ninewells and Gog Magog are both important sites for me and I walk regularly in both. Option B is preferable in terms of both money and environmental impact.
Cambridge	Definitely Not	Probably Not	This is clearly new infrastructure designed to enable development of dormitory estates in the villages surrounding Cambridge whilst trying to minimise traffic into the city! I believe the MP concerned has an interest in housing development?
Cambridge	Definitely Not	Definitely Not	The green belt is already being decimated by the construction of around 400 houses off sorts causeway . To construct a massive new road network in the vicinity is akin to environmental rape ! Not only is it totally contrary to a sustainable future for cambridge it is removing vital green space for the community with proven physical and mental health benefits . Don't waste more money , open the railway again !
Cambridge	Definitely Not	Probably	Option A would cause massive destruction to the countryside and huge disruption to local residents.The proposed cost is unrealistic given the example of the Fendon Rd Dutch roundabout.
Cambridge	Definitely Not	Definitely	The planned destruction of Green Belt round Cambridge is appalling and must be stopped. Option B would cause much less destruction by using a widened A1307 to create a new bus lane. This would be much less destructive of the environment and achieve an equally good outcome in terms of increasing bus transport speeds into Cambridge.
Cambridge	Definitely Not	Probably	We have so few unspoilt areas around Cambridge it is wrong to take more countryside and growing areas for a very limited purpose at great expense. I am concerned about the impact on the archaeological impact as well. It is better to expand already used roads. Opening up the old railway would be a great idea. My overall preference is to limit the expansion of Cambridge and not kill the golden goose.
Cambridge	Definitely Not	Definitely	1. Because it is cheaper.2. It doesn't eat further into the green belt.3. It will leave funds/route to reopen the rail line to Haverhill to Cambridge and take more traffic off the road.4. It doesn't have the visual impact on the open countryside.
Cambridge	Definitely Not	Not Sure	Firstly, I am unsure, post-pandemic, of the need to spend so much money transporting workers into and out of workplaces when the shift to more hybrid working may well change these patterns of travel / transport needs. Surely the initial assumptions on which the plan is founded should be revisited? Re the pilot scheme announced this week to trial four day working weeks - more evidence that perhaps this scheme runs the risk of becoming a white elephant?Secondly - and perhaps most importantly- this whole plan seems to be yet another example of how Cambridge residents, and especially those close to the Biomedical campus, are treated as being 'in the way' and somehow presenting obstacles to progress when we object to our neighbourhoods and homes being turned into transit routes and car parks (ref Addenbrook's continued use of Queen Edith's streets as a overflow car park). We are being asked to give up our green spaces yet again for people who do not live here. What is in it for us? How many of us need a busway to travel



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			out of cambridge? At the risk of sounding petty, we were here first - why are our voices and views given so little opportunity to be heard? I messaged GCPT along these lines on previous issues to say how I felt our views were being ignored and received a standard automated response. When I pointed out the irony of this I received a standard automated response. Sigh
Cambridge	Definitely Not	Probably	Anything that can reduce our impact on the environment, both physically and mentally (views etc) would have more support from me and no doubt many others!
Cambridge	Definitely Not	Probably	There will be major impact on the Green Belt with its environmental importance I agree with all the arguments put forward by e.g. the letter from Past Present and Future dated 10/ 11/ 2021. The importance for general wellbeing and mental health on the local community, to enjoy nature, cannot be underestimated.
Cambridge	Definitely Not	Probably Not	I assume option B would desecrate less of the green belt than option A.
Cambridge	Definitely Not	Not Sure	I oppose creating a big car park and building a road across our countryside with all the attendant destruction of natural spaces and cost. Option B seems less insane but I would want there to be electric buses to minimise pollution. Reopening the railway line should be the aim.
Cambridge	Definitely Not	Definitely	Better transport links needed but they could be provided at a lower environmental and financial cost and on a shorter timescale as set out by Cambridge Past Present and Future. The rationale for the GCP scheme, such as it was, has vanished with the abandonment of the metro proposal.
Cambridge	Definitely Not	Definitely	The green belt around Cambridge is fast vanishing, and this would put even more of it in peril. I think that re-opening the Haverhill/Cambridge rail link sounds like a good plan long term.
Cambridge	Definitely Not	Probably	This looks like a feasible and environmentally friendly option that would have a similar effect compared to the proposed solution. The GCP proposed solution is the continuation of the other plans I've seen, causing an irreversible change on the fabric of Cambridge. In my opinion, having a gentler solution to our green space will make Cambridge to stay attractive for quality living.
Cambridge	Definitely Not	Definitely Not	Both options have a significant negative impact on areas of countryside, Green Belt included, that are valuable but diminishing assets on the fringes of the city and nearby traditional satellite communities.
Cambridge	Definitely Not	Definitely Not	The 1307 as an awful road. Cutting a chunk out of that for busses will make it more congested and even worse. Carving up another chunk of countryside for CSET is also not viable from an environmental perspective (diesel busses presumably and the destruction of habitat). Why not re-open the existing railway line. It has to be cheaper, most of the work has already been done and there would be no added loss of countryside. This would actually take a lot of cars off the 1307 and give a needed boost to Haverhill.
Cambridge	Definitely Not	Definitely	Option B has more connectivity with existing communities, roads and areas of natural beauty. Option A has no regard for the countryside, Hobson's Brook a rare example of Chalk stream, Nine Wells and Gog Magog Downland. Noise will be spread more widely. There are already good cycle/pedestrian connections between Biomedical centre, Shelford and Stapleford. su
Cambridge	Definitely Not	Probably Not	I don't see why either option has to go across green fields or common land. Why can't the existing roadways be widened Is this necessary as less people are traveling in to Cambridge
Cambridge	Definitely Not	Definitely	I don't want the countryside to be ruined. It's too costly.
Cambridge	Definitely Not	Probably	As someone with an interest in the rural landscape and the protection of green space. I would prefer to see less carving up of the countryside and improving existing road and rail links.
Cambridge	Definitely Not	Probably	I strongly oppose greenbelt development and destroying yet more of our natural environments. Congestion should be mitigated through encouraging home working, cycling, and public transport, for which existing infrastructure is perfectly capable of being used and modified as necessary.
Cambridge	Definitely Not	Definitely	Ideally, one would stop private vehicles from using the A1307 between the A11 and Cambridge, and replace it with a busway and a cycle track. A park and ride would be placed at the A1307/A11 interchange to facilitate this.
Cambridge	Definitely Not	Probably	It seems the new bus route would be very environmentally damaging because of new bridges and surrounding infrastructure and risk further development on green belt. The surrounding Greenbelt is very important to Cambridge residents
Cambridge	Definitely Not	Definitely Not	I do not think either proposal is satisfactory. It would be better to reinstate the railway from Haverhill.
Cambridge	Definitely Not	Probably Not	much too expensive. damaging to recreational areas nearby
Cambridge	Definitely Not	Probably	Would prefer use of roads already in place, rather than destruction of new areas of countryside. Do not think large new car parks is a good idea when trying to encourage people away from car use. Better bus links to villages is required.
Cambridge	Definitely Not	Probably	I don't like the idea of a new busway carving up the countryside and prefer the option of using existing infrastructure as much as possible. I understand this option will have a less significant impact on our natural environment and this is very important to me. I love Nine Wells nature reserve and would like to see corridors to extend it to join up with other reserves such as the Beechwoods.
Cambridge	Definitely Not	Definitely	I would rather concentrate on the new train line and we cannot have both. There may be fewer cars on the road in 10 years time.
Cambridge	Definitely Not	Not Sure	There should be better bus services from local villages so people do not use their cars and buses can then use the road that is already there to get people into and out of Cambridge much more quickly (fewer cars = faster journeys). I do not believe the countryside should be carved up to make another road (albeit only for buses). We should use what is already available and give people better transport options so they don't use their cars. Given there is going to be a South Cambridge train station, it surely would make sense to open railway stations to serve the villages at the same time?
Cambridge	Definitely Not	Probably Not	Not a good use of tax payers money and yet another blight for the countryside
Cambridge	Definitely Not	Probably	To protect the Green Belt as much as possible and not to urbanise the countryside.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Cambridge	Definitely Not	Probably	Prevent damage to the Green Belt
Cambridge	Definitely Not	Definitely	There is no need to scar the countryside with an off-road busway. The infrastructure already exists - the road. This is a wasteful and damaging proposal, like all but a very few put forward by the GCP. Outdated and should be rejected.
Cambridge	Definitely Not	Definitely Not	This would only benefit users of the biomedical centres. Cambridge residents need to be prioritised for ongoing improvement in public transport. For example Histon Road has no park and ride facility for the villages of Histon, Impington, Cottenham and beyond, despite huge new developments linking Huntingdon Road to Histon Road.
Cambridge	Definitely Not	Probably	The expense of the proposed new route is not justified when there is an alternative route which could work and would cost less . Also the proposed route of option A destroys countryside which is already being eaten into in the biomedical campus area .
Cambridge	Definitely Not	Definitely Not	The Option B final bus road section from Hinton Way would also run through the Green Belt of the lower Magog Downs and would be very damaging to the landscape and views so I am campaigning for the less-damaging alternative of reopening the Haverhill to Cambridge railway line as my preferred option to the GCP's proposed CSET busway.
Cambridge	Definitely Not	Definitely Not	I do not support un proven and third rate standard modes of transport
Cambridge	Definitely Not	Probably	I am opposed to new and unnecessary roads and transport corridors across countryside as this damages farmland and nature conservation.I also think that the Greenbelt land should be protected, that is why it is Greenbelt.
Cambridge	Definitely Not	Probably	There is a history in the Cambridge area of local councillors bulldozing through their own vanity projects and not making properly democratic decisions (eg new very dangerous cycle-priority roundabout on Queen Ediths Way costing £2.4 million, and the existing Cambridge busway which I suspect has also not been value for money). In my view the proposed busway is yet another vanity project.
Caxton	Definitely Not	Probably	routes for buses only a waste of taxpayer money, when cycle/car route should take priority.
Caxton	Definitely Not	Probably	Option B is less damaging to precious irreplaceable greenbelt countryside
Caxton	Definitely Not	Definitely	Seems daft to wreck the countryside when there is a workable solution in an already urban environment.
Church Street	Definitely Not		Carving up the countryside with option A will lead to extensive infill and significant development from south-east Cambridge out to the area around Linton with a knock on affect further south to other villages.More over a rail option would be far far preferable
Coach House Lane	Definitely Not	Definitely	Why destroy the countryside when a much more practical solution is available , much less expensive too.
Comberton	Definitely Not	Not Sure	Surely with so many now working from home the need for a separate route isn't there anymore. I have not seen a study of how traffic on the A1307 would be affected? But is it even necessary now? There Must be joined up thinking with the new rail route- which in my opinion should be north Cambridge anyway. Having recently moved here, I do feel too my dismay that the green belt is under a double attack.
Comberton	Definitely Not	Probably	to keep more of the current Cambridge countryside un developed
Comberton	Definitely Not	Probably	So-called 'flagship' projects usually involve spending more money than is easily affordable to achieve the same end by a less flashy means. In 1972, why not? In 2022, with the weight of experience behind us the question should be 'why?' An interrupted bus lane on the A1037 might not be ideal but must be better in every way than slicing through open country (yet again). There was once a railway line that connected this part of the county with Cambridge and reopening that might restore sanity to the 'flagship' obsession.
Comberton	Definitely Not	Probably	I deplore the continuing destruction of our precious countryside, through new housing and now this proposed bus route.
Comberton	Definitely Not	Probably	Keep well clear of Nine Wells, as a historic and environmental key site.
Comberton	Definitely Not	Probably	The preferred route is environmentally destructive, further fragmenting the urban fringe
Comberton	Definitely Not	Probably	The balance between transport needs and maintaining the countryside and local environment seems to have been lost. As with the proposed rail link between Oxford and Cambridge, local concerns are swamped by economic factors. Long term plans are the best and the opening of the Haverhill rail line would seem most appropriate with the additional sections of busway on Option B as a shorter term measure.
Comberton	Definitely Not	Probably	Existing transport corridors should be used where possible
Comberton	Definitely Not	Definitely Not	The quality of our domestic life in Cambridge and its suburban environs is being threatened by excessive house building and transport projects to move the new much larger population into workplaces in and around the city.On top of which we have the freight rail line threat of constant noise night and day through this area to move containers of Chinese junk from Felixstowe.It will end in tears for all concerned!
Comberton	Definitely Not	Probably	We seem to be losing so much of a countryside already. There is also a planned new rail link which seems to cut through the countryside too. This has got to stop, If not Cambridgeshire will lose most of its beauty.
Comberton	Definitely Not	Probably	Use existing routes. Do not cut up and permanently destroy open countryside.
Comberton	Definitely Not	Probably	The environmental impact of Option 1 just seems too great to justify it, plus it is very expensive. Option B, although it will still have an impact, seems a more sensible option.
Comberton	Definitely Not	Definitely	The general preference for a brand new dedicated roadway for bus traffic needs to be resisted - in many cases existing roads (with some upgrades) are the better solution. How much is the desire for a dedicated route driven by funding rules? I know that the Cambridge-St.Ives guided busway was 'chosen' by the council because government funding for anything else (light rail etc.) was not available (and the choice of a guided busway was the only way of preserving the route as a travel corridor).There is too much 'gold plating' of transport plans, more pragmatism is required!



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Comberton	Definitely Not	Definitely Not	I don't think that the countryside needs to be damaged in anyway. Existing routes should be used including old railway lines.
Comberton	Definitely Not	Probably	Option A is wholly unnecessary. The countryside and environment must be preserved for present and future generations. If there is a contemporary and future need for increased transport capacity between these two points it would be sensible to make use of existing infrastructure. Option B apparently makes use of existing roads and would be a preferred option.
Coton	Definitely Not	Probably	Just like the proposed busway scheme for Cambourne to Cambridge, it is an ill thought through proposal resulting in infrastructure that will not make anybody happy. Clever integration with existing transport infrastructure is much preferred over slicing up the countryside further. Moreover it gets people from where they live to where they have to go more efficiently.
Coton	Definitely Not	Definitely	GCPs option is unnecessary an take of the Cambridge greenbelt and is environmentally unacceptably destructive. The BCR does not justify the project which is unlikely to cause modal shift. If Cambridge is considering major projects the GCP and Combined Authority should have given more serious consideration to light rail.
Coton	Definitely Not	Definitely	There is no need to trash the environment, they should use existing roads for the busway.
Coton	Definitely Not	Probably	Building a new busway when an existing road can be converted into a bus lane is irresponsible, both fiscally and environmentally. It is hugely expensive -- money which will have to be returned from somewhere, which will mostly probably mean high bus prices. Will they be affordable for everyday people? More importantly, it won't do anything to get cars off the road, it will just mean huge amounts of concrete damaging the environment (huge amounts of CO2 needed for construction) while cars continue to operate on the existing roads (plenty of studies show that cars will continue to use the road if it is there). Surely it is also better to adopt demand management techniques to reduce congestion in peak times (at least try this first) before committing to such a resource and Co2 insensitive project. (Together with making existing routes " including around Addenbrookes " more efficient.) Even if the the busway has some positive environmental impact, how long will it take to offset the Co2/environmental damage from construction? Do we have that long for the environment? This is yet another project that is being pursued by rich interests but is not good for the local area or the environment.
Coton	Definitely Not		- Poor BCR- unnecessary environmental damage of precious green belt close to Cambridge and rare chalk stream landscape along River Granta- does not serve communities well- better alternatives exist using existing alignments- could make reinstatement of rail line to Haverhill difficult or impossible- by GCP figures will be at capacity on opening, & hence will not serve needs effectively- scheme not future-proofed, will not drive modal shift at scale needed- buses are an uninspiring option for world-leading high tech city of Cambridge and South Cambs.
Coton	Definitely Not	Probably	Cambridge must reuse existing infrastructure rather than destroying the green belt. The idea that the GCP would not reuse the old Cambridge to Haverhill railway line for this project is criminal. See below.
Coton	Definitely Not	Probably	Wouldn't it be easier to create a better link from the A11 to the nearest railway station(s), and introduce frequent stopper trains during rush hour? It seems daft to lay more tarmac, when existing infrastructure can be utilised better.
Coton	Definitely Not	Probably	Less damage to green areas Less expensive Not sure anything should be done until the new normal work/commute traffic can be assessed.
Coton	Definitely Not	Definitely	Option A slices through countryside, opening up vast areas to future housing development, is vastly more expensive than Option B and is much more disruptive of rural routes - walking, cycling etc.
Coton	Definitely Not	Definitely	Off-road busways may have a role in peri-urban transport schemes, but only in very specific circumstances. In particular, the cost and environmental/community damage can only begin to be justified if the off-road busway would add very significantly to transport performance (journey times, reliability, capacity, modal shift, etc) over less costly and destructive alternatives. It is not acceptable to start with something so inefficient and expensive as a preferred option and then work to fit the case to that preference. The default option should be the least invasive and best value for money; moving away from that requires highly persuasive evidence.
Coton	Definitely Not	Probably	Certainly much better than A, if there is a documented need for extra links in this area. I haven't seen all the details.
Cottenham	Definitely Not	Not Sure	A substantial new road (that is what it is) will carve up the countryside and encourage infilling. Buses should have priority over private on existing roads. Any new routes should be greenways, bridleways, and cycle paths and the like. We need to stop making it easier to travel long distances, and start making it easier to travel short distances.
Cottenham	Definitely Not	Probably	Would be better to have a regular frequent bus service to and from Bio Medical centre to Babraham, as going with GCP option is a huge upheaval cutting through some beautiful country side and with added widening of the roads too. Also this service will not be used at the weekend. For example, the bus lane on Victoria Avenue (along Midsummer Common) is never used by the buses, as the buses always get into the public road so that bus lane has been such a waste to put in.
Cottenham	Definitely Not	Probably	Lower cost, more quickly achievable, and minimal impact on attractive countryside.
Cottenham	Definitely Not	Probably Not	Much more sensible to combine with the proposal to reopen the Cambridge - Haverhill railway. The trackbed of that should be strongly protected. Regarding the A1307 plan, it seems that this would be a lot less damaging to transport proposals for e.g Haverhill, but the benefits are not clear.
Cottenham	Definitely Not	Not Sure	Public transport has a questionable future unless radically rethought. To be efficient it needs large numbers of people to share the same need both to travel between a limited number of destinations and for those journeys to be mostly coincident. This concentration of people becomes attractive to terrorist and viral attack, requiring significant measures - and cost - to increase resilience. Maximum effort should be made to avoid environmental damage by repurposing existing infrastructure rather than destroying more green land.
Croydon	Definitely Not	Definitely	Better to adapt existing road, than build unnecessarily on a green field site. Where is the commitment to net zero emissions in this plan?
Dry Drayton	Definitely Not	Definitely	Less environmental impact and, I assume, a lower cost
Dry Drayton	Definitely Not	Definitely Not	The buses already have tarmac roads which contributes to climate change putting another carbon heavy structure where there already is one is telling the whole world politicians just don't get IT . This will make us look backwards.
Dry Drayton	Definitely Not	Not Sure	The Greenbelt should be protected and Option B is the least worst of the two proposals. If Option A were to be implemented, this would open the door for development around the route which would further reduce the Greenbelt around Cambridge



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Duxford	Definitely Not	Definitely Not	Buses belong on roads not dedicated concrete eyesores. The impact on the countryside and environmentally sensitive areas will be a disaster
Duxford	Definitely Not	Definitely	Why use the countryside when an existing road is already in use, Where can I find the figures that will let me see how many passengers will use option A?The yellow route will suit more local people.
Duxford	Definitely Not	Probably	Don't want to see the countryside being destroyed and millions of taxpayer money wasted.
Duxford	Definitely Not	Probably	I do not agree with a purpose built road cutting through our countryside, nor do i believe this project would be cost effective.
Duxford	Definitely Not	Probably	Why would you put a road/busway through the middle of the countryside and fields. Stick to the roads we already have. Wasn't there also another proposal following the old railway line?
Duxford	Definitely Not	Not Sure	disagree with taking out open land, but concerned about higher traffic levels impacting on Magog Down and Wandlebury Country Park. If the Gogs are provided with bus stops for the new service it might compensate.
Duxford	Definitely Not	Probably	Enough of our countryside is already being destroyed.
Duxford	Definitely Not	Not Sure	Won't be any use to most people in south Cambs . A more inclusive solution is needed. Most rural areas don't get a useful bus service. Give a bus service so people in south Cambs can make a choice. At the moment it's get in a car
Duxford	Definitely Not	Definitely	Building more roads over the green belt is not a sensible way of tackling traffic congestion in South Cambridgeshire. A proper integrated transport plan for Cambridge and South Cambridgeshire is required.An electrified (light) rail would be a more environmentally responsible solution, preferably with the option to extend it to Haverhill, relieving pressure on the A1307 that is classed as a 'High Casualty' road.
East Hatley	Definitely Not	Probably Not	Roads already exist between these places, I'd far rather they just put more buses on those rather than further fragment and tarmac over the countryside.
Elsworth	Definitely Not	Definitely	The GCP is out of control. It persists with damaging and expensive proposals (eg this and the Cambourne to Cambridge Busway) with total disregard for the views of residents and a wealth of expert evidence demonstrating why its proposals are wrong. Please do everything you can to stop this incompetent and undemocratic juggernaut
Elsworth	Definitely Not	Probably Not	There is already too much disruption to our country side. A main reason people want to live in S Cambs is because it is relatively rural, destroy much more countryside and I'll be one of many looking to move. The EWR proposal is even worse.'Bus lanes' make it even slower for other traffic. Buses are too expensive and unreliable, the car is so much better. Pay me £10 every time a bus is late, cancelled or has standing room only and I might consider using it. Much more practical is to encourage people to work from home as much as possible.
Elsworth	Definitely Not	Probably Not	The wanton destruction of countryside including habitat for birds and animals, many of whose numbers have plummeted in recent years already, needs to stop.In my experience bus lanes rarely do anything other than worsen or create congestion.
Elsworth	Definitely Not	Probably	It doesn't ruin countryside. A route alongside the current road is much less damaging.
Elsworth	Definitely Not	Probably	The least disruption to countryside and wildlife as possible.
Eltisley	Definitely Not	Definitely Not	I am totally against opening up new areas of land for intensive building in Cambridgeshire
Enfield	Definitely Not	Not Sure	It's not good for the environment to carve up all the green belt. It would be far better to reopen the old railway line between Haverhill and Shelford.
Field Way	Definitely Not	Probably	Climate change predicates against vast new concrete tracks,Destruction of countryside should be minimised.Existing road expansion preferred to whole new busways
Fowlmere	Definitely Not	Definitely Not	Spending tax payers money to help those already working high paying sectors is disgusting, my net should be being used to help those on lower income not making life easier for those on higher incomes.
Fowlmere	Definitely Not	Not Sure	Need to be certain that it will not lead to increased private car use.
Fowlmere	Definitely Not	Probably	Busways carry very little traffic. I regularly cross over the existing one on my way to Over and there is usually nothing at all in view. They are very expensive and the last one went way over budget and do we really need to carve up the countryside even more?
Fowlmere	Definitely Not	Definitely	A very destructive and far too costly.
Foxton	Definitely Not	Definitely	Destruction of the countryside and better use of existing roadways.
Foxton	Definitely Not	Definitely	We think the reintroduction of the railway to Haverhill is more important than other public transport. Haverhill is growing still and needs a mass transport system into Cambridge North station.
Foxton	Definitely Not	Definitely Not	Too much of countryside ripped already for the bus ways. Make them use the roads so there can be more congestion then people will really see the impact on the environment through pollution etc
Foxton	Definitely Not	Definitely Not	Reopening the rail link between Haverhill and Cambridge looks the better option without infringing on our already under threat countryside.
Foxton	Definitely Not	Probably	A dedicated busway is carbon intensive and poor value for taxpayers money because equivalent capacity can be provided on existing roads.
Foxton	Definitely Not	Probably	don't destroy the countryside in the name of improving transport. the roads - normal roads - are good enough to have the buses share the road. improve cycle lanes and people will not need these buses, they are empty anyway and not many are using them. waste of money, time and natural habitat. stop the madness.
Foxton	Definitely Not	Definitely	GCP's proposal is totally over the top.Having used the 1307 and other parallel routes in the past for many years I believe Option B would be a cost effective and more easily achieved quick way of getting commuters out of their cars and into the Biomedical Campus.
Foxton	Definitely Not	Definitely	If there is a less expensive option that is less disruptive to the environment, seems to serve the community reliably, has stops in convenient locations, is completed sooner with the potential to reuse the Haverhill to Cambridge train line which would expand the use of public transportation why would you consider any other option?
Foxton	Definitely Not		Use existing routes rather than concreting over precious countryside.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Foxton	Definitely Not	Probably	Destruction of the countryside with negative effects for wildlife etc.
Foxton	Definitely Not	Probably	Far less disruption to the countryside
Foxton	Definitely Not	Probably	I simply fail to understand why more local villages are being disrupted to simply facilitate exporting pollution from Cambridge City to the surrounding area. This is not saving car journeys it is simply making them shorter.
Foxton	Definitely Not	Probably Not	it is waste of money, space and time. there is no need for new roads for buses only. current roads should be maintained and organized such that they flow better. this is madness.
Foxton	Definitely Not	Definitely Not	Both are expensive solutions for a limited number of customers, the former eye-wateringly so
Foxton	Definitely Not	Probably	Damage to the green belt and environmental damage is unacceptable. Use of existing route is the preferred option.
Fulbourn	Definitely Not	Not Sure	Would like low impact away from existing road routes
Fulbourn	Definitely Not	Definitely Not	There is absolutely no reason that these routes are needed. There are existing roads and buses which need to be utilised. This area is of extreme historic importance, Wandlebury is an ancient site as is Nine Wells which is a Roman springs site. The environmental impact is also of extreme concern. Our green belt seems to be no longer of any importance. So was born and raised in Stapleford, I own a square meter of The Magog Downs money raised to preserve this ancient countryside from development of any kind. I am vehemently against any such destruction of the countryside I love !!!!
Fulbourn Old Drift	Definitely Not	Probably	we are losing so much of our beautiful countryside to overdevelopment of housing. so the babraham route provides the least damage. GRRRRR!
Gamlingay	Definitely Not	Definitely	We need to protect the Green Belt. Too much of our countryside is being destroyed by developers who are only interested in money.
Gamlingay	Definitely Not	Definitely Not	It would be far more cost effective to put a train stop in at Addenbrooke's Biomedical Campus. Nothing fancy, just a platform & ticket machine, similar to that at Malaga Airport in Spain. I fail to see any benefit gained from this expensive guided busways. The environment doesn't need more destruction.
Gamlingay	Definitely Not	Definitely	Too much green space being taken over by concrete.
Gamlingay	Definitely Not	Definitely	It would appear to me that there is already one scar on the landscape and a second must be avoided. I am also unhappy that all I read about is 'East' Cambridgeshire. I live in Gamlingay and would feel happier with GCP if it gave some consideration to West Cambridgeshire. Current transport proposals for public transport fail to provide a 'suitable' route from the west to Cambridge, particularly Addenbrookes. Has anyone calculated the time of a journey from Gamlingay to the hospital and how many hours would be required for a typical appointment? The only viable option at present is a taxi at £35 each way. The Councils/GCP seem to think that the county only exists as far as Cambourne.
Girton	Definitely Not	Definitely	Green belt must be protected; voracious developers would happily destroy our wildlife heritage for a profit; local council must adhere to due process & not arrogantly ignore the population; the need for commuter provision must be reassessed, post-pandemic. Workplace behaviour has changed, these plans must change too.
Grantchester	Definitely Not	Probably	Mass destruction of the dwindling green belt must be avoided. In face of climate change and the known benefits of open space for mental and physical well-being, such spaces must be preserved
Grantchester	Definitely Not	Probably	GCP's option will damage countryside and will be of limited use and poor value for money. Option B appears much more sensible.
Grantchester	Definitely Not	Probably Not	I don't feel busways are the answer. Look at the ones we already have. That awful guided busway that's proven too costly for upkeep and too dangerous.
Graveley	Definitely Not	Definitely Not	Directly land is divided by any route, road, rail or bus, it encloses areas which will be open for domestic and industrial development.
Great Cambourne	Definitely Not	Probably	Use of dedicated bus way that is only needed during peak times is not an efficient way of spending resources and less preferable option environmentally.
Great Cambourne	Definitely Not	Not Sure	I am greatly in favour of rail based solutions for transport in larger conurbations. Rather than the proposed dedicated busway I would favour the suggested reopening of the railway which formally served Haverhill. As this would take time, the idea of bus lanes in bottlenecks of the existing route into Cambridge would provide an interim solution at moderate cost. A rail link towards Babraham could form the basis of an integrated rail solution to the problems of traffic in Cambridge. Should the alternative rail solution to the CSET busway be chosen it could fit in with a northern approach from Cambourne (which is favoured by many) to give a high frequency Metro-style through service from Cambourne via North Cambridge, the new station at South Cambridge, Shelford and a restored station at Sawston to the Babraham research campus and the Granta Park. This would be in addition to the East-West rail service from Oxford. An additional (Metro) station in the Coldham's Lane area would serve the large Newmarket Road retail park. At some time in the future an extension rail link towards Haverhill could be added. No transport development is without its difficulties. There is a potential bottle neck in the rail lines through Cambridge station which would need to be investigated. From a map, much of the former rail route towards Babraham is undeveloped but any extension beyond Babraham would involve remodelling of the A11/A505 junction. The rail route into Haverhill would need further study but outside the town there does not appear to be any insurmountable problem. Such a Metro service could be complemented by a north-south one with the restoration of the rail link to St Ives serving Northstowe, Cambridge North, Cambridge central and on to Royston. The issue of the bottleneck through central Cambridge would need to be addressed further. Would there be room for additional tracks parallel to the existing tracks to be dedicated to the Metro service?
Great Cambourne	Definitely Not	Probably	Once exploited, a section of open countryside (such as what existed pre-1941 in what became Bourn Airfield) does not ever really revert to true Nature. Each expanse of remaining open countryside is precious.
Great Cambourne	Definitely Not	Probably	We are losing agricultural land and countryside very quickly from many reasons already especially as this would encourage more urban spread. As the stations are not in the village centres travellers would still have to use the car meaning that once out of the garage it would be easier just to drive right to the actual destination. Therefore those without a car especially the old and disabled would find it too far to walk.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Cambourne	Definitely Not	Probably	I can see, from a developer's mindset that it is cheapest and least disruptive to build across the fields however it is highly detrimental to people and wildlife. Adding a bus lane may cause some disruption and it may not hold as large profits but it is much more preferable especially as there may be other buses that could benefit from this bus lane and it does not eliminate linking our country with rail again which ultimately may be our best option as a small island nation for transport in a world that must become more ecologically sound.
Great Chesterford	Definitely Not	Definitely	I grew up near the Gog Magog hills - the most beautiful area of South Cambridgeshire. The thought of a tarmac busway cutting across it and destroying the countryside is unbearable. We should be saving our environment not destroying it!
Great Chishill	Definitely Not	Definitely Not	Option A is first step to developing land to north of Shelford and Stapleford to the A1307. Far better to build a Park and Ride east of Linton between Horseheath Road and the A1307. Then use the A1307 through to Biomedical Campus with a small detour into Granta Park.
Great Chishill	Definitely Not	Not Sure	Our fantastic countryside needs to be preserved. Rural Britain is under increased threat and this proposal unjustly punishes those who moved to the countryside to escape big towns and city's. If this proposal goes through, then when does it stop?
Great Chishill	Definitely Not	Definitely	We have suffered enough from "new roads" round here and The Gogsis oneof the few really beautiful spots left in South Cambs . Enough ofthese townie schemes to turn the whole area ino subberbia . Wehave enough mad traffic schemes from `guided` busses that still need a driver to un-used cycle lanes . Please stop these `experts` ruining ourcounty and squandering our taxes .
Great Eversden	Definitely Not	Not Sure	Using buses as the principal way of providing public transport is not sustainable with an ever expanding City and creating a bus route rather than a light railway route is a wasted opportunity.
Great Eversden	Definitely Not	Probably	We are totally against all these new transport links (EWR included) that these so called planners want to run through and desecrate our beautiful countryside and important farm land
Great Eversden	Definitely Not	Definitely	The alternative option delivers the need to connect with minimal damage to green spaces/wildlife
Great Eversden	Definitely Not	Definitely	The damage to the green belt environment, the possible opening of parcels of farmland for development and the impossibility of cost effectively re-opening the Cambridge-Haverhill rail line.
Great Shelford	Definitely Not	Definitely	The bus route is not needed. It will be a scar on beautiful landscape. I know of no local residents who think the proposed bus route will serve a useful purpose. More taxpayers' money wasted on grandiose transport projects!
Great Shelford	Definitely Not	Probably	The whole project is not needed. Expansion of existing Babraham Road park and ride is preferable or a busway next to the existing road. The busway only goes to Addenbrookes so is useless unless you work there.Green belt should not be touched. The railway option is also completely unrealistic due to the traffic congestion that would result from the level crossings.
Great Shelford	Definitely Not	Probably	Concern about the loss of countryside where alternative routes have not been objectively or thoroughly investigated. Negative impact on communities nearer to Cambridge for the benefit of those further away.
Great Shelford	Definitely Not	Not Sure	Carving up greenbelt on this scale is unjustified, furthermore the busway capacity will inherently be quite modest, and with the new carpark is merely just pushing the problem outwards.Longer distance higher capacity solutions, such as reopening the Haverhill railway, are much better long-term solutions. This would also tie in with a new Addenbrookes (Cambridge South) rail station, which I broadly support.
Great Shelford	Definitely Not	Probably	This is a massive white elephant scheme with no benefit for local residents. The main aim of the busway is to generate in-fill land for building. It is much cheaper and easier to put a new bus lane along the A1307 to the proposed new Park & Ride at the A11, without any of the huge negative impact on our greenland and wildlife.
Great Shelford	Definitely Not	Probably	Destruction of the countryside and proposal without any advantages for the residents of Shelford and Stapleford
Great Shelford	Definitely Not	Definitely	The option B is using existing infrastructure a offers least destruction to the current character of the area.
Great Shelford	Definitely Not	Definitely	The loss of greenbelt is often necessary to ensure sustainable travel for the future. However, it would be preferable and less impact if the loss of greenbelt could be limited to adjoining existing road networks or other existing links rather than carving through countryside full of biodiversity.
Great Shelford	Definitely Not	Probably	My preference would be for the Haverhill railway to reopen, very possibly as light rail, and with a solution for the two busy level crossings in Great Shelford (the solution is NOT to close them). This could give Sawston the railway station it wants and serve the new Cambridge City football ground. A busway (off-road - Option A - or on-road - Option B) to a car park on the A11 is an insufficiently ambitious solution to the issue of the large number of people who work on the Biomedical Campus and who commute from Haverhill and villages between it and the pupils travelling into Cambridge eg to the sixth form colleges. It also risks simply pushing car congestion out of Cambridge and into the countryside and does not, in any practical way, improve public transport to and from Great Shelford, Stapleford or Sawston. It is also highly questionable how much it improves the position for Babraham and whether it properly links the Biomedical Campus, Babraham Research Campus and Granta Park. I prefer Option B for its significantly lesser environmental impact and greater coherence with the First Proposals in the Local Plan for the Biomedical Campus and Babraham Research Campus. i also accept somewhat reluctantly that it could be an interim and more quickly implemented step towards the reopening of the Haverhill line, although I am not a fan of Park and Ride as a solution to anything.I don't believe that the sensitive Green Belt and Nine Wells area south of the Biomedical Campus can take more than one major transport scheme and many are competing for it (CSET, EWR, Haverhill reopening to name the main ones). No-one has oversight of all three and authority to take a judgement on which, if any, serves the public interest sufficiently that the inevitable environmental damage is justified.
Great Shelford	Definitely Not	Probably	Too far from Shelford or Stapleford to be of any use for residents and to merit destroying green belt.
Great Shelford	Definitely Not	Probably	Beautiful countryside will be ruined by a new bus route which will inevitably lead to more housing. Please don't spoil the Greenbelt.
Great Shelford	Definitely Not	Probably	Making use of existing roads as much as possible, would keep our beautiful green belt in tact. It is also less disruptive for our already struggling villages. Local people are pushed out due to the popularity of the villages with those working at the biomedical campus, this would only make that worse.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Probably	Proposed busway doesn't serve existing villages and carves up green belt unnecessarily. Agree more public transport is needed and would like to see this provided in a useful way and with minimum destruction of countryside.
Great Shelford	Definitely Not	Definitely	GCP's own data shows routes related to Option B had a significantly lower cost and a greater return on investment. The only reason public consultation gave a preference for GCP's preferred route was that the consultation offered two routes similar to Option B - which split to vote. A cynic might say this was deliberate.
Great Shelford	Definitely Not	Definitely	Destroys less countryside Uses existing transport corridors
Great Shelford	Definitely Not	Not Sure	I definitely don't like the idea of Option A the new off road busway, and I'm not convinced that busways are an effective solution to transport problems anyway
Great Shelford	Definitely Not	Definitely	The yellow proposed route smashes through green belt. I regularly walk my dog at Nine wells & the Gogs and it would be a travesty to plough through these areas of natural beauty. Surely Climate Change should be high on the agenda alternative options to avoid this should surely take prescient. Shelford & Stapleford already have train links and a fantastic cycle path to Cambridge & Addenbrookes where connections can be made to go north if necessary. Following COVID, more and more people are working from home or more flexibly so I'm unsure what benefit this busway would really offer. The plan also by-passes sawston. If any village needs better transport connections - it's Sawston!
Great Shelford	Definitely Not	Probably Not	Living in Shelford but almost into Cambridge, neither option would benefit me. a cheaper and better option is to increase frequency of Citi 7 service
Great Shelford	Definitely Not		This section of the proposed busway does not seem a good use of money when there is an existing roadway close by. Taking the route through countryside closer to Stapleford and Great Shelford does not seem to benefit those villages so I don't see justification for the destruction of countryside.
Great Shelford	Definitely Not	Probably Not	Light rail is a better option.
Great Shelford	Definitely Not	Definitely	Option A will ruin the countryside and add to the congestion of the private cars exiting from Great Shelford, without giving any benefit to Great Shelford residents.
Great Shelford	Definitely Not	Probably	In my view, minimising environmental impact must be given the highest priority in all infrastructure projects. I see no justification for the environmental damage resulting from developing on agricultural land when there is scope to adapt an existing transport corridor.
Great Shelford	Definitely Not	Probably Not	I can't understand why we don't diversify and improve normal bus routes instead of endlessly building new routes that don't quite do what we need locally.
Great Shelford	Definitely Not	Probably	GCP route is located out of walkable distance for most Shelford / Stapleford residents. This would lead limited use of service and / or increased congestion along Hinton Avenue plus parking nightmare along same road. Route seems to encourage development along or alongside route rather than to reduce traffic levels. No doubt backed by various construction firms GCP route also detrimental to natural environment, area is one of few that stand out in locality for visual impact and amenity. Am in agreement with principle of a route being required, just not the GCP one.
Great Shelford	Definitely Not	Definitely	I strongly oppose the proposed GCP busway. To destroy the environment and plough through the last remaining open green space in this area would quite frankly be a tragedy. Surely redeveloping existing infrastructure makes more sense both from an environmental and financial point of view.
Great Shelford	Definitely Not	Definitely	I am strongly against simply ploughing through green field sites, especially when there alternative routes along perfectly good existing roads/transport corridors. There is no reason why this route should be off road. In taking this route, it lays open the real danger of future infill of the segmented areas of green fields created by this route.
Great Shelford	Definitely Not	Definitely	The GCP's route cuts across open fields spoiling views from Magog Down and opens the way to massive development in the green belt. The proposed bus stop in Hinton Way wouldn't be used; there is no parking.
Great Shelford	Definitely Not	Not Sure	It crosses green belt land and through busy village roads
Great Shelford	Definitely Not	Probably	I am sure that it would be cheaper to put a bus route alongside the 1307 and Les destructive to the countryside
Great Shelford	Definitely Not	Definitely	Ripping through the already endangered green belt to create a new path when there are lower cost options available is a ridiculous decision, and as far as the majority of local people are concerned is just a means to deliver for the developers who have been trying to concrete over our green belt for decades (and not for the benefit of the local population). They may not be filling in forms and writing to councillors, but that is not an indicator of opinion. Everyone I ask is totally against the proposals, but I worry too busy/lazy/hopeful to write to representatives and voice the opinion against. There was another option as I recall (I'll call it Option C), and that was to reuse the disused train lines through the villages, providing better transport access to the local population. Both that AND Option B represent much better solutions than the developer-orientated and un-environmental solution proposed. Less cost, more practical, better for the environment and retention of our villages that are core to this area (but maybe not the pharmaceuticals). I wonder whether splitting the vote between Options B and C was a brilliant way to ensure that Option A was chosen. This smacks of all that is bad about the current planning proposals around this area.
Great Shelford	Definitely Not	Definitely	It appears to be unequivocal that using existing infrastructure ie A1307 and improving it by addition of bus lane is both environmentally and economically beneficial. Has enlargement/improvement of existing park and ride link at junction of A10 and M11 been considered as an option?
Great Shelford	Definitely Not	Definitely Not	This is all totally unnecessary. There are enough routes and access already and this would totally destroy the peaceful nature of this area. I am strongly opposed to this.
Great Shelford	Definitely Not	Definitely	the environmental damage from building the new busway, including but not exclusively construction traffic Co2 and disruption to existing traffic and hence increased pollution far outweighs any likely environmental gain from the bus way. the bus way by definition will have limited use. were such a monstrous idea to go ahead, there would only be a limited gain to traffic on the A1307 eventually. were people to use the busway, this would reduce the number of A1307 users and so the A1307 would be more favourable. if the busway were to reduce the amount of traffic, then the existing A1307 could cope with the traffic and the buses that would otherwise use the busway. this is so blindingly obvious that it would be criminal to build the busway. the simple and most environmentally favourable option is to provide buses now, using the A1307, and see the positive effect on reducing traffic and journey times.
Great Shelford	Definitely Not	Probably	I think that the alternative option would be less destructive than the preferred option.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Definitely Not	Ruin country side and Hinton way not big enough for it
Great Shelford	Definitely Not	Probably	New routes should follow existing transport corridors and not create new routes through green spaces. Option A would cross into rare areas which avoid traffic and can be enjoyed as quiet green spaces
Great Shelford	Definitely Not	Probably	Would cut off the lower end of Hinton Way from the village and make travelling into the village and onwards intolerable from this end. Building new roads through greenbelt would be an environmental disaster.
Great Shelford	Definitely Not	Definitely	Damage to precious pristine land seems crazy/bizarre when an alternative less damaging & cheaper route is available.
Great Shelford	Definitely Not	Probably	A doesn't serve the communities it affects in Shelford and Stapleford, being harder to get to than existing buses. B doesn't pretend to serve these communities but does likely have as much good for those who will use it.
Great Shelford	Definitely Not	Probably	1. It uses existing infrastructure, preserving the green belt as much as possible, with less impact on the countryside environment.2. Looking after our environment is one of the most important things our generation can do for future generations. With the climate crisis this should be top of everyone's agenda.3. Why destroy the countryside that people now value more than ever, when cheaper, more environmentally friendly solutions are available?4. Shelford is a village with an aging population. Why have stops at locations away from the village instead of using existing infrastructure?
Great Shelford	Definitely Not	Definitely	There is no justification for despoiling the countryside.The proposed route is too far from Shelford and Stapleford to be useful to village residents.The earlier consultation was biased. Two plans involving the A1307 polled more support in total than the single plan for the cross country route yet the cross country route was deemed the most popular.
Great Shelford	Definitely Not	Probably	I would like time to be given to understand what impacts COVID has had on people / businesses and their travel needs. This transport scheme would of been looked at pre covid before more businesses and people could work from home. Also will a focus on supporting local villages will people see the need to travel to Cambridge in the same volumes? Also we are all appreciating the countryside that surrounds us more than ever so feel ruining the area around a very well supported and visited landmark like the Gog's will be a mistake longer term when there is another option available which will cost less and have a lesser impact on the countryside.
Great Shelford	Definitely Not	Definitely Not	Who is it for? You don't get people out of cars and onto buses unless you ban cars from Cambridge so they have to. This is a massive waste of money, it won't benefit Shelford at all, are people going to walk from all over the village to catch it? No of course not. Wanton destruction of an area already being over encroached by Cambridge.
Great Shelford	Definitely Not	Definitely Not	Living on Hinton Way myself with my young family I can see close hand how damaging this bus way would be to the local environment. Also adding another set of lights to our already busy road (which has the level crossing delays already) seems ridiculous on this sort of road. There would be traffic backed up along our road from both the existing level crossing and new traffic lights for the busway and it would be a nightmare for local residents and those who use this road on a daily basis. Our green belt land is already being encroached upon by developers left right and centre (note the recent approval of green belt land between Hinton Way and Mingle Lane being released for a 200 home retirement village). Not only is this damaging to an area of outstanding natural beauty which is so important to residents and local wildlife, the proposed route would not actually benefit local residents, particularly given the changes we have seen to how people work and where they work since the pandemic began, these proposals were made and drawn up pre pandemic and they are a waste of money which could be put to better use with more sensible train options or an improvement of existing bus services. It would also be a terrible waste of an area of natural beauty.
Great Shelford	Definitely Not	Definitely	The proposed off road option completely carves through countryside, affecting habitats, views and walking routes, without major benefit over an existing road aligned option. It is of no benefit to Shelford/stapleford as the stops are not accessible easily by foot, but will cause daily inconvenience to those driving on roads out to barbraham road due to the crossings (in addition to existing rail crossing). It also sets precedent of development over green belt that may lead to further infill development. Given change in working patterns post covid and more people working from home it's not clear to me that reassessment of value for money and numbers likely to use this route has been assessed? The buses and trains currently running through Shelford are often fairly empty.
Great Shelford	Definitely Not	Definitely	Less invasive to greenbelt; cheaper; logical
Great Shelford	Definitely Not	Definitely	Cheaper and more logical by using existing travel corridor
Great Shelford	Definitely Not	Definitely	I object to encroachments on the green belt, and the overall expense of this project - the BAM/Nuttall link to St Ives cost £150m and was way over budget and late.
Great Shelford	Definitely Not	Probably	GCP's option will cause more environmental damage, serve no useful purpose to the communities it will affect nor deliver any economic benefit to local residents. Another massive waste of taxpayers money!!
Great Shelford	Definitely Not	Definitely	The St Ives Busway should never have been built. More and more derelict rail lines are being reopened. The Haverhill line needs to be added to the list. Why build through the middle of green belt when a suitable aletrnative is available as Option B.
Great Shelford	Definitely Not	Definitely	Less impact on environmentBetter access for inhabitants of Great Shelford and Stapleford
Great Shelford	Definitely Not	Probably	Destroying the Green Belt and dissecting local villages cannot be the answer.Great Shelford already has two level crossings, do we really need more crossing over Granhams Road and Hinton way?
Great Shelford	Definitely Not	Probably Not	1: If biodiversity and climate change are important why (a) cut through two environmentally sensitive areas and (b) plaster the countryside with carbon-intensive materials like concrete and tarmac? The proposal is an environmental disaster especially given the increase in traffic to reach the busway stop in Hinton Way. 2: A stop in the centre of Hinton Way as currently proposed makes no economic sense at all. We are, in Shelford, all in reach of stations and existing public transport to get to Addenbrookes or into Cambridge. The Hinton Way stop would be little used and would be a waste of taxpayers' and ratepayers' money. It would be away up the hill, out of reach of many elderly people living in the area, who prefer flatter routes to their transport when needed. It would not be used by children as the village school is in the opposite direction and village colleges are also in the opposite direction. Quite simply who would use it? 3: I suffer from asthma. More traffic diverted up Hinton Way to reach the proposed busway stop would see me out campaigning to stop the additional pollution and campaigning for the removal of any politicians who support it. Isn't the case of the young child in London an example of



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			what could happen here? 4: Carving up the Green Belt (the 'lungs of Cambridge'), or what there is left of it, opens the door to developers to cover the land in housing, effectively filling in the area between the busway and the edge of the Biomedical Campus with housing that few can afford. This would then add to traffic problems in the village, the area, and the wider South Cambs district. 5: Re-opening the railway would be a much better option all round as busway busses north of Cambridge, as an example, are far too small, overcrowded at peak times and subject to disruption when they rejoin the road network. A railway would be able to carry more passengers with less environmental footprint.
Great Shelford	Definitely Not	Probably	It is madness to destroy greenbelt for a route which only serves a niche though lucrative & high profile industry. It does not serve the communities it passes through. The land is precious & I don't feel the case for this destruction is strong especially as the metro project is now defunct and where there are other viable choices
Great Shelford	Definitely Not	Definitely	B Minimises environmental impact and connects Babraham P&R with Addenbrookes campus and Granta Park/ Babraham research campus.Route A will be impacted by EWRNeither route adequately connectsSawston, Stapleford, Shelford with Addenbrookes campus,Granta park/ Babraham research campus.CSET business case must be revisited in the light of changed travel patterns dueTo covid and tech/ broadband allowing agile working. Combined needs assessment for CSET, EWR and Addenbrookes station has not been done.Combined environmental impacts assessment for CSET, EWR and Addenbrookes station has not been done.
Great Shelford	Definitely Not	Not Sure	I find it sad to lose more green belt.have more noise and pollution near our homes..already many changes made.but in reality the common man does not have a voice.even though he should have.
Great Shelford	Definitely Not	Not Sure	It would do nothing but encourage people to drive, because it passes too far fromSawston, Stapleford and Great Shelford to be attractive to residents. And, of course,it harms the green belt.
Great Shelford	Definitely Not	Probably Not	Option A: very expensive and might prevent the unused railway line from being usedOption B: Creating a new bus lane through Great Shelford and Stapleford along Hinton Way would have an extremely negative effect and completely ruin the environment. Would the new bus lane take the place of the pavements or take land from people's gardens?. Another bus going up Hinton Way would be useful although why not increase the timetable for the current bus? I personally don't need a bus as I always walk to Addenbrooke's. along the cycle path.
Great Shelford	Definitely Not	Probably	too costly and killing more of our beautiful countryside
Great Shelford	Definitely Not	Not Sure	I still support the light rail option which has not been given sufficient attention
Great Shelford	Definitely Not	Probably	The proposed route will destroy a large section of countryside, in particular the area around Magog Downs. The alternative route is less destructive and more environmentally sensitive.
Great Shelford	Definitely Not	Not Sure	It is congested road already with a rail crossing holding up traffic constantly throughout the day so a busway across it as well can only compound the problem especially as there are more housing bringing more cars to the area causing more congestion ! Surely the biomedical centre should have it's own parking not relying on our space !!
Great Shelford	Definitely Not		Environmental impact of option a is too great. If something has to be done then option b seems the most sensible
Great Shelford	Definitely Not	Probably Not	The route would destroy huge areas of green belt & farm land & be ruinous to the Gog Magog Down & it's views. It would also serve virtually no purpose to the residents most affected by the build & route. We live on Granham's Road but would have no access to it just the inconvenience & noise when we are already pinned in by the rail crossing & any future East West rail developments.
Great Shelford	Definitely Not	Definitely	Option B is much less damaging to the green belt. Creates less pressure to 'build' housing up to the busway and will 'look' less catastrophic in the landscape. I have completed several surveys over the recent months always suggesting an on road solution apart from the last 'field'.
Great Shelford	Definitely Not	Probably	The hug cost cannot be justified, certainly in the context of changed working patterns and the negative impact on the environment is criminal.
Great Shelford	Definitely Not	Not Sure	Not keen on busway through fields which are currently open farmland with footpaths if a kinder alternative is there
Great Shelford	Definitely Not	Definitely	Option B is by far the most cost effective plan with less destruction of the countryside. Option A would be an expensive mistake not serving Great Shelford or Stapleford effectively,adding further disruption to Hinton Way and Granhams Road with further level crossings leading to increased pollution from stationary cars particularly with likely an extra 200 cars using the Hinton Way if the Mingle Lane proposed development goes ahead. In addition massive disruption to the Green Belt will further ruin the environment. The previous consultation was cynically manipulated by offering 2 versions of Option B which together was favoured by a majority but separately split the vote!
Great Shelford	Definitely Not	Not Sure	I think the new busway through the countryside would destroy beautiful views, be noisy, wildlife etc there would be traffic lights on Hinton way so as well as a lot of traffic stopping at the station there would be more traffic here too,
Great Shelford	Definitely Not	Probably	Impact on the countryside
Great Shelford	Definitely Not	Definitely	The costs are likely to be prohibitive and would have adverse effects on Stapleford and Gt Shelford.
Great Shelford	Definitely Not	Definitely	If the busway goes ahead it will open up a huge tranche of land for development, in what is currently one of the most attractive areas of Cambridge landscape overlooked by the Gog Magog hills. The busway would also cause traffic disruption on both Haverhill Road, Stapleford, and Hinton way, Great Shelford. The latter is already severely impacted by the level crossing at Shelford Station. Access to the busway will be at the periphery of both Shelford and Stapleford - not of much use to those of us who are elderly or disabled, and cannot easily walk along the very poorly maintained local pavements. There is something very special about the landscape viewed from the Magog Trust downland. This would all be destroyed if the busway development were to go ahead.I do not understand why the existing transport route along the A1307 is not given greater consideration for the busway development.
Great Shelford	Definitely Not	Probably	I think the improved bus route (Option B, green on map) would create much less environmental damage than the guided busway (Option A, yellow on map). I'm not a scientist, but it is common knowledge that newly poured concrete releases a lot of CO2 - I am thinking of the thousands of tons that would be released in the making of an entirely new guided busway. How many saved car journeys would it take to balance that much CO2?I have heard that in order to cross the river Granta the guided busway would need



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			lengthy ramped approaches either side: which would mean putting a massive, raised, concrete object, hundreds of metres long by fourteen metres wide in a place of beauty, seen not only by the many local people who love walking, running and cycling along the Stapleford to Babraham bridleway (which would be cut by the busway), but also by those from far and wide who love looking out from Magog Down over one of the most beautiful vistas in eastern England. The building of this bridge would cause destruction and disruption, even if only temporarily, of a sizeable section of a treasured chalk stream. Leaving aside environmental considerations, options A and B would effectively serve the same purpose, as they have the same start and end points for commuters who want to leave their cars at a Park & Ride facility, so why choose the more environmentally damaging, costly and inflexible (once it's there, it's there!) option. We don't even know what numbers of people would want to use the guided bus route, especially as it would only get you as far as Addenbrooks. So if it proved to be under-used, that would be a terrible waste of our money that is currently, badly needed for many other public services. To simply improve the existing bus services into Cambridge from the south with relatively short, new sections of dedicated bus-lane, would seem to be a much more cost-effective option and, importantly, a more flexible one that would surely be more capable of responding to future needs and developments in our area. I think, if it were possible in the longer term, the reinstatement of the old train line from Cambridge to Haverhill would bring about the greatest benefits for people and the environment in this area.
Great Shelford	Definitely Not	Definitely Not	This is spoiling the green belt and will hold up traffic on Hinton which in addition to the 17 mins per hour when the train barrier is down
Great Shelford	Definitely Not	Definitely	Option B does not cut through precious countryside. Whilst option A claims to serve local communities it does not as it is on the edge of these.
Great Shelford	Definitely Not	Probably	The GCP option cuts across green belt destroying virgin farm land and some of the better views in Cambridge up to the Gogs. It will be a means of opening up the green belt for unwanted large scale housing development, (which will not be aimed at solving the housing needs of the less well off in the city) & which is why it is favoured by the developers there are other sites in less sensitive areas and brown field sites which have been left vacant for years. Anyway, how will urban sprawl benefit Cambridge? In a greener society is unlimited growth really the answer? After Brexit and the pandemic are we at all sure that such growth is likely anyway? In addition, we were told by the PM (!!!) that green belt was not going to be sacrificed and Cambridgeshire has only a very small amount of green belt much of which will be destroyed by these plans. It will mean a lot of unnecessary construction using concrete etc. Hardly a green solution! It will not benefit the local villages which it simply skirts. The less able and elderly who tend to use public transport most would have to walk a long way out to reach any stopping places, usually on uneven, ill-repaired pavements. They would prefer an improved bus service through the village. The villages concerned would experience increased traffic from people further afield driving to catch the new buses, (if they are successful!!!) and possibly more on street parking locally causing problems for residents. The crossing points at Hinton Way would cause further traffic hold ups out of the village especially at peak time when the level crossing is also delaying flow in the traffic in the opposite direction. Has a proper study actually been done to see how much it would be used? The other guided bus routes appear to be used more by cyclists and pedestrians than passengers. The pandemic has further reduced commuters desire to use public transport. The problem of access into the city from Addenbrookes onwards has not been addressed by these plans. Not everyone works on the hospital site ETC. Need I go on.?
Great Shelford	Definitely Not	Definitely	Better value to be based around existing roads. Less damage to countryside. More flexible, less intrusive. Makes better use of existing park and ride at Babraham road.
Great Shelford	Definitely Not	Probably	1. Destruction of countryside amenity in the form of views, especially over the gently sloping terrain between Great Shelford and Stapleford and the A1307, not only from the busway itself but from the associated parking areas at the junctions with Hinton Way and Haverhill Road. 2. These stops will provide no useful benefit to the residents of these villages. 3. Destruction of countryside amenity further east with the erection of long bridges over the River Cam, interrupting the sweeping views over this beautiful flatter land. 4. The almost inevitable subsequent pressure to develop the land either side of the busway, thus magnifying the destruction of the countryside around these villages. 5. It appears to be very poor value for money. 6. The potential damage to the Magog Downs grassland during construction. 7. THERE ARE BETTER OPTIONS than the GCP plan which could equally well ease the current and inevitable future congestion.
Great Shelford	Definitely Not	Definitely	The GCP proposal does not serve local people effectively but impacts enormously on our communities. A less ambitious A1307 scheme, cheaper and easier to build would make sense and could hopefully be added to or in deed replaced over time by a well designed light rail scheme. As a Gt Shelford resident it is essential that any rail scheme removes the level crossings within the village whilst keeping the roads open.
Great Shelford	Definitely Not	Definitely	There is no need to travel unnecessarily across the farming land and green field sites to achieve delivery of people between Babraham Campus and the Biomedical Campus. This is legalised vandalism. A route following the existing A1307 road would suffice. The villages of Shelford, Stapleford and Sawston are not properly served by GCP's proposal as the 'stops' are outside the perimeters of the villages. All villages are well served by the existing bus routes. If villagers wish to go on the Busway on the alternative proposal they could travel hopefully by bike, or car, to the stops along the A1307. Their journeys would be only marginally longer than the suggestion of GCP's route.
Great Shelford	Definitely Not	Probably	To construct a busway directly across countryside at the cost of £134m is not only expensive, but as it limits future expansion on the old railway line, based on previous bus ways built in the Cambridge area it would be very unlikely at best that it would be delivered on budget. It would most likely cost considerably more. The damage caused to the countryside would be considerable affecting areas that local like to use to relax etc. The option to use the existing road is shown to be around a 1/3 of the cost whilst keeping the option to Italian the old railway line in the future with a far reduced impact on two areas of great importance. A bus route with such an great environmental impact is not a green option nor is it a sustainable one. The saving gained from utilising the existing road could be used to provide either electric busses or to subsidise bus fares making them more affordable. Or as an alternative option the saving could be put toward upgrading the old railway line. Both saving the impact on the local countryside.
Great Shelford	Definitely Not	Definitely Not	objection to option A: totally ridiculous amount of money wasted. We as a country should be saving greenland and green fields, and NOT destroying them with more expensive houses, bus route and "stupid" development ideas. Studying the diagrams submitted, there are not enough disabled car parking slots. This council do not CARE about the disabled, the elderly and those who cannot cycle. objection to option B: there are no reasons for more bus lanes on A1307 especially roads in South Cambridgeshire are totally squeezed to entertain cycle paths where most cyclists ignored. Roads on A1307 and all roads in South Cambridge should and must be re-surfaced properly urgently. this would be well spent money. therefore all roads cannot be further squeezed with bus lanes as well as cycle paths which resulted in continuous congestions and indirect air pollution.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Definitely Not	objection to A and B: 1. we must not destroy anymore greenfields and green land of this country 2. it is a tremendous waste of money on A and B. Money must be spent on maintaining and resurfacing all the roads here urgently! This county is a disgrace with all the potholes compared to other counties. Why do we have to put up with the potholes and unruly cyclists?
Great Shelford	Definitely Not	Definitely	Green belt can never be utilised for development of any kind
Great Shelford	Definitely Not	Probably	We must preserve our green belt. It is vital for our well-being. Our environment impacts all life. That's why green belt exists - to preserve precious countryside for the benefit of all. GCP is simply continuing the lazy trend of recent decades to concrete/tarmac over our countryside in the name of smarter' connectivity. Let's take the best, not the easiest, option. I cannot support GCP's preferred route where destructive effects far outweigh any disputed benefits. If our traffic congestion forecasts are correct, i believe that Option B is a plausible, much less environmentally destructive, plan.
Great Shelford	Definitely Not	Probably	I am not in favour of destruction of the Green Belt. It would be an ugly blot on the landscape and would almost certainly lead to housing development adding to traffic and pressure on our already depleted water supplies. Widening of the A1307 to provide a bus lane would be a quicker and cheaper solution and have much less impact on the environment.
Great Shelford	Definitely Not	Probably	Option A destroys too much of the local open space much prized by residents in Cambridge and outlying villages.Plan B unnecessarily cuts access fields between Hinton Way and the campus - it could follow road (widened) and field boundaries.
Great Shelford	Definitely Not	Not Sure	Option B would hugely increase the disruption to traffic on Granhams Road and Hinton Way. It would cut across land very close to the Gog Magog nature reserve, disturbing the habitat of many creatures.Is option B really necessary in any case in post pandemic working situation, with far more people frequently working from home?
Great Shelford	Definitely Not	Probably	There is no proven need for a new busway across open land. Surely if there was a need we would expect to see increased use of conventional buses initially and for this to be reflected in bus schedules. Additional buslane capacity can provide a surge as required and make better use of assets that already exist. The busway across open land serves only to provide land packets for developers to exploit and therefore to create demand for itself.
Great Shelford	Definitely Not	Definitely	Much less impact on countryside.
Great Shelford	Definitely Not	Definitely	It minimises impact on green space. It costs less. It uses existing infrastructure and the stops will be where people need them to be, not in the middle of a field.
Great Shelford	Definitely Not	Definitely	Would be more cost effective and uses existing infrastructure. Would not need to plough through fields to accomplish!
Great Shelford	Definitely Not	Definitely	It's criminal to carve up the countryside for a bus route that doesn't even serve the villages
Great Shelford	Definitely Not	Definitely	Uses existing infrastructure, prevents building on green belt. Less damage and cost.
Great Shelford	Definitely Not	Definitely	This is unjustifiable. Frankly outside of rush hour the roads are not busy. A bus lane solely for buses would do nothing other than save 7 minutes for a few select people at rush hour. Unnecessary and wasteful
Great Shelford	Definitely Not	Definitely	Option B is just more sensible, practical and logical and I imagine (given that it is a government/city council supported project) such an option is just too obvious for the unaccountable quango in charge.
Great Shelford	Definitely Not	Definitely	It should not be allowed to destroy our countryside when the road is already there, albeit the round will need highway works.
Great Shelford	Definitely Not	Probably	Option A would be wasteful of resources and positively harmful to countryside which, in South Cambs, is already under pressure from all sides.Option B would build on existing infrastructure and minimise environmental impact.
Great Shelford	Definitely Not	Probably Not	Infrastructure first, development second. Planners should have thought of this before allowing the over development of the Biomedical campus. Granta Park was offered as a suitable, out of city and accessible location for Astra Zeneca but this did not happen. Villagers in Shelfords and Stapleford already suffer long delays because of rail crossings and these plans will simply add to this. Added to that would be the destruction of beautiful countryside, development very close to the historic and under valued "nine wells" where there are nine wells that provided Cambridge's original water source.
Great Shelford	Definitely Not	Not Sure	Option A would have a hugely detrimental affect on the natural local environment and adversely alter the semi-rural, agricultural lay out of the area. Additionally, the costs would be extortionate. Option B would have far less adverse impact but in my opinion, any additional busway route at all is unnecessary and unlikely to be used by the public.
Great Shelford	Definitely Not	Not Sure	I am fed up with the destruction of nature for our convenience.
Great Shelford	Definitely Not	Probably	As we live in Hinton way holding up traffic would mean line of stationary traffic outside our house.. it would also subject us to more car fumes than we get now!
Great Shelford	Definitely Not	Probably	I do not think demand justifies damage to countryside and increased traffic jams at all the junctions. Reopening railway much better option.
Great Shelford	Definitely Not	Probably Not	Option A is too expensive (and the final cost with these projects tend to be a lot higher), slow to deliver, destructive to the countryside. I am not convinced by option B. With more people working from home, along with changing office hours from the standard 9 to 5, is this really needed?
Great Shelford	Definitely Not	Probably	Developments on green-belt would ruin the quality of life for current villagers, causing financial loss and mental health problems. It would also put immense pressure on local services including transport, the NHS and utilities.
Great Shelford	Definitely Not	Probably Not	It does not make sense unless it is part of a secret plan to create a new South Cambridge suburb in the green belt alongside the A1307.A better solution is to upgrade A1307 from A11 to Addenbrookes and make a new road from Granhams junction to the biomedical buildings, both as dual carriageways but without dedicated bus lanes. More multi-storey carparks should be built to meet demand at Cambridge South station / biomedical park.
Great Shelford	Definitely Not	Probably	GCC plan for a busway is a waste of money and countryside. Commuting via car and this busway will not be popular enough and it's a worse option than improving the existing routes.
Great Shelford	Definitely Not	Probably	Option A destroys existing agricultural land (we are a net importer of food into this country and the population has grown).In addition it cuts up the existing land into sections making them vulnerable to speculating developers.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Definitely	The current plans would destroy local green areas for no clear reason and would impact significantly on commute to work by bike, which is mainly off road on the cycle path and away from all the vehicle fumes. It is a beautiful cycle and I'd hate for it to be ruined by an ugly busway when there are other options
Great Shelford	Definitely Not	Probably	The new road seems unnecessarily destructive.
Great Shelford	Definitely Not	Definitely	Proposed route doesn't go near to village centres
Great Shelford	Definitely Not	Definitely Not	Needless destruction of countryside; extra roads. Not cost effective
Great Shelford	Definitely Not	Probably	Concern about destruction of the countryside
Great Shelford	Definitely Not	Definitely	I repeat my response to the GCP consultationMy objections to your chosen route are:1. The route crosses grade 2 agricultural land. You address the Community and Health issue by saying, "Alignments and land take reduced where practical, avoiding taking small areas of land from fields where this can be avoided." In the Hinton Way to Haverhill Road, Haverhill Road to Sawston Road and Sawston Road to High Street sections of the consultation you mention the environmental issue, Severance of land parcels impacting existing use of land. This issue applies equally to the CBC to Hinton Way and Hinton Way to Haverhill Road sections but is not mentioned in those pages of the consultation.You take no account of the knock on effect of dividing up fields, which reduces the existing and productive use of farm land and could reduce future food security.2. This route across open country is an open invitation to infill building, degrading green belt land even further.3. The intermediate stops at the villages are a significant visual intrusion on an open, green belt landscape.4. You claim that the proposals have been developed to ensure stops are as close to villages as possible None of the intermediate stops serve their respective villages. Although we live in the centre of Great Shelford and are therefore closer than many others, both Park & Ride sites, the Citi 7 bus and even the train are much more convenient for us than your Hinton Way stop.5. A better and cheaper way of serving Great Shelford, Stapleford and Sawston would be to increase the frequency and availability of local bus services.6. You state that the road crossings will be controlled in favour of public transport "with minimal delay to road users". I understand that there is an expectation of up to 16 public transport vehicles per hour. This will cause significant delays to road traffic along well-used roads. As indicated above, I do not expect your present proposal to reduce car usage from the villages.7. The southern route removes the need for an elevated River Granta Bridge.
Great Shelford	Definitely Not	Probably	Option A concretes over yet more of our beautiful countryside - and at great expense.Option B adds to some already in place infrastructure. It would be cheaper and probably more use to a larger number of people It would certainly be better for our local environment, namely the Mago Down and Ninewells Nature Reserve.
Great Shelford	Definitely Not	Probably	Keep the traffic on or close to the A1307, not near the villages of Sawston, Stapleford and Great Shelford.
Great Shelford	Definitely Not	Not Sure	Need to protect green belt
Great Shelford	Definitely Not	Definitely	Devastating impact on open countryside. Doesn't really take cars off the road. Linkages outside villages. No benefit to residents.
Great Shelford	Definitely Not	Definitely Not	There are FAR better alternatives than another ugly & costly bud route. Environmental impact must be considered at the forefront of our priorities moving forward as a constituency, otherwise we face a county with the current generation not having done enough to help the next generation in an ever worsening climate crisis.
Great Shelford	Definitely Not	Definitely Not	Due to an ever worsening climate crisis we need to ensure we're doing our utmost for the next generation. Having spoken to the rest of my family, as a household of conservative voters, our views are aligned on this
Great Shelford	Definitely Not	Not Sure	It would cause traffic problems along Hinton way and any other junctions constructed increasing pollution
Great Shelford	Definitely Not	Definitely	Re-using existing infrastructure - including roads & existing P&Rno green belt destructionOption A doesn't serve shelford & stapleford residents well at all so it brings no benefit to the villageA key original requirement for a segregated busway was to support CAM - but thats no longer relevant.. so now its normal buses which can use part road / part segregated.. like option B !
Great Shelford	Definitely Not	Probably	Completely disagree with the GCP proposal as believe it is badly thought out, expensive and damaging to the local environment. Plan B seems much more sensible. Clearly there is an issue with the traffic on the approach to Cambridge that needs to be resolved and this solution seems to have less negatives. We also don't yet really know how working patterns will change post-pandemic.
Great Shelford	Definitely Not	Probably	We should not destroy yet more valuable natural habitat in order to create a new transport link. It would be far preferable to make use of existing road and rail transport routes, including reopening the existing but currently disused trackway from Haverhill to Shelford. We have a responsibility to future generations to protect as much as possible the natural environment we have inherited.
Great Shelford	Definitely Not	Definitely	I firmly believe that Option B offers a cheaper and greener solution to providing the route required. It retains more of our beautiful countryside in South `Cambridgeshire, causes far less disruption during construction so that all people can still enjoy the character of our county.
Great Shelford	Definitely Not	Definitely	Option B is far more preferable than Option A because:a) It is a far greener option using more of our existing roads.b) It should cause far less disruption during construction.c) It will be a far cheaper option than A and thus better value for money for the tax payer.
Great Shelford	Definitely Not	Probably Not	Unless access to Cambridge by private cars is brought under control park and ride schemes will not alleviate traffic congestion. Even if a scheme is used to its full capacity it will not deter other drivers from trying to enter the city. The GCP's preferred option will cut across cherished green belt landscape which it will disfigure with ugly concrete viaducts across the river and provide a catalyst for further urban sprawl.
Great Shelford	Definitely Not	Probably	The proposed route of the new busway goes through valuable areas of countryside. It also does not have stops close to the main village centres so I think very few local people would use it. For the cost of building this I would have thought it would be possible to invest in much better bus services which would pass close to where people live and be a lot more flexible. Both proposals only seem to consider people making the entire journey from the hospital to Babraham / Granta Park. I live in Great Shelford and would potentially consider working at Babraham Campus or Granta Park. Despite the proximity there is no easy way to make these journeys by public transport. All the focus is on getting people in and out of Cambridge.
Great Shelford	Definitely Not	Probably	Ex Stapleford parish councillor but resigned in 2020 at the lack of democracy with planning and overriding manner that GCP exhibit total control over CSET.Also the lack of perceived support then to counter the one and only route (plan A) alongside A1307 developments and massive housing developments clearly passed, pending and proposed but



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			not yet declared along both corridors.I was at the council when opposition expressed concerns that the CSET plan A far and away avoids all existing and established village centres, unlike plan B.Therefore and with the planned existing CSET route across as yet undeveloped land and the location of stops it's very clear that considerable future developments are in long term planning based entirely on CSET plan A.The recent passing of plans for a retirement village coincident with the Stapleford stop just confirms what is coming. These plans envisaged an associated park but the boundary to this between Stapleford and Hinton way clearly indicates what has become the proposed CSET plan A.I live on Hinton way just 200 mtrs from the proposed Hinton way stop and it doesn't need much vision to see all the land between here back to Stapleford being consumed by future housing. There is also a new outline development for 1000 houses towards Sawston directly adjacent to Haverhill road Stapleford which will be very close to the new Cambridge city football stadium (a CSET stop to be added here?).The remainder of the route from Babraham already skirts 3 existing building proposals, all bordering the proposed CSET plan A.As mentioned earlier CSET is great for all this new development but has virtually no value to existing development due to the distances from these centres (Sawston, Great Shelford) Stapleford is a different case as all the follow on housing will in effect re centre the village around the new CSET stop.
Great Shelford	Definitely Not	Definitely Not	Neither serve the villages they pass
Great Shelford	Definitely Not	Definitely Not	Apart from the this plan's dire effect on the natural environment, the irrevocable trend towards WFH will soon make such a scheme obsolete.
Great Shelford	Definitely Not	Definitely Not	Too much damage to the rural landscape
Great Shelford	Definitely Not	Definitely	Less disruption to the countryside
Great Shelford	Definitely Not	Definitely	Option B is cheaper and destroys less green belt land. Seems amazing that this option wasn't considered in the first place! Option B seems like an excellent example of local people having a better idea of what to do than somebody in an office in London.The Option A "stops" in Shelford and Stapleford are so far out of the way, you might as well walk into town, it's almost as close!
Great Shelford	Definitely Not	Definitely Not	People live in the villages for a reason - make housing costs cheaper in the city where people can get to these campuses easier! Open the railway between Haverhill and Cambridge
Great Shelford	Definitely Not	Probably Not	Erosion of green belt (massive objection); inevitable future development of surrounding area; no clear benefit to Shelford as too far away from main village to be used and no plans to add cycle lanes for access to the stops (to village or to babraham park and ride). Inadequate consultation re alternative options and untested demand post-covid as people are working from home more. Not enough thought given to additional congestion/parking issues along Hinton Way and the effect of 7/8 empty buses crossing each hour.
Great Shelford	Definitely Not	Definitely	The bus road would run through the Green Belt with all the consequences attached. There are greener more sustainable alternatives that can be explored.
Great Shelford	Definitely Not	Definitely	It is unnecessary and unbelievable that there is a plan to take a bus route through the countryside, destroying wildlife and nature, especially for potentially very few passengers. Hinton way already has traffic build up with the railway - the multiple crossings on Hinton way will be a on an increasingly busy route. The bus route will undoubtedly set a precedent for future surrounding developments in the fields. With a route already attainable on the already existing road system, which the majority voted for but whose views have been so far ignored by GCP, why would the destruction of the countryside, during times when we are all trying to save the planet, even be an option??
Great Shelford	Definitely Not	Probably Not	The proposed route for the busway would destroy much valued local countryside, disrupt traffic through our village immensely and in my opinion be totally unnecessary.
Great Shelford	Definitely Not	Definitely	I can see no justification for the current preferred route. Using the A1307 is logical, less destructive of the countryside, and reduces the risk of further building on the green belt that will surely follow if the proposed route is approved
Great Shelford	Definitely Not	Probably	Once a route is obtained across the farm land the land use will be open to development
Great Shelford	Definitely Not	Definitely	I am concerned about the impact of the GCP proposal on the wildlife.
Great Shelford	Definitely Not	Not Sure	Will cause irreparable damage to one of the few remaining areas of beautiful countryside near Cambridge.
Great Shelford	Definitely Not	Probably	Enough of our green and pleasant land has already gone
Great Shelford	Definitely Not	Definitely	Option B seems to be a much better low cost option using existing infrastructure and therefore much less damaging to the environment.
Great Shelford	Definitely Not	Probably	It seems far more sensible to expand existing roads than destroy the countryside
Great Shelford	Definitely Not	Definitely	The official proposed route ruins the views across green belt land from the Gog-Magog park for no good reason It also damages the river valley floor between Stapleford and Fulbourn/Babraham
Great Shelford	Definitely Not		Less disruptive and cheaper to deliver.
Great Shelford	Definitely Not	Definitely	In my opinion, building an entirely new link between Babraham and the Biomedical Campus is unnecessary. As a resident of Great Shelford, I can see no benefit to it whatsoever, and I favour the potential alternative as that appears to have a much reduced environmental and economic cost. GCPs preferred route with stops on the edge of the villages brings little material benefit compared with improving the bus service on the existing roads to the campus.
Great Shelford	Definitely Not	Probably	Nine Wells and the Gog Magog Hills are a vital and irreplaceable element of the Green Belt to the South East of Cambridge. The proposed busway is a unnecessary, ugly blot on the landscape.
Great Shelford	Definitely Not	Definitely Not	The Magog Downs forms a natural green space south of Cambridge and is essential for wildlife, farming and biodiversity. It is a well known phenomenon that major routes will attract future expansion alongside transport links and both these options would ultimately promote this. We already have shrinking arable land and wildlife habitat and this scheme will only worsen the situation..
Great Shelford	Definitely Not	Definitely	I don't want a road and multi-user path approx 14 metres wide cutting through and destroying the countryside
Great Shelford	Definitely Not	Probably	Less disturbance to countryside and green belt. Traffic flow on Hinton Way threatened by Option A. Better service for Shelford & Stapleford with option B.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Probably Not	Costs are huge when there are already public transport links. Massive impact on environment just making this happen and through construction, let alone where the roads will sit. Want to protect green spaces in these villages.
Great Shelford	Definitely Not	Definitely	We are taking enough of the countryside with the planned expansion of Cambridge! There is no need to spoil the only part of gentle hillside in Cambridgeshire with an unwanted prestige project that can resolved in a far quicker, cheaper and environmentally better option
Great Shelford	Definitely Not	Definitely	The GCP's preferred route would completely ruin the rural nature of the area. It would erode the green belt further and encourage more development. There is already a direct path to the Biomedical campus along the A1307, with no housing along side. Widening this route and adding bus lanes would seem the obvious option.
Great Shelford	Definitely Not	Definitely	The complete plan for the GCP route and the assumptions made for its benefits and environmental impact do not stand up to scrutiny. Apart from my key objection which is the stupidity of carving a route through established valuable farmland at great cost rather than adopting a much cheaper route with less environmental impact there are several assumptions being made which, in my opinion, are not valid: The 'hubs' are ill conceived. Would people really use them? In particular at Hinton way: who would use it? People travelling to the Addenbrookes Campus would go direct to the Campus by cycle and not cycle to the hub to catch a bus. Would they drive and park at the hub? No, They would go to Babraham P&R to catch a bus ... and note only disabled parking seems to be provided for 5 cars. So the hub would be a red herring. The verbage proposing this route is full of political developer speak... 'trying', 'as much as possible' 'minor to moderate harm to Greenbelt', 'increase opportunities for access to the countryside', I am sure there are more. All these are terms that promise nothing more than that such promises will be broken. But even if such promises were true, my opinion that the proposed route is ill conceived would not change. It is folly, too expensive and of dubious benefit at too great an environmental cost.
Great Shelford	Definitely Not	Definitely	Why cut through green fields when there is already a road? Makes absolutely no sense to pave over yet more green fields.
Great Shelford	Definitely Not	Probably	Minimise impact on environment whilst supporting development of Addenbrookes site. Much more cost-effective and lower risk.
Great Shelford	Definitely Not	Definitely	Less damage to the environment and obvious use of existing corridors plus less damage to farmland..
Great Shelford	Definitely Not	Definitely	The proposed stops in Sawston, Shelford & Stapleford are unnecessary because as they are not in walking distance of the villages, people will continue to use existing rail & bus services.
Great Shelford	Definitely Not	Probably	Less damage to the green belt and in particular to the Gog Magog. Better use of existing infrastructure. I question the whole value of Option A because who will actually be using it outside peak times to be worth the disruption to green belt etc - will it be even be used then? The proposed bus stop on Hinton way will be of limited value to those living in nearby villages because it is only just inside the village boundary. Hinton Way is narrow and there will be excess traffic as a result of the busway..
Great Shelford	Definitely Not	Definitely	There should be no need to create another scar through open countryside. I like the option of running the busway along the A1307 as much as possible. Better a super scar than a separate new one.
Great Shelford	Definitely Not	Definitely Not	Having attended a SAWRUG meeting about three years ago when the idea of a transport hub based round Whittlesford Railway Station was being considered, I understand that approximately 80% of the working population of Haverhill actually travel into Cambridge - present circumstances excepted. The idea that the Haverhill - Cambridge railway line should be restored was well received. This would negate the upheaval needed to install any new busway and provide a speedier link for commuters.
Great Shelford	Definitely Not	Probably Not	Breaking up the countryside risking opening it up for further development
Great Shelford	Definitely Not	Definitely	Option A would cost taxpayers 300% more than option B, and would cause the destruction of a great deal of countryside at a time when we are being encouraged to preserve natural habitat and vegetation. Option A would not only be far less costly but could be built very much faster than Option B. It makes sense to improve existing routes rather than decimate the countryside.
Great Shelford	Definitely Not	Probably	Option A damaging countryside. Option B using existing route and much cheaper.
Great Shelford	Definitely Not	Definitely Not	So much green belt destroyed. Permanent disruption to the village infrastructure and environment. The current bus routes and roads need improvement of before the building of another transportation link is even considered. Needless destruction of the local natural environment in a climate crisis.
Great Shelford	Definitely Not	Definitely	The South is already congested on housing and roads well connected. The North offers more space, and requires better connection. It is also clear that the countryside would be less affected.
Great Shelford	Definitely Not	Definitely	Less loss of green belt land
Great Shelford	Definitely Not	Definitely	I am against option A because of its massive impact on the surrounding countryside. I could also see traffic in the surrounding villages - Babraham, Sawston, Stapleford, Shelford, increasing as people will need to use local roads to actually access this route. The local roads are not really designed for large amounts of traffic. To me, it makes more sense to make as much use of the existing infrastructure as possible. Adding bus lanes to the A1307 would have the added advantage of improving the route for the Babraham park and ride buses, and other buses that use that route. Plan A doesn't really allow many additional options for people living in the villages along the route, as it seems like a little too far from the village centres to be easily walkable by everyone, so it seems like it's main aim is to bring people in from Babraham, and those people will have needed to drive to Babraham to get there. It seems essentially like a second park and ride. So linking up the existing P&R with this instead as per plan B, rather than having 2 options that go to the same place but via different routes (plan A) seems a better use of space and resources. Plan B also has a much lower impact on the environment of the surrounding area.
Great Shelford	Definitely Not	Probably Not	With many people now working from home for part of the week I feel that the roads feel less busy. Also wouldn't it be better to invest in more electric buses to use the existing roads making cheaper fares to encourage people to stop using their own cars. Bring in a congestion charge for Cambridge.
Great Shelford	Definitely Not	Probably	Plan A abuses green belt land with no meaningful benefit and major disruption to Shelford residents. The proposed extra crossings on Grahams Way and Hinton Way in addition to the existing rail crossings will make add significantly to Congestion rather than reducing it.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Definitely	i think it makes sense to make a bus lane on the A1307 which is much cheaper rather than spoil the country with another road just for buses and it will give the option to open the Haverhill Railway line later on
Great Shelford	Definitely Not	Probably Not	As I have already stated in a letter to you on this subject. I thoroughly object to the wholesale destruction of natural habitat to provide more transport links. In my view with the current demise of the high street and the greater abundance of people working from home there is less required access to Cambridge during the week. Although the importance of local shopping and tourism to our economy cannot be denied, we need to be greener in our approach to future access adjusting the current abundance of routes, both vehicle and train to accommodate this. Also this development will not really benefit local Shelford people because the boarding point is so far out from the village centre.
Great Shelford	Definitely Not	Definitely	Much better to use existing infrastructure in the expectation that road usage will reduce in the future as public transport links improve
Great Shelford	Definitely Not	Probably	Preserving the green belt and providing the same benefits at a lower cost & lower impact.
Great Shelford	Definitely Not	Definitely	The aim must be to minimise the despoliation of open countryside and views.
Great Shelford	Definitely Not	Not Sure	Proposed route goes past Shelford etc villages - ie provides no real value to them - but provides real damage to the landscape. Alongside a1307 existing routes at least less damaging.
Great Shelford	Definitely Not	Probably	I would not like to see another controlled junction on Hinton Way and the associated stop. The level Crossing at Shelford station is already a major obstacle to well flowing traffic due to the time the gates are down. The last thing that is needed is another junction on Hinton way. I feel priority would be given to the multi users as well as the buses crossing Hinton way. I also fear that it would cause a parking problem locally with non-Shelford residents using the new bus station on Hinton Way for their commute.
Great Shelford	Definitely Not	Definitely Not	With option A, those of us living between the railway crossing and Babraham Road would be cut off at intervals in both directions. With both options, the busway would spoil a large section of existing green belt and probably would attract more building round it, taking more green belt.
Great Shelford	Definitely Not	Definitely Not	Unacceptable holdup of traffic on Hinton Way , Already the railway crossing barriers are down for 30 minutes each hour with an increase of rail traffic planned.
Great Shelford	Definitely Not	Probably	Option A: It would be too destructive and expensive. There might be fewer people traveling in cars post pandemic since people have change the way of living to some extent and more aware of environment. Option B: better idea, but prefer to use the railway if possible.
Great Shelford	Definitely Not	Probably	The Gog Magog is a valuable natural resource and would be marred by this road. Also having traffic light crossings of the existing roads is not a good idea. I would have a rail crossing in one direction and the bus route crossing in the other.
Great Shelford	Definitely Not	Definitely	Bus lanes colocated with existing roads are known to work if properly implemented. Option A has all the environmental downsides with no benefits to any of the villages it will cut through. I can believe the Option B works out cheaper but cannot judgw without adequate disclosure of figures.
Great Shelford	Definitely Not	Probably Not	Option A will destroy a beautiful part of the countryside. Option B would probably just cause more congestion if bus lanes were introduced to an already busy road.
Great Shelford	Definitely Not	Probably	I cannot support Option A because it will damage and disturb stunningly beautiful countryside along the Gog Magog Hills. Also, I believe it is very important to reopen the rail link between Cambridge and Haverhill and supporting Option A would prevent this from happening.
Great Shelford	Definitely Not	Probably Not	Park and Rides are accessed by car and encourage car usage: they should be restricted. The proposed busways would greatly damage the Green Belt around Cambridge. Option A would damage quality of life for Cambridge and village residents alike. It would not be useful for the residents of Shelford or Stapleford. Haverhill Road, Hinton Way and Granhams Road are all fast roads, joining two radial access links to Cambridge. They carry a large volume of traffic and any intersection with a Busway (options A or B) will cause traffic chaos. Option A risks extending the boundaries of Stapleford and Great Shelford with infill development. In Option B, any route from Hinton Way to the Biomedical Campus that transected the field paralleling Babraham Road would damage the countryside on this entry into Cambridge and introduce a dangerous intersection where it crosses Granhams Road. It would also encourage further development on this fringe of Cambridge. If option B were selected as the least unsatisfactory solution, it should be possible for busses to leave the A1307 at the present building line, following the perimeter cycle track that has just been laid. This would avoid both the damage to Green Belt and the Granhams Road crossing. Post-Covid, I suspect that traffic flows will change enormously, due to increased home-working. There will also be greater reluctance to use public transport. Therefore, this whole project may needlessly damage public amenity and be a needless waste of public money.
Great Shelford	Definitely Not	Definitely	There is precious little countryside in this area and existing areas are heavily used. Population is increasing rapidly so we must preserve some green space.
Great Shelford	Definitely Not	Definitely	There seems no need to plough up the countryside in preference to widening the main road. The short term disruption to the A1307 is far outweighed by the long term impact on the countryside and residents of the places along the route of the busway
Great Shelford	Definitely Not	Definitely	It seems crazy that an already existing route that would be easy to upgrade is not the preferred option. Option A creates new traffic issues (cutting across three roads) and cuts through green fields.
Great Shelford	Definitely Not	Probably Not	Important to try and protect wildlife where we can, especially where there is an alternative option that has already been made and can be used.
Great Shelford	Definitely Not	Probably	Less disruption of countryside.
Great Shelford	Definitely Not	Definitely	Option A would cause significant damage to the environment, destroying the countryside unnecessarily. Magog Down and Ninewells are two valued and much used local resources. Option A would also create a number new road junctions which would stop the traffic flow on existing through routes, whereas Option B would for the most part make use of and improve existing routes.
Great Shelford	Definitely Not	Not Sure	There is no concrete reasoning to destroy wildlife habit, encroach on green belt land and build a 14metre wide concrete eyesore with raised bridges. Viable alternatives such as using the existing road and unused Haverhill rail line should be given priority or at the very least create the entire proposal underground so as to protect what little green belt is left.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Definitely Not	If the aim here is to improve connections between Cambridge and the villages, a plan to put new stations on the outskirts of villages (a c. 30 minute walk away for someone living in the centre of any such village) is not going to achieve that. In addition, the excessive cost and destruction of some of the most beautiful countryside in south Cambridge plus increased congestion at crossings etc cannot possibly be worth it. Improving existing infrastructure would be so much more worthwhile and stands a far better chance of actually being used by the communities this is intended to serve.
Great Shelford	Definitely Not	Not Sure	I find the proposal to build on Green Belt land to be detrimental to farming and agricultural as well as the impact to wildlife and its habitat. The plan to put a very large road through the middle of this land means that the land would inevitably lead to further building and reduce these "villages" to be suburbs of the city with no distinguishable start and end. Then village life suffers greatly in the name of progress. NO THANK YOU!!
Great Shelford	Definitely Not	Definitely	Less disruption to the villages on the route
Great Shelford	Definitely Not	Probably	The stations at the Sawston and Hinton Way junctions will increase local traffic together with the retirement village planned between Hinton Way and Haverhill Road. It is unlikely that a significant amount of traffic will be taken off the road since the busway from Babraham to the Biomedical Campus has a very limited purpose which is not justified by the cost.
Great Shelford	Definitely Not	Probably	Option A destroys green space and damages the environment for both wildlife and people, also potentially encouraging yet more development once the green belt has been compromised. Option A is of no use to the residents of Shelford and Stapleford because proposed bus stops are inaccessible to almost all residents and will seriously damage the villages' amenities and will probably also result in a deterioration or complete cancellation of existing bus infrastructure rendering public transport even more difficult for them to use.
Great Shelford	Definitely Not	Probably	There is no reason to carve through open farmland to deliver a better bus route. The only motivation for the CSET route would appear to be future development in green belt, destroying important open spaces habitats, and waterways. A truly better bus service along existing roads is preferable. Buses need to be frequent and affordable.
Great Shelford	Definitely Not	Probably	An entirely new large road is not needed when there are alternatives which can be improved. This proposal ONLY benefits the science park users, it is of NO benefit to Great Shelford, Stapleford and Sawston as the stops are right on the edge of the villages. It is likely to increase travel through the villages as people are driven to the stops
Great Shelford	Definitely Not	Definitely	Use what we have already. Infrastructure is there. Just improve it. Make it safer for bikes too. Don't ruin greenbelt. Seems GCP want fields to have houses later. The option A means those of us living in shelford can't use it !
Great Shelford	Definitely Not	Definitely	It seems this would be a cheaper and more effective solution, utilising existing infrastructure. The destruction of Green belt land should not be taken lightly. Once it's gone, it's gone forever.
Great Shelford	Definitely Not	Probably	In Option A, the busway intersects with the far edges of Shelford, Stapleford and Sawston villages. It would be a long walk for pedestrians making their way to the bus stops from their centre of their villages. I just don't think people will do this walk or be willing to change and wait for another bus at the interchanges. The proposal may even increase car traffic (people driving to park near the bus stops or drop people off). In short, it's not going to encourage people to not use their cars. For cyclists it is more user friendly as the 'active travel path' as it is more easily reachable and joinable for a cyclist. However, all in all, I am not convinced Option A is really providing value for money.
Great Shelford	Definitely Not	Definitely	The GCP route does not pass close enough/through the Shelford/Stapleford/Sawston villages to be useful to them so seems to be tearing up the countryside for no real benefit. The green route looks like achieving much more for less e.g connecting Babraham P&R to the campus.
Great Shelford	Definitely Not	Definitely	The proposed GCP's preferred route is an insult to the preservation of this important open space and I suspect pays little regard to public reaction and alternative routes. I have written previously to CRP about this, but received a standard - paragraph, dismissive reply. I cannot conceive how the CRP proposal can be implemented in this supposedly democratic age in view of public reaction. Another alternative would be to construct the busway alongside the existing road.
Great Shelford	Definitely Not	Definitely	Cost, in terms of vfm. Greatly increase traffic volume along Hinton Way. Introduction of potential hazardous crossing location on Hinton Way - steep hill and 'blind bend'. Little or no benefit to local population compared to current p&r and extant cycle route from Gt Shelford to Cambridge, indeed from Stapleford and Sawston. The countryside being damagingly affected by Option 'A' would be better utilised as part of a circular woodland recreational route aiming to go around Cambridge and thus serve surrounding villages and Cambridge itself.
Great Shelford	Definitely Not	Definitely	I am opposed to Option A due to the damage this route will have on the "Green Belt" with a Busway looking like a road cutting through the countryside damaging the beautiful views especially from Magog Down and the environment of the lower slopes of the Gog Magog Hills. This development on the Green Belt opens the threat of future housing development on Green Belt land adjacent to this proposed Busway. Developers are already making proposals to build on this land Bus stop on Hinton Way causing urbanisation of the landscape with traffic lights and lighting, signage and CCTV not appropriate in a rural setting. This Bus stop situated on the far edge of Shelford will not be easily accessible to the majority of residents of Shelford, so not cost effective. The Busway is also a very expensive option. I spent my childhood during the 50's and 60's living in Stapleford and latterly now live in Shelford, and during this long period the landscape has remained relatively unchanged,. This Busway will change the whole landscape, environment and pleasure in living in this area and certainly not for the better. Option B the Busway will be less damaging to the countryside as it will run alongside the existing A1307 road in certain sections which are congested at peak travelling times; and continuously between Hinton Way Roundabout to the Biomedical Campus. This would serve the future expansion of the Biomedical Campus. It could be delivered earlier and therefore solve traffic congestion sooner. It would be a cheaper option with less harm to the Green Belt.
Great Shelford	Definitely Not	Not Sure	The proposed cross country route would clearly have a major harmful impact on the greenbelt to the south east of Cambridge. This is one of the largest areas around Cambridge that is not impacted by a major road. The route would in particular undermine the quality of recreation at Magog Down which is currently enjoyed by large numbers of people. The concern is not simply for the land taken for the route itself but the wider cumulative impact on the surrounding countryside in the greenbelt that is the concern. The route would require lighting and noisy traffic movements. Road traffic along Granham's Road, Hinton Way and Haverhill Road would all be disrupted and the stopping and starting of vehicles would add to the impact (and the frustration of drivers). However effective is the landscaping of the route itself, the intrusion would suburbanise a wide swathe of countryside north of Great Shelford and Stapleford, further compromising the integrity of the Cambridge greenbelt. There are issues too with the practicality of the proposed



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			route. The stops planned to the north of Great Shelford and Stapleford seem to be of very limited potential value to the local community (or anyone else). They are inconveniently located outside of the villages. Those who cycle may as well cycle all the way into Cambridge. Those who do not cycle will find it hard to walk up the hill to get to the stops outside the villages. But at the same time, the presence of the new route will almost certainly undermine the financial feasibility of existing bus services running through the villages, potentially stranding less active residents there rather than offering them improved access into Cambridge. The new route would also separate out smaller areas of land adjacent to local villages leaving them vulnerable to further development. This should be resisted in the green belt, but development pressures may overwhelm this resistance.
Great Shelford	Definitely Not	Definitely	Dont destroy the green belt
Great Shelford	Definitely Not	Definitely	GCP's route would cut a track through rolling countryside and impact on some environmentally sensitive areas, as well as cutting across one of the very few hills in the area. It would provide no benefit to residents of the villages marked on the plan as the majority of them would have to travel some distance to reach the stops.
Great Shelford	Definitely Not	Definitely	We must protect our green land. If there is an alternative route to protect the green belt we must take it. Even if it would cost more. You can't put a price on physical and mental health.
Great Shelford	Definitely Not	Probably	The destruction of the countryside is unacceptable for this use. It would serve to segregate wildlife habitat which actually needs corridors in form of hedgerows to allow wildlife to utilise the space to find enough food and shelter to survive, not a tarmac strip cut through it. The reopening of an old railway would be prevented also. It is much better to make use of existing infrastructure.
Great Shelford	Definitely Not	Probably	I am opposed to the planned busway across the field opposite my house 154 Hinton Way CB22 5AL. It would spoil the outlook on each side of Hinton Way and cause unhealthy fumes for nearby residents. The stop in Hinton Way would cause a great deal of traffic delays in view of the frequency of the proposed service in both directions. I would be in favour of the old railway alternative route which would also benefit the people of Stapleford and Shelford.
Great Shelford	Definitely Not	Definitely	Option B gets people between campuses without damaging the countryside and the green belt. There is no particular advantage to Shelford, Stapleford or Sawston in having the busway in Option A because it just skirts the outer edges of the villages - it doesn't provide an easily accessible transport option - so you might as well use the existing route as in Option B.
Great Shelford	Definitely Not	Definitely Not	Unnecessary and costly system. Damage to environment, and blocking arterial roads in and out of Great Shelford.
Great Shelford	Definitely Not	Definitely Not	Destruction of countryside, unnecessary and costly infrastructure where alternatives already exist. Inevitably that this will mean further building on the route meaning that villages would be engulfed and communities would be diminished. Impact on areas of natural beauty would be devastating for wildlife, mental health and health in general.
Great Shelford	Definitely Not	Probably Not	Green belt preservation
Great Shelford	Definitely Not	Definitely	Why carve up the countryside if a viable alternative like option b exists? It's a no brainer. This is green belt and should be protected. I agree that something needs to be done about the traffic, a direct route already exists a1307, use that! There are so many crossings in great Shelford, I don't relish another two. The nine wells nature reserve is also a peaceful and important place, should be preserved as such. Option a I would have to drive up Hinton way to use it, I'd prefer to use the old railway line it's more central to the village.
Great Shelford	Definitely Not	Not Sure	The detrimental impact of the busway on the environs of Stapleford and Shelford will be huge. Visually, it will be an eyesore ruining the current rural tranquillity, and blighting the neighbouring Magog Down. The noise generated will be massively intrusive. The success of the busway relies on the use of Park&Ride facilities that are predicated on car use, which should be discouraged. Local bus services are a more appropriate form of public transport. The planned busway route has barrier crossings over three busy local roads, Haverhill Road, Hinton Way and Granhams Road, which connect the arterial A1307 and A1301. The traffic flow on these local roads will be severely impeded by the frequency of the proposed bus services. Long tailbacks are to be expected at peak times. How will the authorities deal with this? The busway route is too far from the village centres to be of much use to the majority of residents. Both options invite infill development between their route across the fields and the current limit of building. I would be more in favour of Option B if the bus lane continued along the Babraham Road from the Hinton Way roundabout to where the new cycle path emerges onto the Babraham Road. The proposed route shown crossing the fields from the Hinton Way roundabout to the back of the hospital will result in a massive spread of urban development. Both the city of Cambridge and its surrounding villages are threatened by the character of these ugly, intrusive and environmentally damaging projects.
Great Shelford	Definitely Not	Probably	An additional bus lane on the A1307 would not have such a huge impact to the surrounding countryside and wildlife.
Great Shelford	Definitely Not	Definitely	Dear Mr Brown, As a long term resident and worker (30+ years) in the Shelford, Stapleford, Sawston area, I am well aware of the transport routes in and out and the congestion times and locations. The extensive building of houses and businesses has increased the traffic enormously however it has been very good to see the splendid development of good, well used cycle routes and park and ride sites. More buses may not be a good future plan. The open area of countryside between Babraham and Cambridge is ancient and invaluable. If a busway is cut through this area the environmental destruction change will be almost utterly irreversible. There is remarkably little open countryside around Cambridge and this is a green area that deserves to be valued, It is not a 'vacant' area but the more it is studied the more the quality of the waterway and the ecology of this ancient area is appreciated. The pandemic has highlighted for many in this locality (and across the country) the quality and value of our countryside, and this is an area that Cambridge cannot afford to lose. Whichever route might be built, the travel for the bus passengers might be simpler, however, the countryside route has roads that will be crossed, requiring the building of crossings. Shelford already has two railway level crossings which are often inconvenient - more road crossings will be a significant nuisance. I am delighted that there is a sensible alternative route and I cannot see any logic why this should not be the preferred option,
Great Shelford	Definitely Not	Probably	It's too expensive - it prevents use of old rail lines which should be supported. It seems it would cause no end of problems for Farmers. A Park and Ride outside of Babraham could be a good idea to take more traffic off A1307



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Definitely	Cost to taxpayer. Profligate use of natural resources for construction. Desecration of countryside. Money better spent improving A1307.
Great Shelford	Definitely Not	Definitely	Option A will confer no benefit to the villages it is will be issuing close to en route since there will be no local access to residents unless they first drive to the P&R to alight. In fact thus proposed route will be detrimental. The frequent buses will be cutting across main routes from the villages, potentially causing traffic jams. Thus will particularly affect Gt Shelford, Granhams Road and Hinton Way being already impacted by the railway level crossings on those roads. The unnecessary proposed busway will also have a detrimental effect on the beautiful, open rural landscape close to the Gog Magogs. The Nine Wells sssi and Roman Archaeology close to Nine Wells will also be destroyed.
Great Shelford	Definitely Not	Definitely	Preserves more of the countryside; leaves option for the Haverhill railway line; reduces already excessive railway traffic in Great Shelford.
Great Shelford	Definitely Not	Definitely	The A1307 appears to be a more direct route and uses existing infrastructure. It is completely unnecessary to carve up the countryside and cause damage to our fragile rural environment when this option is available.
Great Shelford	Definitely Not	Definitely	Given the two options, option B is by far the most preferable. We have an existing road - by adding new bus lane sections, which could be delivered more cheaply and quickly, with less damage to the precious landscape around Mago Down, The option, at a later date, to reopen the old railway between Haverhill and Shelford would be a huge advantage.
Great Shelford	Definitely Not	Probably	Environmental issues
Great Shelford	Definitely Not	Definitely Not	I don't think either route will be used enough to merit the cost and disruption. I regularly walk in the Gogs and am particularly dismayed at the prospect of building so close to this site.
Great Shelford	Definitely Not	Definitely	Less environmental impactCheaperUses existing route largelyLess impact on farming/food production
Great Shelford	Definitely Not	Probably Not	I wouldn't use either option and can see great detrimental effects on the countryside and on the already busy roads.
Great Shelford	Definitely Not	Probably	Option A would unnecessarily cut through areas of green belt land.Option B is much less disruptive to the environment.
Great Shelford	Definitely Not	Probably	Not only is option 1 extremely intrusive on one of the few remaining bits of unspoiled countryside south of Cambridge, but it is virtually inaccessible to the three villages - too far to walk from the village centres, but no parking, therefore useless. My support for option 2 would depend upon sympathetic routing from Hinton Way.
Great Shelford	Definitely Not	Definitely Not	The current bus has just been reduced, presumably because the economics of bus public transport aren't working in this area. Use of electric cars and flexible working reduces the need for expensive, slow and limited public transport solutions' of this kind.
Great Shelford	Definitely Not	Definitely	The benefit to residents in the villages is minimal a car will need to be used to access the stops. Traffic lights will cause congestion particularly on Hinton Way. Has there been an up to date survey since Covid?Using the 1307 has less impact on green spaces is a direct route and already used by cyclists/.walkers. A dedicated bus lane with a frequent fast service would be a sensible, cheaper and practical option with least impact on the environment. Park and ride is already well established and well used. Surely this can be extended?
Great Shelford	Definitely Not	Definitely	Better commuting transport links are welcome but should use existing infrastructure as much as possible. This is possible without the significant environmental and cost impact currently proposed
Great Shelford	Definitely Not	Definitely Not	I would prefer the reopening of the railway between Haverhill and Shelford.
Great Shelford	Definitely Not	Definitely	While increased traffic load has to be tackled, it sounds unreasonable and furthermore unnecessary to damage the already under pressure green belt in view of option B. It is time we turn environmental words into reality and protect what's left of fragile ecosystems.
Great Shelford	Definitely Not	Definitely	We as a family use the Stapleford granary paths, Gog magog, the view from Stapleford cemetery, the nine wells reserve to resource ourselves. This green and peaceful area support the mental and physical health of our family. It is also one of the reason why we love our village of Great Shelford so much. We have seen the building of the guide bus road around Addenbrooks's and we really would not like to have something similar implanted in the middle of the source of our well-being. These places are part of the childhood memories of nature play of our children and we would love it to be taken care of for the next generation.
Great Shelford	Definitely Not	Definitely	Option A passes through green belt land and crosses 2 main thoroughfares leading into and out of Great Shelford. Reopening the Cambridge to Haverhill line is best. Otherwise the route along the A1307 is least disruptive compromise out of the 2 options.
Great Shelford	Definitely Not	Definitely	Option A is an expensive idea that does not take into account existing highways, destroys the countryside and literally paves the way for widespread developments that only benefit developers.
Great Shelford	Definitely Not	Probably	Option A cuts through prime farm land and is nowhere near any housing so is of no use to surrounding villages. Option B could utilise the wide road from the gogs too Hinton way
Great Shelford	Definitely Not	Probably Not	Already too much traffic on Hinton Way.
Great Shelford	Definitely Not	Probably	I don't believe that a guided busway is necessary or the best option., particularly in a post-Covid world. If it is to go ahead it must avoid going through green belt land as proposed by CDET/GCP.
Great Shelford	Definitely Not	Probably	Option A impacts countryside severely with little advantage to the villages. More seriously it will provide an excuse for future development because the countryside is already degraded.Option B doesn't advantage the villages either, but at least it allows a possible future rail option which does.
Great Shelford	Definitely Not	Not Sure	Our route of interest would be reopening the old rail route - this would surely cut down on environmental issues (less impact on green belt and would be a cleaner alternative). The line of the railway can still be followed bordered either side by mature woodland and the original spur could be reactivated from Shelford station.
Great Shelford	Definitely Not	Probably	Option B will avoid the definite major degradation of the green belt. And most certainly avoiding future degradation with development of major housing projects adjacent to the proposed route of option A.The GCP proposal is clearly biased with a lack of interest given to detailed assessments of less expensive, more favourable environmental considerations as well as servicing the local communities.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Probably	I am in favour of public transport, but not at the expense of the green belt and, in particular, not one going past the foot of the Gog Magog hills. It is not necessary for this to happen as there are viable alternatives. Also, the proposed bus stop on Hinton Way (option A) is not easily accessible for people from the Great Shelford, except for those who live at this end of the village.
Great Shelford	Definitely Not	Probably	The Shelfords in particular have become the scapegoat for 3 upcoming projects: South Station, EWR and CSET without any organisation presenting a coordinated and holistic solution. Therefore a CSET Option A proposal would not only ruin senselessly the surrounding countryside, but would create additional traffic bottlenecks with the proposed crossings in Granhams Road and Hinton Way on top of the existing railway crossing. Furthermore the option to re-use parts of the old Cambridge-Haverhill railway line in Shelford is as controversial as the plans to alter the Shepreth Junction due to South Station and EWR. Abberley Wood estate would be the most impacted neighbourhoods in Shelford.
Great Shelford	Definitely Not	Definitely	Less destruction of outstanding countryside
Great Shelford	Definitely Not	Definitely	In addition to inflicting unnecessary and unjustifiable blight on the remaining cherished natural landscape of this area, the GCP proposal seems to focus exclusively on the desires and needs of potential users of the busway to the exclusion of the legitimate desires and needs of the communities through which it may pass, in particular the strong desire and need to avoid massive congestion hotspots across our already busy community thoroughfares.
Great Shelford	Definitely Not	Definitely Not	Option A. As explained above this will cause severe disruption of the countryside, being green belt land. Option B. Would be a temporary fix.. It would not keep traffic off the roads.
Great Shelford	Definitely Not	Definitely	What is the purpose of either scheme? It is of no benefit to Babraham or Grant Institute science parks. The only thing it is good for is a car park for the new Addenbrookes rail station.
Great Shelford	Definitely Not	Probably	Yet more destruction of the greenbelt and countryside corrosion, concreting over yet more with highly likely developments along side the route. Use an existing route along Babraham Road which also serves the biomedical research centre. Route via edge of village with no parking does not serve the villages of Sawston, Stapleford or the Shelford.
Great Shelford	Definitely Not	Probably	Cutting through our precious countryside is not required for this new transport link. The proposed route through the countryside is only proposed to create stops for new huge housing developments, which will ruin the countryside and precious villages on the outskirts of Cambridge.
Great Shelford	Definitely Not	Definitely	1st. Damage to countryside. South Cambridge is seeing huge developments, and countryside is a precious resource, especially given the relatively limited options for walking/cycling away from roads now. 2nd. The villages of Gt and Lt Shelford, and Stapleford, are at risk of becoming surrounded / cut off by transport, with this proposal and the possible E-W rail link.
Great Shelford	Definitely Not	Definitely Not	Spoil our countryside
Great Shelford	Definitely Not	Definitely	Option A will destroy the Magog area.
Great Shelford	Definitely Not	Definitely Not	Within Great Shelford Boundary
Great Shelford	Definitely Not	Not Sure	oppose use of green belt as detrimental to the environment
Great Shelford	Definitely Not	Not Sure	Busway is of limited benefit to those not working in the biomedical sector. We should focus on low cost fares on existing buses to encourage everyone to use public transport not just one sector. The route doesn't even serve Gt Shelford or Stapleford
Great Shelford	Definitely Not	Definitely	Less destruction of the countryside
Great Shelford	Definitely Not	Probably	Plan A seems I'll conceived and will be expensive and create traffic problems
Great Shelford	Definitely Not	Not Sure	Going through the countryside is desperately disappointing and areas of beauty & farmland should be protected where possible - making an existing road wider makes more sense as so does to invest in the railway to Haverhill - maybe on to Long Melford?
Great Shelford	Definitely Not	Probably	This would be the least disruptive route - and the quickest from the new P&R into Addenbrooke's and beyond. It is very unlikely that residents of Sawston, Stapleford or Shelford would use either of the options. If you live in Shelford you already have the option of the railway - 7 minutes to Cambridge station and a few more minutes to Cambridge North - no new route is going to beat that! There is a very good pretty swift bus service which goes through the centre of each village. New route will be out in the country' - encouraging people to get in their car and drive a very short distance? Surely that is not an answer. What a conundrum!
Great Shelford	Definitely Not	Definitely	To pass through the middle of farming land taking some of that land is completely ridiculous. It would make farming the land more difficult. Surely we need to be growing our own food as much as possible for climate reasons and food security reasons and not being dependant on other countries.
Great Shelford	Definitely Not	Probably	Proposed route through countryside not only destroys green belt but is completely unhelpful for the villages it is supposed to serve, given the stops are completely outside the villages. Only hesitation with the proposed route along the A1307 is the impact on traffic around Cambridge during construction
Great Shelford	Definitely Not	Definitely	Need to stop destroying Greenbelt land!!!
Great Shelford	Definitely Not	Probably	I would not want to see the countryside in this part of South Cambs blighted.
Great Shelford	Definitely Not	Definitely	Building a niche busway through unspoilt countryside at the cost of £132m seems ridiculous when there is a more sensible, cheaper, and environmentally friendly alternative. What is the point of another busway when we already have a park and ride at Babraham Road/Hinton Way?
Great Shelford	Definitely Not	Probably	It seems to make effective use of existing resources to fulfil the objectives of improving transport while avoiding heavy disturbance to the local countryside (including environmentally sensitive areas), and at less expense.
Great Shelford	Definitely Not	Probably	It makes sense to build any new concrete/tarmac busway alongside an existing road rather than carve through the greenbelt alongside the Nine Well LNR and cut off Great Shelford from the adjacent farmland.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Definitely Not	Destroy the surrounding villages and greatly effect the traffic flow in that area of Cambridge which is already very busy. It is near nature reserve that have been created to protect the countryside.
Great Shelford	Definitely Not	Probably Not	I do not believe that the busway is necessary. If it is built, there is no way that countryside should be destroyed in order to build it.
Great Shelford	Definitely Not	Not Sure	I see no clear case for a busway, certainly not through Greenbelt land
Great Shelford	Definitely Not	Definitely	Option A destroys precious open countryside, creates multiple extra crossings of existing routes and by fragmenting the area makes further infill development more likely.Option B adapts an existing route to meet current needs with minimal collateral damage to the area through which it passes.
Great Shelford	Definitely Not	Definitely Not	Cost - damage to countryside - disruption to local residents
Great Shelford	Definitely Not	Definitely	Aside from the damage to the green belt, I wonder how many people will use the proposed busway. The villages affected have aging populations and the numbers likely to use the busway need to be checked,
Great Shelford	Definitely Not	Definitely	This is green belt land and for a reason ! There is a road there the 1307 which you could widen to accommodate buses ! if you come across Haverhill rd, Hinton Way and Graham's road with a new road you will hold traffic upon all tree roads as you would need traffic lights and you already have the train crossing on two of these roads which creates a hold up problem now and which you would then compound enormously. Why do we have to carve up that lovely stretch of land just to take the people that work for these large companies to work and make their lives easier and ours more frustrating and also ruining our countryside too !!!!!!! Once this is done this area would never be the same, this area is the better side of Cambridge and more expensive to live here we do so because it has a village feel with space to breathe and all you want to do is build and hem us in with concrete and vehicles so leave the green spaces !!!!
Great Shelford	Definitely Not	Probably Not	The green area around the Gog and Stapleford provide a necessary green space for people to walk. We know that the population health benefits of accessible green space are a cost saving to the country (:Nguyen, P.-Y.; Astell-Burt, T.;Rahimi-Ardabili, H.; Feng, X. GreenSpace Quality and Health: A SystematicReview. Int. J. Environ. Res. PublicHealth 2021, 18, 11028. https://doi.org/10.3390/ijerph182111028 ; Int J Environ Res Public Health. 2018 Nov 27;15(12):2668. doi: 10.3390/ijerph15122668.; Rigolon, A.; Browning,M.H.E.M.; McAnirlin, O.; Yoon, H.Green Space and Health Equity:A Systematic Review on the Potentialof Green Space to Reduce HealthDisparities. Int. J. Environ. Res. PublicHealth 2021, 18, 2563. https://doi.org/10.3390/ijerph18052563). Why would Cambridge just now, when other cities are improving access to green space for their citizens (see Nation Trust), choose to do the opposite and decimate their green space? Such a choice will inevitably devalue the city and bring down property values as well as social capital..There are other options which take advantage of existing transport resource including re-opening the Haverhill train line.
Great Shelford	Definitely Not	Probably	Option A proposes a route that would totally ruin miles and miles of beautiful countryside and environmentally sensitive areas. It is totally mindless to propose this when there are much less damaging options available such as Option B.
Great Shelford	Definitely Not	Definitely	Considerably lower cost.Use of existing infrastructure thus minimising impact on natural environment- this is fast becoming the major concern for most people.Times have changed since the pandemic and a lot more are and will be working from home thus congestion has already reduced and this solution is perfectly adequate.
Great Shelford	Definitely Not	Not Sure	The proposed option A is much too near the edge of Great Shelford, ruining what little countryside there is between the village and suburbia. Transport links are important, but bulldozing a busway through greenbelt countryside is just wrong.
Great Shelford	Definitely Not	Definitely Not	As residents of shelford, seeing the countryside disappear, damaged and polluted is just not okay. I am also a very keen angler who fishes, and having it built across the river will bring more pollution than there already is in our water ways.
Great Shelford	Definitely Not	Probably	Option A would be 'a definite blot on the landscape'. as it passes Magog Down and passes through the countryside. It also disrupts Haverhill Rd and Hinton Way, the latter of which is already affected by the level crossing and having disruption on Hinton Way would cause problems with traffic flow. Option B seems far more sensible.
Great Shelford	Definitely Not	Definitely	Option A destroys valuable open green belt countryside and was a vanity project of a previous Cambridgeshire administration. Option B is cheaper, better serves the need for transport to CBC and has very much smaller environmental impact.
Great Shelford	Definitely Not	Definitely	We are overpopulated and countryside is precious. Option A destroys areas we regularly walk through as a family. The reopening of the Haverhill rail link would bring massive sustainable benefits and provides also for cyclists.
Great Shelford	Definitely Not	Probably	Option A would involve destruction of the environment.
Great Shelford	Definitely Not	Definitely	Option A is a new busway to carve a new route through the green belt. It creates barriers on the ground. It creates more visual blight. Once established, housing infill along it becomes inevitable. That seems the unstated agenda. Cambridge and the UK demand growth. In the brave new world of progressive mass-extinction this seems foolish. The University and the Biomedical Campus are likely to grow until civilisation collapses.Option A seems another contribution to the head-in-the-sand approach to increasingly poorer provision for Nature " an aspect that is in shorter supply than other parts of the country. Perhaps this is a long-term outcome of so much of the land here being owned by one college or another. The regard for aspects of our existence within Nature that nurtures us and provides recreation simply by that existence is further eroded.I submitted a question in Summer 2021 to the Greater Cambridge Partnership where I wrote: "25 years ago a campaign for a railway to link Cambridge to St Ives was defeated. We got the guided bus, with half the number of promised passengers. It is 8 kilometres short of the Edinburgh-London mainline. Freight cannot use it. Two thirds of the time it is empty." Their officer's reply to that assembly included: 'The GCP does have an Integrated Strategy to respond to the transport challenges in our area - we need new infrastructure, new services and to refocus the city centre away from the private car. Today's agenda covers some of our infrastructureproposals, modelled on the hugely successful Cambridgeshire Guided Busway, but modernised to be electric vehicles and adopting less intrusive guided technology. • In broad transport terms, where the perspective is national as well as local, GCP are fed falsehoods and then required to decide on such misdirection. The St Ives guided bus route should not be regarded as a success. Foresight back then would have enabled a full-service rail route that ran from Felixstowe to the north-south mainline at Huntingdon. A similar long-term transport failure is Option A.Option B is significantly less physically invasive and should be developed in tandem with urban renewal across the Gog Magog Hills to enhance the local environment and enable greater



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			individual and group interaction with Nature. Instead of destroying natural amenities, we should be creating them. These considerations become more grave when realising that again an integrated rail network is not on our horizon. We are apparently no longer able to successfully plan for the long-term and then deliver, as destructively demonstrated by HS2. Raising the issue of environmentally sensitive sites is also stony ground. The planners thinking is not to enhance the environment. The proposals deal solely with people movement “ not the people's physical and emotional wellbeing. The value system used is deficient. Nine Wells itself (a delightful and tiny haven with an often neglected access footpath) is also threatened as the encroaching Biomedical Campus approaches to tower over it.
Great Shelford	Definitely Not	Probably Not	Damage to countryside
Great Shelford	Definitely Not	Definitely	Destroying greenbelt is not the way to improve transport. Prioritising public transport and cycling is way better. I strongly support A1307 improvement and reopening the disused railway.
Great Shelford	Definitely Not	Not Sure	a. expensive/damage open green areas b. better use of A1307 sounds good. Alternative is make better of railway/old railway track?
Great Shelford	Definitely Not	Definitely Not	I am not convinced that a busway is needed & both of these options are damaging in their own ways.
Great Shelford	Definitely Not	Probably	It will destroy the green belt for no benefit
Great Shelford	Definitely Not	Not Sure	Having viewed the route of the proposed busway there would be far too much destruction of the magog down hills. The stops would be of little use to local shelford and Stapleford residents given how far out of the village they are. This proposal was proposed before covid. Since then there is much more remote and flexible working. Do we even need it?
Great Shelford	Definitely Not	Definitely	Route B follows an existing road and avoids damage to the chalk stream habitat inherent in the wide culverts required by route A. Route B also avoids introducing an additional barrier to the creation of an uninterrupted footpath and linear nature reserve between Nine Wells and the city.
Great Shelford	Definitely Not	Probably	Destruction of beautiful countryside when using the edge of current roads and byways far more sensible alternative No requirement for elevated section
Great Shelford	Definitely Not	Probably	- no use of existing transport infrastructure- destroys the feel of nearby nature reserves- can't see how pouring concrete over fields for a single bus route is an environmentally efficient option
Great Shelford	Definitely Not	Definitely	This busway will dissect a beautiful natural area with rich wildlife, woodland and grassland. It will also affect the popular and historic Gog Magog Down land and views. It is a very popular walk with people travelling many miles to experience. From the options posted above, the minimum disruption is surely achieved by option B.
Great Shelford	Definitely Not	Probably	It would be a crime to ruin the beautiful countryside when there is an alternative that is totally adequate.
Great Shelford	Definitely Not	Not Sure	My concern is that this might lead to further infill development on Green Belt land which would complete the spreading suburbanisation of this area.
Great Shelford	Definitely Not	Not Sure	I strongly oppose the choice of running buses round the edge of the villages while cars go through the middle. It should be the other way round. Best option of all would be to run the guided bus along the old Haverhill railway line. Option B is presented confusingly above as including the same off-road busway, I assume this is an error but if not I strongly oppose it too.
Great Shelford	Definitely Not	Probably	I strongly oppose the bus route slicing through open countryside in what is becoming a very beleaguered area of the green belt. Re option B, I am currently uncertain about where the busway would go from Hinton Way and what land would need to be taken in to build it.
Great Shelford	Definitely Not	Probably	A busway across open countryside from Babraham to the Biomedical Campus would destroy valuable Green belt land, a vital feature of the Cambridgeshire environment. There would be chaos cutting across Granhams Road, hinton Way, Haverhill Road and Sawston Road. It would be of no benefit to Great Shelford and would lay open pressures for new development along the proposed busway.
Great Shelford	Definitely Not	Definitely	GCP's preferred route will open up the greenbelt to masive development. It facilitates the destruction of the green belt in this area. The alternative route proposed by opponents of the GCP route will be lower cost and can be delivered sooner.
Great Shelford	Definitely Not	Probably	I want to minimize damage to the countryside and green belt land
Great Shelford	Definitely Not	Not Sure	Why tear up more countryside if you can improve the current infrastructure
Great Shelford	Definitely Not	Definitely	To avoid damage to the countryside
Great Shelford	Definitely Not	Definitely	My family live in the greenbelt land directly north of the field between Stapleford and Great Shelford through which the proposed GCP route will pass. This will cause must unwanted and unwelcome disruption to our livelihood, our views and our peace and quiet both during any construction period, as well as ongoing as buses come and go. We don't want it, and don't need it.
Great Shelford	Definitely Not	Probably	Why concrete over a huge swathe of green belt when green-fuelled buses running along existing roads more frequently will reduce current car traffic on existing roads. Commuter journeys will reduce anyway even post-Covid, especially in the Cambridge workplaces, where so many local jobs can be efficiently done from home for some of the week.
Great Shelford	Definitely Not	Probably	We need to protect the countryside
Great Shelford	Definitely Not	Not Sure	The Original plan is outdated, and would wreck all manner of things, and provide little. As it stands, the current plan will not deliver the piece of the transport jigsaw it should or could. The lack of join up with other projects is highly depressing. It'll be an expensive, under utilised scar that clash with other neater, slicker and more economical solutions.
Great Shelford	Definitely Not	Probably	The 'preferred option' needlessly slices across greenbelt land that is designated as such for good reason. This land plays a valuable part not only in providing green cover for wildlife, but in preserving the distinction between city and village - and thus helps maintain the unique village character of south cambs. It's impact on the sanctuary of Magog Down and the important site of Nine Wells will also be devastating. I am unconvinced by the argument that this is 'necessary', and the requirement for exceptional need has not in my view been proven. The knock on effects of a line that runs across Hinton Way and Granhams Lane, trapping residents between the new crossings and the existing railway



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			crossings, plus the associated traffic congestion that will create, is awful to contemplate. There are alternative ways of improving transport links and these should be fully explored, thus avoiding the desecration of this valuable greenbelt land, and the very special character of the villages affected.
Great Shelford	Definitely Not	Definitely	Option B makes use of existing road. I assume a new bus lane from Hinton Way is to avoid the que of traffic on the approach to Addenbrookes and that makes sense to me
Great Shelford	Definitely Not	Definitely	Our greenfield sites are in short supply and should be preserved at all cost. Also option A would not serve the purpose
Great Shelford	Definitely Not	Definitely	Option A would mean unnecessary destruction of the countryside. Also, the cost of Option A would not represent good value for taxpayers' money.
Great Shelford	Definitely Not	Not Sure	I think it is irresponsible to be ruining this landscape and I don't think it is justified for the amount of use it will get. None of the villages will benefit from it.
Great Shelford	Definitely Not	Probably	minimise development and urbanisation of greenbelt. In my view, a far better option than either of the above proposals would be for the guided busway to follow the route of the old railway line through the villages of Sawston and Stapleford. Although the cost would be a little higher, this route would maximise accessibility for members of the community (elderly and youngsters) who are most in need
Great Shelford	Definitely Not	Definitely	Option A will destroy the Green Belt and spoil the view
Great Shelford	Definitely Not	Probably	Option 1 goes right through the countryside and green areas which are shrinking around the villages, and will affect nature reserves we visit regularly - it is the worst of both worlds, spoiling countryside whilst being to far on the extremes of shelford/stapleford to provide a sensible/useful route for most of the villagers
Great Shelford	Definitely Not	Definitely	Our greenbelt is so precious. As new houses are built everywhere we must preserve green space for people to enjoy for recreation and for wildlife to flourish. Please don't rip it up when existing transport routes could be adapted.
Great Shelford	Definitely Not	Not Sure	Option A:- it will open up the Green Belt to development - Shelford will just become part of Cambridge - no separation. - Not sure who exactly it is supposed to be benefitting - clearly not really Shelford, Stapleford or Sawston as the stops are on the outskirts of the villages. - The roads into Shelford and Stapleford will become even slower having to stop for these buses - it can already take 20+ minutes to get from one end of Granhams Road to the other depending on how long the rail crossing is closed. - I thought Nine Wells and Gog Magog were supposed to be protected? - Is it really going to benefit Babraham Research Park - staff will either need to get a 'potential bus route' or walk/cycle? - Surely people who are driving in to Cambridge to work would only do so if they have somewhere to park? - How exactly do the staff working at the Biomedical Campus get to work - there was never great swathes of them using the A or R Busway buses pre-pandemic when I was commuting to Cambridge and certainly not last year? - When I have passed the bus stop on the A1307 by the Babraham site during rush hour, I wouldn't say there was an overly large queue. - Granta Park ran a shuttle bus to/from Cambridge Railway Station (or they used to pre-pandemic) - could this not also serve Babraham Research Park (never looked that busy when I saw it in Cambridge)? - So expensive - surely there are better ways to use such a large amount of money? How about funding more buses with cheaper fares - believe it is £6.60 to get a return ticket from Shelford to Sawston....Option B: - Appears to be the less intrusive and cheaper option. - Yes, it will cut across some of the green belt but hopefully it won't be such a large swathe of concrete decimating the landscape. Wasn't Option B the first/preferred choice in one of the early GCP consultations before they decided to switch to Option A?
Great Shelford	Definitely Not	Definitely	Too near the two railway crossings in gt Shelford it would cause potentially dangerous backlogs of stationary cars being caught on railway line Not much use to residents of the village as too far away
Great Shelford	Definitely Not	Definitely	A will tear the villages apart and we do not want that under any circumstances
Great Shelford	Definitely Not	Not Sure	Option A - desecration of the rapidly vanishing green countryside which still (just) provides a wildlife 'corridor. Alongside Cambridge South station and the horrendous EWR proposals for this land these proposals would inevitably convert an environmentally sensitive area into a development zone. Option B - preferable to A but I do not think the huge land use involved in a new P&R site can be justified. Working patterns are changing.
Great Shelford	Definitely Not	Not Sure	Want to maintain green lung for Cambridge people and ourselves. The ideal of possible reopening railway is more appealing. Object at cost of proposal.
Great Shelford	Definitely Not	Probably	Option B is not only unnecessarily expensive in terms of the financial cost, it is catastrophically expensive in terms of the environmental cost. Gog Magog is one of the view elevated areas around Cambridge, and offers views over miles of greenbelt land. Why do we need to wreck this with a busway and raised bridges when a cheaper option to widen the A1307 was proposed at the outset of the consultation? The economics of the busway make no sense - costs are likely to overrun, and now that many people in Cambridge have adopted hybrid working, the original forecasts for passenger uptake are woefully optimistic. The busway feels like a vanity project, promoted by a non-elected body that is more concerned about underspending its budget than perserving the environment that makes Cambridge such a wonderful place to live (for now).
Great Shelford	Definitely Not	Definitely	GCP's route will spoil the beautiful countryside and in time will lead to infill housing development both of which will ruin the ecology and the green belt. The alternative route follows existing transport corridors to minimise environmental degradation and is thus the more sensible choice.
Great Shelford	Definitely Not	Not Sure	The GCP's preferred route cuts through lots of green belt land, stops only on the edge of local villages and not at all at the Babraham Research Campus. To me this is an expensive and destructive way of providing an additional Park and Ride for the Biomedical Campus. As someone who commutes on the A1307 from Shelford to Babraham I observe that this section of the road is not especially busy post-Covid, even at peak hours, and so think that increased busses on the number 13 route could provide a much more straight forward way of transporting people from the A11 to Biomedical Campus The part of the A1307 from Shelford to Addenbrookes is congested and so there could be some value in an off-road route from Hinton to the Biomedical Campus. More frequent busses on the number 7 route would support people in Sawston, Stapleford and Shelford travelling to the Biomedical Campus by public transport.
Great Shelford	Definitely Not	Probably	I visit Magog Down every weekend. It is beautiful and well used. Covid has surely taught us to treasure leisure space for our mental health. Ripping through the countryside on a route which picks up few passagers because the route is poor seem nonsense. It makes much more sense to run along an existing road at lower cost.
Great Shelford	Definitely Not	Definitely Not	Option A would slash through greenbelt/agricultural land and damage the countryside for no gain at all. The cost is astronomical, and can be little justified in terms of environmental damage. It would also come far too close to the Magog Downs and Nine Wells and the Hobson Conduit, sites of natural and historical importance which deserve better protection and are already under threat. It also crosses the river Cam/Granta twice, which must add to costs and certainly to environmental damage. Option B would be less environmentally and visually damaging to Gt Shelford, Stapleford and Babraham. It would also be a cheaper and faster alternative.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford	Definitely Not	Definitely	Option B is much better in terms of impact on the environment and preserves the green belt. It also address the congestion problem on the Hinton Way roundabout by adding a bus lane
Great Shelford	Definitely Not	Definitely	We will end up destroying our green belt without sufficient justification.
Great Shelford	Definitely Not	Probably	Option A would be devastating for the countryside and destroy one of the few areas nature areas we have and where I often go for walks. In addition I have already last year when the local plans were out for consultation voiced my concern in regards to all the housing proposals put forward in the area around option A. It's urbanisation in overdrive and will destroy the Village life I have chosen when I moved to the area.
Great Shelford	Definitely Not	Probably	Option A will cross miles of unspoilt land and form a scar on the landscape. Construction will have major impact and as for all new transport development the amount of land taken for the project is way larger than the size of the road. It is likely that the road will lead to future further development such as industrial and office. The existing A1307 already has a bus lane so this proves that development of this route is possible and supports Option B. Option A will no doubt prevent any possible re-opening of the disused Haverhill-Stapleford rail link. Why is this not being taken into account considering the consideration and development of old rail links across the country. The final solution must provide cycle paths that do not appear to be an afterthought in terms of design. For example the Cambridge-St Ives has a cycle path that regular floods in winter and becomes totally impassable.
Great Shelford	Definitely Not	Probably	Carving up swathes of greenbelt countryside with stretches of tarmac and severely damaging the environmentally sensitive Nine Wells and Magog Down is not acceptable at any stage but particularly not acceptable when there is a sensible and logical alternative of following an existent road. Option B would also take in the Babraham P&R and is clearly a viable alternative.
Great Shelford	Definitely Not	Definitely	The proposed busway will damage and degrade currently unspoiled countryside and create a visual scar. I regularly walk on Magog Down and the wonderful views will be ruined by the planned roadway and infrastructure
Great Shelford	Definitely Not	Definitely	There is already an existing Bus Route no.13 part of the way.
Great Shelford	Definitely Not	Probably	Option A is too destructive of the environment. Views on the environment have changed now one its importance more readily recognised. Option A also will open up the environment around its route to growth and development so the destruction will be greater if it is realised. Probably what is eventually intended.
Great Shelford	Definitely Not	Definitely	Much less traffic disruption and much cheaper
Great Shelford	Definitely Not	Definitely	With the planned Oxford-Cambridge trainline already posing a huge threat to our South Cambridge green belt, I absolutely oppose to another transport link going through our villages and countryside.
Great Shelford	Definitely Not	Definitely	The GCP's proposal will:1. Permanently damage the views from the Magog Down - a unique landscape in South Cambs2. Is too far out the villages of Shelford and Stapleford to be of use to residents.3. Will create pockets of land in the greenbelt that will almost certainly be developed as infill sites in the future, further eroding the Cambridge greenbelt.4. Will cost too much to build. The business case is poor. The alternative A1307 option can be delivered more cheaply, with significantly less environmental damage. It will also preserve the option of a rail link to Haverhill, which would provide a better long term solution for our transport needs and would open up access to more affordable housing options.
Great Shelford	Definitely Not	Definitely	The environmental damage from GCP's route is irreparable. We must protect the greenbelt and the Gog Magog downs. GCP's route will unquestionably open up more greenbelt for development. Given the expansion of the CBC site towards the A1307 and Granham's Road, the A1307 route makes much more sense to serve this new part of the campus. The GCP consultation was disingenuous - the deliberately obfuscated their own survey to split the A1307 vote. Their own data shows the A1307 route was most popular.
Great Shelford	Definitely Not	Probably	It is wrong to damage the greenbelt (Option 1) when cheaper, less damaging alternatives are available. I just don't understand why GCP can't see something so obvious. I also fear that putting the busway in the greenbelt will then open the door to additional development on the surrounding greenbelt. The thought of what this will do to the Gogs just makes me want to cry.
Great Shelford	Definitely Not	Definitely	GCP's route entails additional crossings of Hinton Way and Granhams Road, and the stops will not be useful for local residents. It also doesn't address the problem of crossing the CBC site, whereas the A1307 option with a link skirting the south-eastern edge of the CBC does. A1307 route also serves Copley Hill business park. Overall better to go for what is cheaper and more easily adaptable than the set-in-stone across-the-fields route.
Guilden Morden	Definitely Not	Probably	It would be a more useful busway if its nearer the town rather than in the countryside. We need to protect our countryside as much as possible for the benefit of wildlife and the environment.
Guilden Morden	Definitely Not	Probably Not	No need to reduce even further the countryside already decimated by housing projects.
Hardwick	Definitely Not	Definitely Not	Busway not an effective means of improving transport connectivity Improve park and ride provision is just have local circular service from p&r to hospital complex
Hardwick	Definitely Not	Definitely	The environmental impact of a new off road busway would be dreadful and should be avoided at all costs
Hardwick	Definitely Not	Probably	We must not continue to change Cambridgeshire into a concrete jungle. Development of this sort is hugely expensive, disruptive and not cost effective. It seems GCP has a budget that has to be spent no matter the consequences.
Hardwick	Definitely Not	Definitely	The GCP have a history of selecting routes for guided busways that suit their own purpose but are very damaging to the environment and expensive to build e.g. the proposed busway from Cambourne to Cambridge. It is obvious that modifying the A1307 would achieve transport enhancement at a lower cost and impact. However, the GCP are always loath to change their minds.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Hardwick	Definitely Not	Probably	Option B uses existing route and therefore reduces damage to the environment, and presumably provides better value for money. I can find no reliable information on likely travel times or congestion. This will need to be reviewed post-Covid.
Hardwick	Definitely Not	Definitely Not	Small group are obsessed with off road busway's when they can't even afford to maintain a fraction of what they already have or can't be bothered. What happened to the wonderful machine that would repair the roads in a fraction of the cost and time ? We have dedicated cycling paths that the Lycra Louts won't use, so they peddle head down making cars and lorries take evasive action .Then the ultra insane idea of plonking a massive Park and Ride in the middle of the Camborne to Cambridge Busway. IN THE MIDDLE, you couldn't make it up in your wildest dreams but there again if you wanted a piece of land and you let a new entry onto an existing roundabout in exchange ?? The sensible Park and Ride would be at Camborne, but big NO because this is building land. Question answered !!!
Hardwick	Definitely Not	Probably	Less environmental destruction, probably less expensive, and running along well established routes, where it can be adequately used
Hardwick	Definitely Not	Probably	Option B minimises environmental degradation. Looks shorter to me, too.
Hardwick	Definitely Not	Probably	We must protect the countryside at any cost
Hardwick	Definitely Not	Definitely	To wreck the countryside, bus routes through the green belt should not be allowed. Central Government needs to put a stop to this and the other C2C proposal
Hardwick	Definitely Not	Definitely Not	I consider medium distance busways to be an outdated, potentially more polluting, and expensive method of mass transport. A single rail line with passing places, usually at stations, is capable of moving huge numbers of people more quickly using just a few trains running extremely punctually.
Hardwick	Definitely Not	Probably	There should be no more destruction of the countryside. The GCP's scheme would open up large areas for further developments.
Hardwick	Definitely Not	Probably	I strongly disagree with disrupting countryside to build a new route when an existing one is available and offers a feasible option, both for environmental and cost reasons. I also remain unconvinced that the multiple busways proposed for the Cambridge area are the best possible long-term solution to our public transport issues.
Hardwick	Definitely Not	Probably	I'm am strongly against digging up more of the countryside for these schemes. Also why not re-use the existing infrastructure and park and ride rather than duplicate what we already have.
Hardwick	Definitely Not	Probably	Destroying long established countryside should only be considered as a last resort. This damage (which it always is) is extremely difficult and more often impossible to reverse. And who wants to live in a concrete jungle?
Hardwick	Definitely Not	Probably	Cambridge has already been developed on every approach to the City and I would like to preserve the open countryside as much as possible. I think it would be a more cost effective plan to use the existing road.
Hardwick	Definitely Not	Definitely	Must use existing travel corridors to minimise environmental impact and damage, and keep costs down. The current guided busways went way over budget, and continue to have problems with flooding, etc. Poorly designed, executed and managed. GCP's plan will result in an explosion of development around Great Shelford, Stapleford & Babraham (ie. along the route) whether it is appropriate, or not, meaning a conurbation from Cambridge to Babraham village, and subsequent loss of village identities. Change of Mayor means GCP must re-evaluate all possibilities. No one person should be allowed to make such an important decision. GCP seem unable to grasp that Cambridge, itself, is the biggest issue, not the routes themselves. It is also oblivious to the fact that transport for the entire region needs to be considered holistically, not piecemeal, as they are currently doing.
Hardwick	Definitely Not	Definitely Not	Environmental issues, concerns for wildlife and erosion of green space and farmland
Hardwick	Definitely Not	Definitely Not	The proposed site is too special for this level of development.
Harlton	Definitely Not	Probably	Any proposal that minimises the destruction of countryside must be preferred over the alternative.
Harlton	Definitely Not	Definitely Not	There is no legitimate argument which favours the increase in Bus usage, be it guided, busway or designated bus lanes, this is misguided and inappropriate.
Harlton	Definitely Not	Probably	I would prefer existing infrastructure to be upgraded and used rather than ploughing new routes through virgin countryside
Harlton	Definitely Not	Definitely Not	stick to existing infrastructure there is no justification for further despoiling Cambridge and it's environs
Harlton	Definitely Not	Probably	Too many proposed transport links want to carve up what the Cambridge council used to protect as countryside. We need to keep our countryside as much as we can and develop the existing travel lane instead
Harlton	Definitely Not	Probably	In an area which is constantly under threat from environmentally destructive plans, I think it is vital that new transport systems run alongside existing transport corridors wherever possible to limit environmental degradation . Local people do not want what's left of this beautiful area to be damaged further.
Harlton	Definitely Not	Probably Not	The obsession with expensive Bus ways I cannot understand , take years to build and destroys yet more countryside . All anyone in the area wants and needs are better and more rural buses themselves
Harlton	Definitely Not	Probably	New busways ruin the countryside. We need to make good use of the transport corridors existing. So make more sensible use of roads and existing rail links - which exist here.
Harston	Definitely Not	Definitely	GCP need to understand they should not be contributing to the devastation of the countryside. Once our beautiful green fields are gone, they will never be recovered. Think of all the animals whose homes would be demolished under such a proposal. The world is not just for humans. No to carving up the countryside!
Harston	Definitely Not	Definitely	best compromise, with a new section where necessary, otherwise need to share existing roads.
Harston	Definitely Not	Definitely	Far better to upgrade an existing road (already dual carriageway alongside Wandlebury/Magog reserves) rather than create new route across open farmland, close to villages.
Harston	Definitely Not	Probably	Gt Shelford & Stapleford are already served by a rail connection; the two new stations proposed add very little by way of convenience. Sawston is not well served by Whittlesford Parkway; it would appear at first sight that a small rail station could be added to directly serve Sawston, with little environmental impact. Together these options mean that the yellow option has cost but little merit. The alternative, green, route serves the existing Babraham Road P&R which could be relatively easily be expanded by



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			better use of space immediately around it. There would also appear to be a lot of wastefully used land in the area around the FourWentways Travelodge. If that area could be redeveloped for the Travel Hub it would save greenbelt the other side of the A11. As I understand the proposal is for a bus that can run on normal roads (at the Addenbrookes end) there is therefore no need for a bus road crossing over or under the A11.
Harston	Definitely Not	Definitely	Better use of existing infrastructure will give improved local transport while not having to destroy the countryside. Experience of guided busway construction has proved that it is very expensive and never is completed within budget.
Harston	Definitely Not	Probably	We cannot continually tarmac over previously undamaged countryside to put in a transport link where an existing transport corridor exists.
Harston	Definitely Not	Probably	We need to protect our natural environment, what's left of it, so the minimum interference would be preferred. How does this relate to the proposed west east rail proposal in a similar area?
Harston	Definitely Not	Definitely Not	Do these people never learn? The original busway was a financial disaster.
Harston	Definitely Not	Probably	Preferable route
Harston	Definitely Not	Definitely	The Green Belt should not be destroyed, with risk of further development which most people do not want. Residents of Cambridge & surrounding areas value the countryside (particularly since the pandemic) & people's work patterns have changed, so we don't need more busways. Plan A would not be value for money. Once the beautiful countryside has been destroyed we can never get it back. We should not have development at any cost.
Harston	Definitely Not	Probably Not	A1307 already dangerous road REOPEN rail connection from Haverhill to Cambridge
Harston	Definitely Not	Definitely	Option (B) would not have such an adverse effect on the countryside and the environment.
Harston	Definitely Not	Probably Not	Option A would cut through some good farmland and lovely countryside. Don't build or develop on green areas. Option B although not so severe although will cut through some farmland.
Harston	Definitely Not	Definitely	Unnecessary ! Why ruin countryside and disrupt traffic The train line sounds a much better option as does the alternate route
Harston	Definitely Not		Because it looks like a ludicrous suggestion! A complete new route, carving its way past Sawston, Stapleford & Shelford a ridiculous amount of disruption, mess, noise pollution for years during the construction period. The devastation to the natural countryside I will be immeasurable. We all know from previous experience with the St Ives guided bus route to Cambridge that the estimated cost will be exceeded beyond belief by the time the project has been completed.
Harston	Definitely Not	Not Sure	Environmental impact on the area will be dreadful.
Harston	Definitely Not	Not Sure	I think busways are an eye-saw and don't represent value for money. I'd have thought improving current infrastructure is more suitable to protect countryside.
Harston	Definitely Not	Definitely	Unnecessary destruction of the Green country side around Cambridge, so important to an ever more crowded and urbanised society. The busway is dedicated to buses Only and is therefore Poor use of scarce resources and scarce land. it is of no use to emergency vehicle.
Harston	Definitely Not	Probably	Option A Not necessary. Too much damage to environment. Preferred reopening of Cambridge to Haverhill railway line.
Harston	Definitely Not	Not Sure	I'm not in favour of any further destruction of the green area around Cambridge. I'm also not convinced that bus ways are a good way to spend public money - they dont seem very efficient
Harston	Definitely Not	Definitely	The project will essentially be for workers at CBC site and as such will be a peak time operation with no capacity in between these times for general use (the car park will be full). Therefore why desecrate the Green Belt for this -better to follow the existing Highway line with any new transport system..
Haslingfield	Definitely Not	Probably	Need to focus on existing travel corridors rather than destroy more, and introduce further barriers in, countryside.
Haslingfield	Definitely Not	Definitely	Should not use up green space for busways
Haslingfield	Definitely Not	Definitely	There are already many traffic difficulties at the points at which the GCP route crosses existing roads at G. Shelford, Stapleford and Sawston. Adding a new route, more junctions and traffic at those points would make an existing bad situation even worse. The A1307 route is already suitable (with some minor changes for extra bus lanes) for such traffic.
Haslingfield	Definitely Not	Definitely	It makes me deeply distressed to see new travel routes going through true countryside or vital arable land. The same has been the case for East West Rail proposals. I am very keen to use existing roads/travel corridors where ever possible. I also would not wish for a re-opening of an old rail link to be jeopardised by this bus route.
Haslingfield	Definitely Not	Definitely Not	If there is the very real possibility of re-opening a rail link to Haverhill that should take priority. The notion that this couldn't happen in the future if this busway is constructed must be considered as a very detrimental development. We have seen the precedent for this with the guided busway being built on the route of railway to Bedford, ie the southern approach to Cambridge station. This busway now has created huge issues for the reopening of the rial link to Oxford. Let's have some real transport policy rather than a case of whichever development gets there first grabs the land, which would be better off used for a strategic transport plan.
Haslingfield	Definitely Not	Probably	Option A will be of little or no use to local communities and destroy the countryside
Haslingfield	Definitely Not	Definitely	GCP have a track record of failure and pushing through projects despite massive opposition. The Option B will have greater visibility to A1307 users and would encourage further use. Long term there is one solution we need for our area, Light Rail, Heavy Rail, Metro. If this project goes ahead the chances of a Rail link to at least Haverhill are massively reduced. Post Covid, things have changed, we all know this, Option B a far cheaper and quicker to implement solution which will match the demands for now and sometime ahead. GCP love these vanity projects (remember the Guided Busway, massive bills yet to be paid but loads of boasting still). This smacks of trying to use up valuable public funding before it might well be withdrawn. I was concerned to be told about a recent Private Eye Article and GCP accounting methods (I am sure you are aware of this, if not get up to speed quickly, has a nasty smell about it). Yet more loss of green belt and so developers, who to my eyes seem to have free rein in Cambridgeshire will prevail. As has been said time for a pause, certainly the East West Rail link will have some bearing on this proposal. GCP have shown a complete lack of joined up thinking on transport, I wrote to them a couple of years ago to query why 3 different transport solutions were needed from Cambourne. They responded that their consultants and enquiries



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			showed that all 3 would be needed for the demand. Amazingly, on the Haverhill Railway their calculations managed a cost benefit factor of 0.99, so as not to proceed any further. On the Busway proposal from Cambourne, following the Mayors decision to stop the Long Term Metro (dead), the only Long Term for Greater Cambridge, their consultants came up with the conclusion that the busway was required more than ever !!!Anthony, you are a decent chap, you know there is something to be investigated here.A pause is absolutely necessary, can I suggest that you aim for the treasury to pinch off (the already accounted for) funds. This will stop them, since they are not listening to anybody.
Haslingfield	Definitely Not	Definitely	If the aim is to reduce congestion at busy times on the A1307, this will be achieved by Option B as people will use the bus and not their cars. Also, Option A desecrates our wonderful countryside and impacts greatly on the farming.
Haslingfield	Definitely Not	Definitely	We are losing enough green land as it is. Exploit current transport routes.
Haslingfield	Definitely Not	Probably	Again, it is the continual destruction of the countryside for major infrastructure with minimal benefit for the wider population. We are going to kill the 'Golden goose', that is Cambridge. We are over building and over populating a beautiful and historically important city. Once it is gone, it will be gone for good!!!
Haslingfield	Definitely Not	Not Sure	How many people are actually working at the Biomedical Campus since the pandemic? Is this really needed or are people working from home or working part of their time at home?Please don't encroach further on our precious countryside. It is fast disappearing under proposed transport links. I regularly walk with friends at the Magog Down.
Haslingfield	Definitely Not	Probably	Using an existing Road way to improve transport links is preferable if this route is actually needed at all. It will have much less impact on nature, the environment and agricultural land than the preferred yellow route. I am not clear if there is a real business case for this route that gives a cost benefit. Any promises of re providing green space if the yellow route goes ahead will require significant scrutiny
Haslingfield	Definitely Not	Probably	The landscape to the west of the Gog Magog hills and Wandlebury is a vital part of the Green Belt - any route through this is bound to lead to building development across this area.
Haslingfield	Definitely Not	Probably	I agree with CPPF's reasoning and alternative proposals.
Haslingfield	Definitely Not	Probably Not	Any off road route for rubber tyred vehicles is madness. Even a tram or light rail system must follow existing travel corridors. There is a good case to be made for reinstating the Cambridge to Haverhill railway line. I cannot understand why the advantages of this valuable link are not being explored. It would offer much the same advantages as the much promoted busway but without the dramatic despoilment. As time goes on there will be a large movement towards local and inter-regional rail travel. A route such as this must be considered a vital part of the national rail network and not squandered to a destructive and flashy concrete bus way.
Haslingfield	Definitely Not	Not Sure	I would not use either of these routes (I live in Haslingfield) but I am opposed to a new station in the south of Cambridge.
Haslingfield	Definitely Not	Probably	It will be less destructive of our precious countryside.
Haslingfield	Definitely Not	Not Sure	It is not just the disruption (destruction) of the environment. By past experience, this is the beginning of development along the route of the busway.
Haslingfield	Definitely Not	Definitely	Least destructive to countryside
Haslingfield	Definitely Not	Definitely Not	Dedicated cycle path is all that is required. Would be less environmentally destructive.
Haslingfield	Definitely Not	Probably	We have enough trouble with the potential EWR rail line destroying the countryside in South Cambridgeshire. We do not need to be creating these problems for ourselves! There seems no case for a separate busway, when the option of adding a lane to an existing road seems a much for environmentally sound way forward.
Haslingfield	Definitely Not	Definitely	Option B seems to make good use of existing travel corridors, rather than forging new ones. Enough prominent damage is proposed to this area already. The proposed hub is a long way out, and I'm not sure people will be keen to use it, so the lower the initial investment and impact, the better. Any risk to Magog Down or Nine Wells shows belligerent disregard for our heritage.
Haslingfield	Definitely Not	Definitely	Ridiculous and irresponsible to use up more countryside than necessary
Haslingfield	Definitely Not	Probably	There is no need to destroy precious countryside when an reasonable alternative using an existing transport corridor is available.
Haslingfield	Definitely Not		I would not vote for carving up yet more countryside for such a costly project which would appear to be answering only part of the problem. The whole of the A1307 to Haverhill requires relieving from traffic pressure, and not all that traffic heads to the Bio med campus. It would be little help to people heading to Camb. centre with the Central Station being so far away, and who's going to use it? There's no mention of that in any of the documentation I have seen.
Haslingfield	Definitely Not	Definitely	It is very important to protect Green Belt. Protect precious farmland.Prevent future development from being able to happen alongside a new off-road busway. Protect the rural views around the area, especially from the Gog Magog Hills a well visited beauty spot.
Haslingfield	Definitely Not	Probably	We need to preserve our precious green spaces as much as possible.
Haslingfield	Definitely Not	Definitely	There is an existing transport corridor in the form of the A1307. It would be better to make further use of this rather than destroy the amenity of the country side by building a road through it. One of the reasons for the success of Cambridge is that it is a nice place to live, if the surrounding countryside is depleted the ability of the area to attract talented people will also be depleted.
Hauxton	Definitely Not	Not Sure	The proposed new route cuts through ever decreasing countryside and will probably also result in residential or industrial development along the route, further eroding green spaces.The A1307 will need widening to accommodate buses and cars, otherwise it will end up like Trumpington Road where buses gets snarled up as much as cars do.
Hauxton	Definitely Not	Probably	I have lived in this area all my 60 years and seen the countryside mauled and extonguished now they want to destroy the gogs!
Hauxton	Definitely Not	Probably	Seems unnecessary to create a whole new route that has a major impact on countryside, and also will cost a lot of money. Cost per passenger would be insane. Option B seems far more sensible, assuming there's actually high enough demand for this route.
Hauxton	Definitely Not	Probably Not	Don't believe bus ways are any more environmentally friendly than reinstating proper railways which with thought can carry light freight and passengers



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Hauxton	Definitely Not	Probably	Option A has a totally unacceptable impact on one of the few pieces of relatively rural countryside to southeast of the city destroying some fine views as well. It will also no doubt encourage further development, especially residential close to this route. Option B can be done much more quickly and at much lower cost with far less impact on the countryside.
Hauxton	Definitely Not	Definitely	B is already part built so there would be less upheaval and cost.
Hauxton	Definitely Not	Probably	The East West Rail proposals for this area are quite enough dispoilation without further destruction of what ought to remain green belt. And the approval of plans for more destruction of green belt with the retirement village near Stapleford just adds fuel to the flames.
Hauxton	Definitely Not	Definitely	The environmental impact of route A is too great especially when there is an alternative route. It wont be worth the damage to the environment.
Hauxton	Definitely Not	Not Sure	The Gog's are a beautiful asset to life in South Cambridgeshire and an underutilised track of concrete vandalism will not enhance the limited natural resources we have
Heydon	Definitely Not	Definitely	Less opportunity for swathes of countryside to be built on subsequent to the effective enclosure of existing villages. Less damaging to the environment and diminishing biodiversity of Cambridgeshire, particularly South Cambridgeshire.
Highfields Caldecote	Definitely Not	Probably	Any option that destroys our already precious countryside should be the least favourable option. I also think it unlikely that this busway represents value for money for taxpayers.
Highfields Caldecote	Definitely Not	Probably	prefer transport to stay on existing travel ways rather than new greenfield routes
Highfields Caldecote	Definitely Not	Not Sure	We have to stop destroying countryside for buses and any road vehicle. The smallest change to nature is the least bad option. Such a shame an underground was dismissed and no proper plans to also people to cycle as with e bikes 10-12 miles is easily possible on a safe route.
Highfields Caldecote	Definitely Not	Definitely Not	'Potholes'! The Cambridge roads are an absolute disgrace and yet they are never repaired. Those in charge of the budgets are a bunch of tree huggers who clearly hate all car drivers but they should be spending money on that, rather than yet another bus vanity project that few will use, but will cost the earth.....like the 'Guided Busway'.
Highfields Caldecote	Definitely Not	Definitely Not	I do not think that busways are the solution. They are incredibly dangerous and only serve a limited number of population. The destruction to the countryside is wholly unnecessary and the costs astronomical. They always come in way over budget. They are a huge source of resentment.
Highfields Caldecote	Definitely Not	Definitely Not	If there is an old railway line that could be resurrected use it.
Highfields Caldecote	Definitely Not	Definitely	Option B is vastly better. It will satisfy the need to maintain greenbelt land, the pointlessness of spending more than is necessary on a purpose-built busway, when adding a bus lane at various points has several benefits:1) It maintains the footprint of existing roads (perhaps widening them a little).2) It would be vastly cheaper. This is an important consideration.3) Other buses from that direction would be able to use the new bus lanes without otherwise altering their routes. This will also be beneficial and will help with journeys from the Abingtons to central Cambridge.
Hills Road	Definitely Not	Probably	We need to protect our green belt, and this would be quicker and cheaper.
Hills Road	Definitely Not	Definitely	Firstly, and most importantly, any planning for this scheme was formulated pre covid and the whole rationale for transport and travel should now be re-evaluated.Secondly, the proposal for looking into the reopening of the old Cambridge to Haverhill railway should be looked at first, especially with the proposed South Cambridge station.The busway project is unwanted by the vast majority of local residents and the demand totally unproven, especially in light of the changes in working practices and future transpopt needs.
Hinxton	Definitely Not	Not Sure	I don't favour further development of the S and SE of Cambridge, other than fill-in of the current business parks.
Histon	Definitely Not	Definitely	Unecessary destruction of the countryside
Ickleton	Definitely Not	Definitely Not	Grab the bull by the horns and re-establish the Cambridge to Haverhill Railway line.
Ickleton	Definitely Not	Probably	Option A will lead to more housing and other development and further destruction of countryside.
Ickleton	Definitely Not	Probably	Lower cost, lower environmental impact, keeps open the option of reinstating the rail route from Cambridge to Haverhill.
Knapwell	Definitely Not	Not Sure	Although I see the need for new bus routes that can avoid traffic (as bus journeys taking hours when they should only take about 20 mins is terrible for all involved), I believe that building a route through farmland and nature reserves is NOT the answer. As well as being incredibly expensive, it would severely damage the environment and disrupt those working and living in the areas. The money should be used to improve existing transport links (or should be invested in social projects).
Landbeach	Definitely Not	Definitely	Further destruction of countryside so close to the Biomedical Campus with certain further threat to an already damaged site at Nine Wells
Langham	Definitely Not	Definitely	Protect the environment, particularly the views from Magog Hills and also animal and plant habitatsLocal village dwellers need easy access to the routeDo not want the villages of Great Shelford and Stapleford to loose their attractiveness by large scale infrastructure building and long term noise and pollution levels
Linton	Definitely Not	Definitely Not	The bus lane from the A1307 along the four went ways to babraham is barely in use at rush hour. It has caused accidents and more pollution with traffic queuing in one lane. It needs to be a realistic route for people living from Haverhill / Linton travelling into Cambridge. A train or something that doesn't take up the road
Litlington	Definitely Not	Not Sure	Recent reports suggest that byses are responsible for half of the pollution in Cambridge. If the countryside must ve destroyed we should at least consider electric trams/trains or the equivalent. If existing routes can be used this would be preferable.
Litlington	Definitely Not	Definitely Not	This doesn't seem at all necessary. Existing roads can handle the demand to the park ride. If the park and ride is correctly priced, ideally free, then the demand from cars into the city from the park and ride should be minimal leaving room for the buses.
Litlington	Definitely Not	Probably	Option A would destroy even more green belt in South Cambs at a time when so many other areas are already under threat of other proposed transport links and housing development. It would also inevitably pen up more green belt land for housing/.industrila development.Option B would be far less intrusive and probably cheaper.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Little Abington	Definitely Not	Probably	New busway poor value for money. Destructive of countryside. Will not get people out of their cars. Potential impact on present 13 bus route.
Little Eversden	Definitely Not	Not Sure	Too much needless destruction of countryside at the moment. Need to review requirements post covid - how many people will use it regularly. Almost certainly considerably fewer than pre covid.
Little Eversden	Definitely Not	Probably	The preferred route requires more destruction of countryside for a road that can only carry busses. Buses in this country are unreliable and expensive meaning that the benefit to local people of a bus only route is minimal. The route also only makes any sense if the train line is built exactly as expected which is unlikely to be the case. This could leave us with a bus line that doesn't go anywhere useful
Little Eversden	Definitely Not	Probably	Having lived on Hinton Way for several years, I believe Option 1 would destroy valuable green belt around growing villages, disrupt busy routes linking The Shelfords, Stapleford and Sawston with the north and east of Cambridge and provide an inflexible means of dealing with the transport of people along only one route into and out of Cambridge. Also, issues of safety have yet to be addressed adequately for the current busway. Option 2 is less disruptive and will speed up transport over the most congested portion of the route.
Little Eversden	Definitely Not	Probably Not	Is there a definite need for the busway?
Little Eversden	Definitely Not	Probably	The default option for any development in this area should be to minimise disruption to the environment. The GCP scheme is the opposite of this. In a post -Covid future we should encourage working from home or other flexible options to reduce commuting in the first place. Finally the GCP scheme is clearly designed to facilitate future housing development in a region that's already over-occupied
Little Eversden	Definitely Not	Definitely Not	I absolutely detest the idea of constructing busways as a solution to the traffic congestion issue in and around Cambridge. In my opinion, concreting over vast swaths of the countryside is unforgivable! Some time ago, an underground metro system was suggested, however, cost implications were forwarded as a reason to reject this idea. What price our precious countryside. All new proposals appear to be amazingly short-sighted, opting for a quick, cheap fix.
Little Eversden	Definitely Not	Definitely Not	Guided busways are expensive , limited capacity by their design (they cannot travel as close to each other as trains) and they have all the pollution problems of other rubber wheeled propelled vehicles , on top of which a mountain of concrete is poured in their construction.
Little Shelford	Definitely Not	Definitely	Option A provides no benefit to the villages it circumnavigates only destruction of the landscape and removal of valuable farming land. Option B is a lot less destructive but still provides a quicker route to the Biomedical campus/Cambridge for those who live to the East.
Little Shelford	Definitely Not	Definitely Not	It seems only for the benefit of people working at the bio medical centre
Little Shelford	Definitely Not	Probably	Much less destructive of beautiful green belt landscape. The GCSEs preferred route is much too close to Stapleford.
Little Shelford	Definitely Not	Probably	We cannot afford to lose more greenbelt around South Cambs Villages and sensitive eco systems are already under considerable threat. Opening up greenbelt to transport schemes could lead to future developments on the land further eroding the green belt.
Little Shelford	Definitely Not	Probably Not	Whatever the council spends our money on should benefit all, not a small sub-section. Whilst the campus needs transport links, having it as a one-trick-pony doesn't serve the wider population. We have a general publicly accessible road network for a reason.
Little Shelford	Definitely Not	Probably	Less adverse impact on the green belt. More useful to villagers in Stapleford.
Little Shelford	Definitely Not	Definitely	The Gog Magog hills and the associated Magog Down country park are an important amenity for Cambridge and the nearby villages. Option A would blight this landscape whereas Option B would allow better transport links using existing roads and minimise the impact of the development. We cannot afford further erosion of the green belt around South Cambridge
Little Shelford	Definitely Not	Probably	The county council are not capable of delivering a cost effective scheme, no matter what route is chosen.
Little Shelford	Definitely Not	Probably	There seems no reason to break into the green belt when there is an established travel corridor
Little Shelford	Definitely Not	Probably	Less destruction of the green belt.
Little Shelford	Definitely Not	Definitely	The second option (Babraham to Hinton Way) would be less environmentally destructive, and less disruptive to current residents.
Little Shelford	Definitely Not		I do not want the country side damaged
Little Shelford	Definitely Not	Not Sure	Do we really need this busway?
Little Shelford	Definitely Not	Definitely	Option B builds upon and enhances existing infrastructure in a sympathetic manner. It avoids the unnecessary degradation of some of our most beautiful countryside locally. The GCP option is naive and ill conceived.
Little Shelford	Definitely Not	Definitely	Makes use of existing dual carriageway road and less impact on local housing
Little Shelford	Definitely Not	Definitely	Far better to make optimal use of existing infrastructure than to spend more taxpayers' money creating more infrastructure, with its attendant energy, materials and environmental penalties.
Littleport	Definitely Not	Probably	in the long term i would like to see the train route between Cambridge and Haverhill so do not want the new bus route to put a total stop on getting this
Longstanton	Definitely Not	Not Sure	Expanding new road should be less impact than new road. If you're building a new road make it open to cars as well
Longstanton	Definitely Not	Definitely	The busway is a poor option. I have no ideas why it is so popular with CCP. It's too expensive. Too invasive and we should focus on utilising existing transport infrastructure. We also need to wait to see how the changed nature of hybrid working will impact on our future transport needs.
Longstanton	Definitely Not	Probably Not	There will be no countryside left around Cambridge at this rate of building/construction ie Northstowe, rail-link, housing needs. The population should be more concerned to limit its growth and limit immigration.
Longstowe	Definitely Not	Definitely Not	More infrastructure that misses the problem yet again



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Lower Cambourne	Definitely Not	Definitely Not	Too much countryside was destroyed by building the (Mis) Guided Busway which passes through the outskirts of Longstanton etc. Our countryside is already under a massive threat from all the proposed house building in South Cambridgeshire, and we can't afford to lose any more.
Lower Cambourne	Definitely Not	Definitely	Once you cover the countryside with concrete it never recovers
Madingley	Definitely Not	Not Sure	Dedicated busways in Cambridgeshire have been shown to be uneconomic and therefore a poor use of both funds and greenbelt/farmland. Like the proposed C2C busway this plan is undoubtedly out of date, no longer reflects the current/future situation and would not significantly reduce traffic on the roads.
Market Hill	Definitely Not	Probably	Option B will do least damage to the countryside and will leave the sections of the old Colne Valley railway line that Option A proposes to use available for reopening of the railway line. As has been seen with the existing busway, it is already at capacity, whereas had it been left as a rail line it would not be. Since the pandemic commuter traffic has decreased and is likely to stay decreased, therefore the further reduction due to increased bus usage (40 - 80 cars per bus) will enable the A1307 to take the load.
Melbourn	Definitely Not	Probably	I would prefer any new projects to use existing old infrastructure or upgrade existing infrastructure wherever possible rather than building on countryside
Melbourn	Definitely Not	Probably	Destruction of green land. Alternative seems a perfectly adequate alternative. Anything which would automatically rule out a Cambridge to Haverhill link must be poorly conceived
Melbourn	Definitely Not	Definitely	One of the promotional arguments to bringing people and businesses to south Cambridgeshire is our rural location and our beautiful countryside. The last 10 years have seen development and building on an unpredicted scale, destroying large tracts of this countryside and significantly diminishing the quality of life for residents and wildlife alike. To build on more greenbelt is tantamount to criminal action from an environmental perspective when viable alternatives exist. A requirement to feed a growing population and for the UK to be self-sustaining will not be met by the constant erosion of productive arable land for development. Building on greenbelt opens the way for new house building along the route, further destroying precious open country. Please can this council redevelop and reimagine brownfield sites over the easy and cheaper option of building on greenfield.
Melbourn	Definitely Not	Probably	Considerably less damage to an area of natural beauty, less expensive & fulfills the same objective as the CSET.
Melbourn	Definitely Not	Definitely	I would ask why build an expensive dedicated busway over fields, creating a barrier across them, when the A1307 is already there. It would be quicker and cheaper to put in a bus lane on the road. The road also passes the Research Centre.
Melbourn	Definitely Not	Probably	we have already roads infrastructure in place, without advanced studying the assumption would be to invest into current infrastructure: improve it as needed and use it, rather than build new routes.
Melbourn	Definitely Not	Not Sure	I suggest a third alternative. Create the new P & R site at Whittlesford on the County Council site and use the trains connecting to Cambridge South.
Melbourn	Definitely Not	Not Sure	How much more of the countryside going to be overtaken by concrete, not only destroying farm land but wildlife as well. The remaining countryside and wildlife would then be subject to exhaust fumes and other forms of nasties as all kinds of vehicles go zooming across it.
Melbourn	Definitely Not	Definitely	Keeps rail option possible.
Melbourn	Definitely Not	Not Sure	So much money wasted on the first busway.
Melbourn	Definitely Not	Probably	The scheme seems to be predicated on the premise that cars will continue to use the A1307. If a ban on commuter cars entering Cambridge were to be imposed then existing radial roads of this type would have the capacity to accommodate park and ride buses without the need to despoil the valuable countryside with concrete pavement.
Meldreth	Definitely Not	Probably	Giving up farming land when a road widening would work.
Meldreth	Definitely Not	Not Sure	The South Cambridgeshire country side is under a lot of pressure. This bus way will open up land for potential unwanted building developments.
Meldreth	Definitely Not	Definitely	in environmental impact terms, it is ALWAYS better to use the existing structures where possible and augment or amend where required.
Meldreth	Definitely Not	Definitely Not	Bus routes are not the way forward. A tram line through Cambridge with subsequent restriction on vehicles on the city.
Meldreth	Definitely Not	Probably	I do not support concreting over the countryside and irreversibly destroying green spaces if there is an alternative
Meldreth	Definitely Not	Not Sure	Why do you need to damage the green space when more people are working from home
Meldreth	Definitely Not	Probably	This proposal runs right through the middle of beautiful rural countryside, we really must try to avoid damaging our beautiful county as much as possible. It also seems unnecessary, a huge investment for what seems a relatively small number of people to be able to commute to work more easily.
Meldreth	Definitely Not	Definitely	I support Option B because Cambridge City is in danger of over expansion. I am pleased that it is being regarded as an important technology area in England and welcome the amazing contribution these companies make to our lives however to ruin the natural beauty of this area is unacceptable and should not be allowed. Surely we are not expected to house multitudes of employees and provide transport for them by destroying our beautiful countryside and smaller areas of new builds for local people at reasonable prices in the surrounding area. I am pleased however to see that we will be getting a Cambridge South station. I signed a petition for this in 1996. It is a long time coming!
Meldreth	Definitely Not	Not Sure	A dedicated bus route between 2 'niche' areas of population would be an expensive use of resources with very narrow benefits.
Milton	Definitely Not		A busway is not a long term solution to the needs of the community and business. A better sustainable alternative would be either a tramway or light rail solution and should be planned to link with existing transportation infrastructure such as park and ride sites and rail stations
Newton	Definitely Not	Definitely Not	No more busways. Opt for light rail network
Newton	Definitely Not	Definitely	Option B is a better option both on cost and environmental grounds.
Newton	Definitely Not	Probably	Minimum destruction of countryside



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Oakington	Definitely Not	Not Sure	Unnecessary destruction of open countryside habitat. Improving existing roads will benefit all users, not just public transport.
Oakington	Definitely Not	Definitely Not	More destruction, more expense.
Oakington	Definitely Not	Probably	Cambridge has suffered enough from losing green spaces recently and I fail to see who will benefit from the destruction of yet more. A designated bus lane along the whole of A1307 would be a much better option.
Oakington	Definitely Not	Probably	It is vital to preserve the countryside. Also, we love on the existing guided busway and there are many problems with it and it is very expensive for the volume of people it carries.
Oakington	Definitely Not	Not Sure	I would prefer to have the rebuild the Haverhill railway option.
Oakington	Definitely Not	Definitely Not	Waste of money The money would best be spent directly on People on the already underfunded adult autism and learning disability support. Not on another hair brain status project. The subject of Council and Others Consultations are for the gullible.
Orwell	Definitely Not	Definitely Not	With more people working from home I question the need for further park and ride facilities around the city. If all P&Rs included free or much reduced fares, this would cut down the need for an additional busway especially with the introduction of electric buses.
Orwell	Definitely Not	Definitely	Impact on countryside and cost/benefit ratio
Orwell	Definitely Not	Probably Not	Waste of money for a proven not efficient transport system
Orwell	Definitely Not	Not Sure	Unnecessary destruction of the countryside as Cambridge expansion creeps ever further into this relatively unspoilt rural area. The GCP seems unaware of the full environmental implications of their proposal (surely they must). Who is going to call a halt to just more South Cambs vandalism.
Orwell	Definitely Not		Unnecessary destruction of countryside at a great cost. The option of opening up unused railway would be my preference.
Orwell	Definitely Not	Probably Not	The destruction of our countryside has been massive already, causing damage to wildlife and our necessary trees and hedges. We do not need any more. I moved to this area because it was countryside but it is rapidly becoming a city, with all that that entails
Orwell	Definitely Not	Definitely Not	The history of this council vastly overruns on capital projects is so diabolically bad, they cannot possibly be tempted to get it right this time. The destruction of more green spaces is not acceptable to me.
Orwell	Definitely Not	Probably	Unnecessary impact on countryside when good alternative option which is cost effective
Orwell	Definitely Not	Definitely	A new busway as in option A would cut through areas of countryside currently used as farmland and also lanes and pathways enjoyed by cyclists and walkers. It would also affect valuable nature reserves.
Orwell	Definitely Not	Probably	If there is an alternative to going through the countryside why not take it ?
Pampisford	Definitely Not	Definitely Not	I oppose a travel hub being built at the location shown unless or until something is done to reduce the volume of traffic on the A505. A southbound exit road needs to be built at junction 9 of the M11 to give direct access to the A11.
Pampisford	Definitely Not	Definitely	This busway primarily serves the biomedical campuses and ruins our greenbelt countryside into the bargain. The integrity of the finances have been misrepresented to the public in their accounts - See Private Eye's Rotten Boroughs, "Cooking the Books". Local residents cannot easily access the busway stops that are far outside the villages with no decent parking provision and with traffic lights interfering with A1301 to A1307 traffic having to cross the 14m wide busway. This bus way infrastructure would probably supply future excuses for massive further housing development on whatever is left of the green belt countryside either side of the busway. The water table is already being drained of water for current farming and other local development and is a serious issue often overlooked. This busway may also block the redevelopment of important railway links to Haverhill and beyond. It does very little to provide the joined up transport needed by local residents to access trains to London and Cambridge for the many village communities using Whittlesford Parkway. The environmental impact of this project is frankly way over the top when balancing the the loss of the environment over the poor gains of the busway access to Cambridge South railway station, which does not even exist today. You cannot use the busway to easily access central Cambridge Shopping, Universities or Theatres etc. In my mind this project is a massive mistake and there are other options available that would preserve the country side and also serve residents who do not work at the Medical Research Campuses.
Pampisford	Definitely Not	Definitely	The thought of more destruction to wildlife areas in this vicinity is truly heartbreaking so if this alternative route can minimise this then I am in agreement that this should be the option. Also if the option A is triple the amount of money to construct why would you want to do it, there is a million other ways to spend taxpayers money with a better impact to the community.
Pampisford	Definitely Not	Definitely	If the proposed stations are put at shelford /stapleford/Sawston this will open up all the land to the north to housing development as it has " good links to the city" whereas if the a1307 route is used this doesn't give this excuse to developers and planners and therefore saves more farm land and the spread of the aforementioned villages to join up with south cambridge and Sawston/Babraham.
Pampisford	Definitely Not	Probably	The GCP's proposed route does not add any real benefit. Stops are too far out of the villages to enable people to get there except by car and if they do, they would be quicker driving to their ultimate destination. The alternative route makes more sense as it will use an existing roadway. The impact on the environment will be much less. However, is either option required? The economics of the proposed scheme indicated the cost per likely passenger was about £114,000 (from memory). Would it not just be more helpful and more cost effective to lay on more mini buses taking people between Babraham campus carpark and the biocampus carpark. Reopening a train line would be beneficial for encouraging people to get public transport to Cambridge, but I don't think it would help too much with the Babraham/Campus link.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Pampisford	Definitely Not	Probably	In this important time of protecting biodiversity, particularly the mammals, birds and invertebrates ,how can planners even think about creating a busway along the route CSET has proposed???? There is an alternative both cheaper and more sympathetic towards our green belt. This is a better plan!!
Pampisford	Definitely Not		I think a railway on the old railtrack to reduce traffic to the biomedical Campus. It would be less damaging to the country side.
Pampisford	Definitely Not	Probably	It's better to enhance existing transport corridors than to build new through countryside and farmland. Also the proposed busway would prevent the possible future rail line reopening.
Pampisford	Definitely Not	Definitely	Option B is much kinder to our country side and gives the option in the future to reinstate a railway line
Pampisford	Definitely Not	Definitely	Plan B is kinder to the local aera and would level the option to reopen the train line to haverhill.
Pampisford	Definitely Not	Probably	Option A - Massive environmental impact; extremely high cost; wate of public money on someones grandiose scheme. Intrusive to countryside; adds more roundabouts and lights to local journeys.Already a rail connection via Whittlesford station; local villages already have bus/rail links. Why would locals drive to a hub, to wait/get a bus, when they can already get a bus or train. Commuters could use the current rail links from Whittlesford, or the Park & Ride service.Option B - SInificantly cheaper; Far less environmental intrusion/impact; Does not add roundabouts, lights etc to already challenged village routes; Using already existing infrastructure makes far more sense than building more infrastructure.
Pampisford	Definitely Not	Not Sure	Longer term trying to reduce traffic, I would prefer an option to include a tail link. Digging up the countryside will be detrimental to wildlife and the rural feel of the area and encourage more housing development
Pampisford	Definitely Not	Definitely	The cost of option A is very high including the construction of 2 river crossingsDestruction of farmland.Putting hard surfaces across green belt landWhat is the point of it? access to the biomedical campus can be gained more directly via a bus lane along current A1307The suggested bus stops for Sawston and Stapleford are too far away from residents home.It is not necessary for Shelfords, just improve DNA cycle path and provide more buses on current main road, also Shelfords will have a train link into Cambridge south station so duplicates that.Connecting up existing cycle paths would be much more effective and better used.
Pampisford	Definitely Not	Definitely	We have existing infrastructure which can be further developed with significantly less disruption than the alternative option. Option B is unnecessary given existing road, is hugely costly and damaging to the countryside and associated wildlife.
Pampisford	Definitely Not	Probably Not	Seems less damaging to Greenbelt
Pampisford	Definitely Not	Probably Not	A has limited general travel use as out of the villages and highly damaging.B is awkward and unlikely to provide significant benefit when meeting queues without major driving deterrent while still damaging historic areas.
Pampisford	Definitely Not		Babraham is set in lovely quiet countryside and putting a busway and travel hub near this location would be disastrous for the nearby villages. In my experience if they charge for parking at the travel hub people will park on the surrounding roads and walk to the bus, therefore causing traffic congestion and difficulties for local people. Also, the A505 and A11 near Babraham are very busy roads at present and don't need more traffic on them - there are constantly accidents or near misses in the stretch from the McDonald's Sawston roundabout to the A11 slip road and more traffic without more traffic calming on this stretch of road would be disasterous.
Pampisford	Definitely Not	Probably	The impact on unspoilt countryside is too great to justify this development. Enjoyment of the Magog Downs would be severely affected. The proposal also eliminates the longer term option of reopening the Cambridge to Haverhill railway.
Papworth Everard	Definitely Not	Definitely Not	Far too much of the Cambridgeshire countryside (indeed British countryside) is being taken for housing, roads and railway lines and now busways. We should be more creative with our exterior environment; just as we are with the interior design of our homes, where we work and where we might spend our leisure hours. There should be other environmental alternatives to choose between not just an either/ or choice as given above. Thank you for giving Cambridgeshire voters this opportunity of voicing their thoughts and ideas.
Rampton	Definitely Not	Definitely Not	Our previous countryside is being hacked up at an alarming rate. I don't think we can stand any more destruction and building. Our roads are in a terrible state. Surely the money would be better spent on fixing our roads rather than building new bus ways. This new bus way will inle be used by a small amount of people using the Biomedical campus. All the upheaval and destruction isn't worth the finished result.
Sawston	Definitely Not	Not Sure	We've already seen a huge dissection of our countryside with A14 work, St Ives busway, proposed new rail link, proposed Cambourne busway. All this has put huge pressure on our farmers and wildlife. Modifying existing routes would be less destructive if this is actually needed at all.
Sawston	Definitely Not	Definitely	The gcp route neither serves grants park nor the Babraham research campus, is the most difficult option to extend onwards to Linton and Haverhill and is predicated on failure to reduce traffic on the A1307
Sawston	Definitely Not	Probably	The A1307 is an existing route which already connects the proposed new transport hub to the Biomedical campus. Any expansion of a bus route should follow the existing road. Also there are very few properties close to this road and it could easily be expanded to add the new bus way without compromising existing traffic.
Sawston	Definitely Not	Not Sure	The busway does not serve local villages very well, with many busway stops being planned for the very edge of villages. The A1307 is not overly busy between the A11 & Babraham P&R. This only looks at south cambridge villages transport to Addenbrookes hospital and does nothing to solve the actual pressing issue of excessive traffic within Cambridge city itself.
Sawston	Definitely Not	Probably	Far better to improve and adapt existing routes than destroy open countryside
Sawston	Definitely Not	Definitely Not	Would spoil the countryside for the sake of a few worker getting a direct link to work with no benefits to the general public
Sawston	Definitely Not	Definitely	The proposed CSET Route does not provide any material improvements in transport for residents in the impacted communities, but takes away significant amounts of our enjoyment of the countryside. I have serious concerns about building more combined bus and cycle ways following the deaths on the guided busway near Cambridge Station and the ongoing HSE enquiry. I believe that increasing the frequency and reducing the cost of bus services from Sawston and villages further out of Cambridge would



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			reduce congestion far more, which would in turn improve the reliability of the services - it just does not make sense that at the moment it is significantly cheaper and quicker for me to drive from Sawston to a Park and Ride to get the bus in to Cambridge than it is to get a bus which stops less than 100 yds from my front door!
Sawston	Definitely Not	Probably	I am very worried about the depletion of our Green Belt and this GCP proposal would further impact on this land.
Sawston	Definitely Not	Definitely	The CSET (Yellow) route would have greater utility than the other route and while I understand the concerns and resentment that carving a totally fresh route through the countryside would create, if we are going to at least try to keep as much traffic off the road as possible, then the CSET route serves that purpose best.
Sawston	Definitely Not	Definitely Not	I believe a better long-term solution would be to revive local railway routes.
Sawston	Definitely Not	Probably	The sawston station would be too far from most of the village to be useful. Multiuse busways have already proved fatal in Cambridge. The cycle route would be longer and more remote than existing routes
Sawston	Definitely Not	Definitely Not	Leave things as they are. This is not required
Sawston	Definitely Not	Probably Not	i would prefer to see the reopening of the disused railway that runs between Haverhill and Shelford. We have had so much of our countryside developed in this area that it is time to think again about building new roads
Sawston	Definitely Not	Probably	Less intrusion on countryside
Sawston	Definitely Not	Definitely Not	In these post COVID times the provision of more park and ride sites is pointless.
Sawston	Definitely Not	Definitely	I don't want to see anymore countryside taken up with roads.
Sawston	Definitely Not	Definitely Not	We MUST protect our countryside and wildlife once it's gone it's gone FOREVER
Sawston	Definitely Not	Definitely Not	Both schemes have a huge impact on 'green' areas, the natural beautiful environment and wildlife. The route of the busway would have a significant negative impact on the local people because of the road crossings and the various traffic lights encountered. Also, if people were to use the 'stops' as indicated on the map, then an increase in local traffic to access these 'stops' which are outside the built up areas of the villages in question and the question would be ... where to people park ... or is one expected to walk/cycle to the 'stops' ... a negative impact on those with disabilities. As a resident in Sawston for 11 years ... formerly living in Sale, Greater Manchester ... the tram system there has seen significant improvements in the public transport infrastructure as well as a reduction in the in vehicular transport in/out/around Manchester. It has been such a success that there is an ongoing expansion of the system. In the most part, railway lines were used, upgraded or adapted. I would 100% support the reuse/renovating/revamping/recovery the old railway links through Gt Shelford, Stapleford, Sawston and Pampisford ... which would reduce the environmental impact and the project would be less expensive and less disruptive to local access and life. The transport problem only arises when one is closely approaching the Addenbrookes area ... there's no significant problem in the localities at present. Most jams in the last few years have been caused by the building of cycle paths and the improvement of some road junctions. I'm also aware that at present bus companies transport people to/from the biomedical campuses ... so why do we need a guided busway when there is already a workable scheme in place? Personally, if there was a rail link between Cambridge South to Sawston and beyond, I would have no hesitation to use it and leave my car at home in Sawston. There is no logical reason for the busway and its location of 'stops' outside the built-up areas of the villages in question unless there is a hidden agenda to build even more houses next to the busway on green land to justify the means. I would have no hesitation in giving my full support to the proposal put forward by Railfuture East Anglia.
Sawston	Definitely Not	Definitely Not	As the Metro is no longer an option. this Busway is a waste of public money and now serves little purpose. There are far better and cheaper options available,
Sawston	Definitely Not	Probably	If it is possible in anyway, to build on or improve existing infrastructure, then this is absolutely 100% the way we should proceed. Cutting into country side when it isn't a life or death matter, is utterly irresponsible in these current times of massive degradation to all environments on this planet. Frankly I think cutting into countryside in humanity's current state is ethically & morally repugnant!
Sawston	Definitely Not	Probably	The proposed route would dissect land where I walk daily with my dog and often run for exercise. It would have a severe negative impact on the landscape as well as my personal use of the area, and would seem to have a high carbon cost in view of the amount of concrete involved. I cannot imagine that the busway would significantly reduce traffic on the existing A1307 which already links the start and endpoints of the busway, and I cannot see how its construction can be justified financially or environmentally.
Sawston	Definitely Not	Definitely	Option A will impact the villages of Gt. Shelford, Stapleford and Sawston without being of benefit to any of them. The stops are remote from the villages - especially Sawston, have no car parking except for disabled, and at Stapleford and Sawston are not on a bus route or ever likely to be. Consequently people of these villages will still drive to one of the local P & Rs. Whereas Option A is disruptive and the whole route has to be completed before any benefit is seen, Option B is more constructive and can be built in stages with increasing benefits being seen as each stage is completed; all in a shorter time and lower cost than Option A. Option B has merit in that it can swiftly transport people between the Travel Hub / Granta Park and the Biomedical Campus without the disruption implicit in Option A at a higher cost benefit and in a shorter time.
Sawston	Definitely Not	Probably	Too much valuable green land and assorted habitats would be lost in the first option. There is also very strong local feeling against this option. The chance for restoring the train connection to Haverhill should be jumped at - cars off the road is what's required I believe is the policy.
Sawston	Definitely Not	Probably	If it is possible in anyway, to build on or improve existing infrastructure, then this is absolutely 100% the way we should proceed. Cutting into country side when it isn't a life or death matter, is utterly irresponsible in these current times of massive degradation to all environments on this planet. Frankly I think cutting into countryside in humanity's current state is ethically & morally repugnant!
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Sawston	Definitely Not	Probably	There are existing bus options in Cambridge, including the extensive Babraham Park and Ride and a direct bus route from Sawston (stopping Stapleford, Trumpington and other key villages) into Cambridge. In addition, this new busway will damage the greenbelt and destroy countryside villages, something which has already been tarnished with the



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			building of a new housing estate in Sawston. For those that work at Babraham Research Campus, there is already a shuttle bus which provides them with transport to and from Cambridge City Centre. I strongly oppose the new busway and implore another option to be found (possibly option B) or accept that there are enough options to travel into Cambridge.
Sawston	Definitely Not	Definitely	I think option B would disturb less of the countryside and current traffic and houses. I do agree that something is needed but feel like option b is the most appropriate solution.
Sawston	Definitely Not	Not Sure	I don't want te countryside torn up but another busway that I don't consider is needed if they have to add a new route it should use existing roads
Sawston	Definitely Not	Probably	Option A will destroy beautiful areas of countryside needlessly and potentially worsen traffic from Sawston to the Biomedical Campus where I work. I live at the South of Sawston and so the bus way stop is useless to me as I also have to drive to take my kids to nursery on campus.
Sawston	Definitely Not	Probably	Option A is a waste of taxpayers' money, will ruin the countryside, cause frustration at crossing points and NOT serve the residents of Shelford or Sawston.
Sawston	Definitely Not	Definitely	Less disruption to the existing countryside and and a much cheaper and environmentally option.
Sawston	Definitely Not	Definitely Not	I am in favour of the rail future proposal as opposed to the bus. This would be more beneficial and less disruptive to green land
Sawston	Definitely Not	Definitely Not	A road that would be used 5 % of its time compared to the existing one serving pretty much the same purpose is a pure non sense from all points of view I'm more in favour of using and improving the existing infrastructures
Sawston	Definitely Not	Not Sure	Option A We are very familiar with the area between Sawston and Babraham and we would not want to see new road development across the local countryside. Option B This is preferable solution to A but we would prefer to see a planning option making use of former local railway routes.
Sawston	Definitely Not	Definitely Not	A very small proportion of working commuting people use buses in Cambridgeshire. They're unreliable, expensive, slow and spit out blackExhaust smoke. The option of a bus route would require more disturbance to existing countryside land.
Sawston	Definitely Not	Definitely	How to spoil a lovely village by putting a Park and ride there which would produce even more traffic going through the village. To much of our countryside is being spoiled by projects like this. I also think it's a waste of money, £132,000,000 for approx 5.5 miles of worthless road.
Sawston	Definitely Not	Definitely Not	I would like to see the reopening of the railway between Haverhill and Shelford and option a would remove this possibility
Sawston	Definitely Not	Definitely Not	Cambridge is gradually absorbing every village that surrounds it, all of these villages already have buses that serve them, although they maybe a slower option than a dedicated bus route, they still only use existing roads. Yes, the roads DO need upgrading in some areas but will, most likely, not cause further damage to their local residents surroundings/habitat. Residents feel angered and dismayed at the constant destruction of green belt and of the beautiful Cambridgeshire countryside. It will be a very sad day if this were to go ahead, I am all for the Haverhill to Cambridge rail link being re-introduced but have doubts it will ever happen?!
Sawston	Definitely Not	Definitely	Reduced effect on environment. Greater local train links.
Sawston	Definitely Not	Definitely	I simply do not believe there is sufficient need or argument for the busway. Life is a balance and I see no justification for the destruction to the countryside and local communities. Apart from anything else, the intermediate stops barely serve' most of the populations of those villages, being at the extreme outskirts. A planner's fantasy, I would suggest.
Sawston	Definitely Not	Definitely Not	At a time when the planet is struggling due to human activity, why would it be sensible to destroy two beautiful areas in the countryside, when an alternative Haverhill to Cambridge railway line is already in place. I cannot believe that this proposal to destroy environmental sensitive area is being considered.
Sawston	Definitely Not	Probably Not	Because it is cutting through countryside. The traffic and infrestructure to build it will causehuge hold ups in all the surrounding villages. We have and are suffering from a housing site shutting Babraham road this last year and now its closed. Who would use this bus. Also there have been many accidents on the bus ways we already have.
Sawston	Definitely Not	Probably	A "Busway" is never a good idea. The locally renamed "mis-guided-busway" is a good example of why they are a failure.
Sawston	Definitely Not	Definitely Not	Far too much money and would destroy countryside.
Sawston	Definitely Not	Probably	I want to preserve our countryside
Sawston	Definitely Not	Definitely	Option A would cut across greenbelt, would not benefit residents of Sawston, Stapleford and Shelford; would encourage developments on either side of the busway. Option B would be cheaper and quicker to implement.
Sawston	Definitely Not	Definitely Not	The busway from Cambridge to Huntingdon is a waste of space. A railway from Haverhill would be better and used more and stop a lot of traffic through Linton.
Sawston	Definitely Not	Definitely	i am opposed to any more destruction of open countryside.
Sawston	Definitely Not	Probably	Knowing this area and the amount of congestion, especially at peak times, I can see that improvements need to be made. However, to carve through countryside as in Option B, seems completely counter-productive. It harms much more wildlife and the green belt as well as, I am sure, being much more costly than Option A. Using the margins of the 1307 seems to be the much better option.
Sawston	Definitely Not	Definitely Not	An amazing cost which will probably spiral out of control like the ridiculous roundabout outside Addenbrookes .
Sawston	Definitely Not	Probably	we need to protect the wildlife and the planet
Sawston	Definitely Not	Definitely Not	I really think Bus ways are the wrong solution we should look to long term infrastructure and rebuild the Rail network, A rail line can be used for freight as well as passengers Haverhill is an industrial area and would benefit greatly including passengers that could travel easily from Cambridge/ Shelford/ Sawston/ Linton to work in Haverhill instead of using personnel transport ie cars this would free up car parking spaces for other use ie recreation etc and lessen congestion on the A1307 a rail link is less likely to be closed due to snow etc
Sawston	Definitely Not	Definitely	Alternative B would, I believe, reduce cost, reduce impact on landscape and could be delivered sooner.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely Not	Definitely Not	Leave the countryside alone we do not need a guided bus or a railway line
Sawston	Definitely Not	Definitely Not	Waste of money, just like existing guided bus way
Sawston	Definitely Not	Definitely Not	Damage to countryside.
Sawston	Definitely Not	Probably	The proposed option a will cut direcy through greenbelt land with a high environmental impact. The contact points with local villages are at the very edges of urban areas limiting accessibility from the far side of each village
Sawston	Definitely Not	Probably	do not want to see any further unnecessary destruction of the countryside/green belt. previous busway construction was a disaster vastly over estimated cost and in need of modifications for safety and integrity
Sawston	Definitely Not	Probably Not	Happy with the existing bus service.
Sawston	Definitely Not	Definitely	We should protect green space and make better use of brown field sites, or other pre-existing infrastructure where ever possible. The preferred option A will cut through open fields, introducing substantial increase in traffic, pollution and thus greatly effect local residents. This seems unnecessary when an alternative exists. There is a lot of local opposition to the plan. Option A is also more expensive, we need to look after the public finances.
Sawston	Definitely Not	Definitely Not	Reinstate the railway which would be safer, more environmentally friendly
Sawston	Definitely Not	Definitely	Option B will have the least amount of impact on open area. Option A will take more open land away risking more flooding.
Sawston	Definitely Not	Definitely Not	Far too expensive as only morning and end of day need
Sawston	Definitely Not	Probably	Seems like a remarkably poor scheme that barely touches the edges of the three villages it passes through, so offers very little convenience for anyone wishing to use it but lives at the other end of those villages. Seems like the damage to the countryside, the ugliness of the scheme and the lack of convenience has not been considered at all. Also seems to assume that everybody working on either Granta Park or the Biomedical Campus is going to live in these three villages, which is unrealistic at best.
Sawston	Definitely Not	Definitely	Option A further damages our precious green spaces, impacting particularly on Gog Magog Downs. Also, its a hugely expensive project that was originally proposed as part of the now defunct Cambridge Metro scheme, which should have been reviewed following its demise. Option B represents a sensible approach to resolving traffic issues and has much less impact on the local environment. It also paves the way for the reopening of a Haverhill to Cambridge rail link, that would bring massive benefits to large villages such as Sawston and provide longterm green travel for South Cambridgeshire residents.
Sawston	Definitely Not	Definitely Not	Theres no need
Sawston	Definitely Not	Probably	The busway Seems designed to mainly serve commuters from beyond Cambridge while the impact is on the three local villages and the surrounding green belt area. The use of a bus lane on the existing road seems a cheaper and more harmonious solution.
Sawston	Definitely Not	Definitely Not	Prefer a railway.
Sawston	Definitely Not	Definitely	Option A damages so much of the existing green belt and gives no real transport benefit to residents of the villages (Gt Shelford, Stapleford and Sawston) that it skirts. Any 'local' bus stops are too far out from these villages and no car parking (except for disabled) is planned. Option B mostly follows an existing established transport route, preserves the green belt and is a much cheaper and quicker build. A bonus to Option B is that the option to reopen the railway line to Haverhill is not lost for ever.
Sawston	Definitely Not	Definitely	Busway's should not go near or through residential area's - there has been many accidents already (minor and fatal) associated with existing busways . They are a danger, not only to cyclists, but pedestrians and animals also. The existing main routes into the city has to be modernised (widened). NOT GO ACROSS LAND WHERE PEOPLE WALK AND CYCLE.
Sawston	Definitely Not	Definitely	It seems absolute madness to carve up the countryside when you have a perfectly adequate, well maintained well used arterial route into/out of Cambridge which has already had an expensive bike lane added. It will also be quicker to get into use rather than ruining beautiful countryside for a limited number of users. Also, the possibility of opening up and providing railway line would be useful for the greater community and be greener than using cars.Option A is a shocking waste of Tax payers money and a ruination of countryside and all fauna and flora currently sharing the area.
Sawston	Definitely Not	Definitely Not	These are daft ideas. Have you ever tried driving through Sawston and Babraham? I suspect you have not. The roads in Sawston are a disgrace, being potholed beyond measure. The village does not have a public toilet, a Bank and medical provisions suitable for the rapidly expanding population. To reach the 505 we have to drive towards Babraham, turn right at the t-junction and follow a most unacceptable very narrow road to reach a main road. We now cannot leave by Babraham and turn right to Newmarket or Haverhill. We are not newly arrived, having been here since 1969 and do not recollect any serious attempt to improve this so-called village.We do so hope that your tenure as the MP rides on the results of these matters. On present performance, retirement may be earlier than expected. We do make sure our opinions are shared. Our voting practices are changing fast.
Sawston	Definitely Not	Definitely Not	Disagree with extension of busway through countryside, instead of the regeneration of previous train lines
Sawston	Definitely Not	Probably	The CSET Busway is totally and completely unnecessarily destructive of the countryside.
Sawston	Definitely Not	Definitely Not	Our countryside is being depleted enough with building on greenbelt areas.
Sawston	Definitely Not	Definitely	I see more benefits in Option B
Sawston	Definitely Not	Definitely	There are already excellent bus routes from Sawston into the Biomedical Campus. There is no need for Sawston residents to use the new service. The proposed bus route splits up good agricultural land; creates additional traffic lights on existing already busy road infrastructure and creates a barren countryside to which we have all been a custom. The expense of Option A on taxpayers is out of all proportion when an existing route already exists on the A1307.
Sawston	Definitely Not	Definitely Not	Rail is best



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely Not	Probably Not	Reopening a train line seems like a way better option as trains provide a safer, more efficient and reliable form of transport. The bus routes cuts through valuable countryside that will affect areas where we walk dogs.
Sawston	Definitely Not	Definitely	No need for such a short route to make landscape damage where you can expand existing A1307 road.
Sawston	Definitely Not	Definitely Not	I am totally opposed to the destruction of our countryside for a very marginal improvement of transport links. The cost of either scheme is prohibitive. I think the long term re establishment of a light rail transport closely following the previous route from Haverhill to the new Cambridge south station on the Addenbrookes site is by far the most suitable solution
Sawston	Definitely Not	Definitely Not	Both ghastly ideas. Improve the bus routes around the villages. *****
Sawston	Definitely Not	Not Sure	I don't want to see a beautiful area of countryside and natural habitat destroyed unnecessarily when there are perfectly viable alternative options.
Sawston	Definitely Not	Not Sure	protection of our countryside when a perfectly good alternative route is possible. Option A does not help the villages of gt shelford or Stapleford and passes close to the Magog Down and NineWells, creating new road junctions controlled by traffic lights with priority given to the CSET buses.Option A would permanently prevent another possible alternative option of the reopening of the old railway line between Haverhill and Shelford.Option A would encourage the local planning authorities to grant building on the land surround Option A's busway.Option A would cut off valuable wildlife green corridors which are in drastic decline.
Sawston	Definitely Not	Definitely	Originally I thought Option A seemed good idea but with details of the route published, the amount of countryside swallowed up and the large bridges, I realized that I could no longer support it. The travel hub is on the wrong side of the A11 if you even need one.The reinstatement of the railway to Haverhill is the best way of getting cars off the road on this route, cutting pollution and protecting the countryside. Option B would be a temporary measure until the railway is built.
Sawston	Definitely Not	Probably	Green space is incredibly important to our health. Once developed, it becomes nearly impossible to regain. Why should we spend so much more to destroy our nature preserves?
Sawston	Definitely Not	Probably	I believe this new route fix the traffic problem in our area. Having a preferential dedicated bus lane in Cambridge city center will help better, where the traffic is very slow and makes the journey tedious. This way the bus will get in and out quickly. We will improve our current bus service without destroying our green belts.
Sawston	Definitely Not	Probably	I think Option 1 would be bad for the countryside, we are losing a lot of it already,and there be even more lost with the 1st. Option 2 would be much batterOption 1 would go straight through the countryside, Option2 would be better.
Sawston	Definitely Not	Probably	simply, the descruction of a large tract of important rural land and its biodiversity. the proposal does not negate the problems of the overloded volume of traffic on the adjoining A505.
Sawston	Definitely Not	Not Sure	Option A would mean that the trackbed of the old railway line is lost in perpetuity. A heavy/light rail option must be an option in the medium to long term.
Sawston	Definitely Not	Definitely Not	Once again swaves of farmland and country side being ploughed up when there are other options using existng structures or routes such as old disused rail lines
Sawston	Definitely Not	Definitely Not	Need to protect countryside and more bus routes are not the answer. Busways are dangerous and people have been killed. Bus drivers drive too fast and careless. Trains or trams are the answer.
Sawston	Definitely Not	Definitely	The stops are so far out of the villages I don't see any benefit to the residents of the area it runs through. It's just a bigger more dispersed park and ride isn't it ?
Sawston	Definitely Not		I am very concerned that such a scheme will remove yet more of our precious green spaces. The expense is horrendous and yet more cars would be on the road getting to and from the car park! We already have a more than adequate Park & Ride site at Babraham Road! How many would actually use the facility, preferring to drive and park at their places of work? There is an alternative, let us go for that and put the extortionate amount of money to better use!
Sawston	Definitely Not	Definitely	the GCP option would be a scar on the countryside, chopping up farming land. This would also encourage further urbanisation of land between this new road and the A1307. Present A 1307 should be widened without eating up into great swathes of pristine farmland.
Sawston	Definitely Not	Definitely	environmental damage course by option 2, should not be an option. A clearer impact for all users of public transport, not just access for Babraham campus. This should benefit all current users of a very slow public travel option. encouraging more people to get out of their cars.
Sawston	Definitely Not	Probably	I live in Sawston. Having to get to Babraham to travel to the Biomedical Campus/Addenbrooke's would be absurd. I can get bus citi7 for that, which goes through Sawston. Regarding travelling to Granta park, if I have to go by car to Babraham, I might as well go all the way by car.
Sawston	Definitely Not	Probably	Extending an existing route is better than building a new one
Sawston	Definitely Not	Definitely	A damages open countryside. For Sawston at least, the stop in A is too far out of the village to be walkable for most residents. The nearby roads could become cluttered with parked cars.
Sawston	Definitely Not	Probably	re Option 1 - destroys countryside, interferes with residents of Hinton Way, Shelford and Sawston.Option 2 looks far more sensible on paper - would it be in practice
Sawston	Definitely Not	Definitely	Less disruption to countryside, building on networks in existence must surely be advocating recycling, reusing rather than being wasteful.The congestion and construction of the proposed route will be detrimental to the countryside but our health as it will disrupt our village, and we regularly go for walks to the Magogs which, if we couldn't do, would affect our mental health too.
Sawston	Definitely Not	Definitely Not	These options would create far to much congestion at these new junctions and damage to much loved countryside.
Sawston	Definitely Not	Probably	Option A : Increased traffic on Babraham Road Sawston coming past our home as a short cut to the park and ride site at Babraham, And also the destruction of the country side less than a mile from where we live. Option B : Would be a better plan.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely Not	Probably	I emphatically oppose option A because 1) it prevents future development of better options (including the old train line), which would provide more benefit to the affected villages in the long run; 2) It would truly destroy the countryside and weaken the greenbelt's protections; 3) it seems to be based on an outdated and outlandish plan from a now-gone mayor and institutional inertia is preventing a review of better options. In general, I do support Option B with caveats. I would like to see the old Haverhill train line re-implemented with a stop in Sawston as Sawston needs trainline connection. More generally, I must express a cynical view that many of these infrastructure projects are handouts to large contracting firms and almost never provide the intended benefit to the tax payer. One must question who is ultimately going to profit from this, and why is it being rammed down our throats when there are better options. I cannot help but feel that the taxpayers of South Cambridgeshire are going to have buyers remorse while the big contractors walk away with fat paychecks, and property developers profit for years to come on the degradation of the green belt.
Sawston	Definitely Not	Probably	because dont think it should go across countryside spoiling those fields
Sawston	Definitely Not	Probably Not	Ian not sure that these proposals will improve congestion on roads . Would there be incentives with cheaper travel . Beautiful countryside could be lost for little benefit at great cost financially and environmentally
Sawston	Definitely Not	Probably	I do not want any more erosion of the countryside near where I live. Already some of the land has been used to build houses and I can only envisage more land being sold off to build more houses in the future if this option goes through.
Sawston	Definitely Not	Probably	Option A. Expensive, will rip through the countryside, there are better, cheaper and less invasive alternatives. There are also a number of issues with the existing busway to Huntingdon including - over budget, underused, much slower service than promised and possibly requiring a very costly repairs due to the problems in the design and wear. Fixing this huge pile of concrete is not going to be cheap. It won't be quick either. Option B. I'm not sure as there are alternatives, those revolving around Haverhill to Cambridge railway amongst others, that have not been fully explored. Until then it's difficult to say if Option B is the best option. However, if compared with Option A alone it is clearly a better choice.
Sawston	Definitely Not	Probably Not	I believe that if built it would quickly prove to be an under used and very expensive mistake. I have lived in this area for the whole of life (73 yrs.) and have witnessed the devastating loss of prime agricultural land to housing developments attached to existing villages with no apparent increase to their infrastructure and because of the ever growing distance from the existing commercial centres of these villages creating more and more traffic. We are told by the planning authority that most of the new residents will use bicycles and so we spend a fortune on extending cycle ways, have you personally ever studied the amount of use they actually get, I have. I think that you would be very disappointed
Sawston	Definitely Not	Definitely	Pristine countryside is an attribute of the region and should stay as such given there are alternatives that make a lot more sense
Sawston	Definitely Not	Not Sure	The proposed busway will cut through the countryside and destroy it. Also why bus? Can't Cambridge have a better rail connections?
Sawston	Definitely Not	Definitely	People would still have to drive to the bus stop!!!! I dont use buses (think pandemic) and do not shop in Cambridge as parking is so poor and expensive; access is useless. I sop in Saffron Walden & Haverhill. I have lived in Sawston in Hillside & Barham Road all my life, so I should know a bit about the local environment.
Sawston	Definitely Not	Definitely	Option A would cause a lot of damage to the countryside and be very expensive whereas Option B would be less expensive and by simply widening the existing road would impact less on the countryside but could still have a dedicated bus lane in both directions. Furthermore, Option A is on the very edge of all the communities, making it readily accessible to only a small proportion of each community.
Sawston	Definitely Not	Probably	Busway expensive. Takes long time to build. What do that when the A1307 is near and can be used. Against it for environmental reasons as well.
Sawston	Definitely Not	Definitely Not	Buses can travel on existing roads as they do now
Sawston	Definitely Not	Definitely Not	Feel that a railway station would be better use for everyone
Sawston	Definitely Not	Probably	Considering level of commuting from Haverhill to Biomedical Campus and Cambridge city and associated heavy traffic on high accident incidents A1307, it would be crucial to protect route of the long closed Cambridge/Haverhill railway to enable this to be reopened.
Sawston	Definitely Not	Probably	It's a very short road, how many people will actually use it? Cutting through open fields seems silly, expanding an existing road seems a much better option.
Sawston	Definitely Not	Probably	Far less damaging to the environment and the quality of life in the adjoining villages.
Sawston	Definitely Not	Not Sure	Ruining countryside
Sawston	Definitely Not	Probably Not	Re-opening / developing an existing railway line route is the common sense solution to avoid the devastating impact on both our essential rural green space and wildlife
Sawston	Definitely Not		I love public transport but this plan destroys more and more of the beautiful landscape around Sawston. If there is any money to spend then it is better to improve existing roads, also by making them safer for people on bikes. The whole project feels to me as if somebody needs something to do and has a lot of money to spend. A great landscape is an important value. Also, being a hunter's daughter (who never shot an animal) who has seen terrible accidents between wild animals and cars, I wonder if every new cut through the landscape also cuts through old paths of wild animals which could increase the risk of accidents. If there is money to spend on public transport - what about better and more information about bus times or other aspects to make the use of buses etc more convenient? Is there e.g. an app that tells the bus users precisely when a bus is where (like the one from Düsseldorf - Rheinbahn which is very precise and great when the timetables are unreliable)
Sawston	Definitely Not	Definitely Not	I would like to see the rail line reopened, creating more opportunities for local residents to commute.
Sawston	Definitely Not	Definitely Not	I don't agree with unnecessarily destroying green belt land when there is already an existing train line that can be used.
Sawston	Definitely Not	Definitely Not	I totally disagree with option A. What little countryside we have left needs to be preserved, and an unsightly bus way, car park and the baggage it will bring are not desirable in any shape or form across our land in South Cambs. The cost !! a staggering amount of money allocated which surely should be best spent more wisely if spent at all!! Basically I am not a busway enthusiast.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely Not	Definitely	I consider it is a better option to expand existing roadways than destroy the peace of our beautiful country side with more new roads / traffic. Option B would also negate the need for a new park & ride site at Babraham if it is possible to expand spaces at existing site at Shelford Bottom.
Sawston	Definitely Not	Definitely	Option A will take even more green belt land awayOption B will have less impact
Sawston	Definitely Not	Definitely	We believe that the busway budget £132m is set at that to get approval and is guaranteed to exceed this by at least 50%. The money would be better spent on the proposed A1307 bus lane and maintaining properly existing roads (particularly potholes !!!!).We do not believe many villagers from Sawston, Stapleford and Shelford would use the busway.
Sawston	Definitely Not	Not Sure	1) destroys countryside and runs too far from villages to make it practical to catch the bus for pedestrians. Plus if you allow the busway to split up the existing fields it is obvious that the smaller fields will then be sold to housing developers as no longer practical for farming2) how will a bus lane fit alongside an already crowded road?
Sawston	Definitely Not	Probably	Less damage to the green belt. Cheaper.
Sawston	Definitely Not	Probably	An adverse impact on the Gog Magog hills and surrounding countryside.
Sawston	Definitely Not	Definitely	Priority should be given to existing road infrastructure rather than creating something on the green belt. Also the existing bus services should be improved rather than creating a parallel route which need new buses.
Sawston	Definitely Not	Definitely	I don't see The value in having a park and ride in Babraham so close to the existing park and ride by Gog Magog as I don't think it will reduce pollution or improve access to Cambridge. Additional I don't think the it warrants the destruction of the natural landscape around the area. A Bus lane on the pre-existing route makes a lot more sense as the Road is never usually too busy and works with the bus routes already inplace along the road.
Sawston	Definitely Not	Definitely Not	Rather have a connecting rail line
Sawston	Definitely Not	Definitely	There are already plenty of options to access Cambridge from the south east.From the Sawston/Great shelford side there are buses. From the Haverhill side there is the Babraham park and ride.What the south of Cambridge needs is a more regular bus services linking the villages to the town centre, or easier and safer cycle routes. It needs to retain its green space at all costs with walkways and tracks. If you want to enable access from any villages south of the A11 and Sawston/Babraham you need a train service that feeds the centre of town and Cambridge South Station when it's built.
Sawston	Definitely Not	Probably	By doing option B it has less environmental damage, is more cost effective, will cause less disruption during building and when complete to local residents. Less noise pollution for local residents. Is more cost effective, hence allowing the possibility of re opening the old railway benefiting more people.
Sawston	Definitely Not	Probably	The proposed busway would not be in my favour personally. Having lived in Sawston for the past 15 years, a lot has changed in the village - not for the better. The new housing estate being built either side of the Sawston-Babraham cycle path is a complete nightmare, the noise levels as a result of the road works is never ending alongside the traffic. My family and I chose to live in Sawston due to the green land surrounding the village, yet this has already been disturbed by the huge housing development, with the proposed busway set to ruin the remaining countryside around the area. Sawston as a village is already overcrowded, without the unnecessary number of people that will be passing through as a result of the proposed busway.
Sawston	Definitely Not	Probably	My family moved to Sawston several years ago as we loved the area. Since then, the housing development spreading across the Sawston-Babraham cycle path has taken over the village, with constant noise and road works, taking away the countryside we moved to Sawston for. The housing development has taken over one field and is set to spread across the field opposite, continuing to overcrowd the village and add to the traffic. Furthermore, I believe there are plans for Cambridge United to have grounds in Sawston. The proposed busway will only worsen these issues, destroying the surrounding land, wildlife, dog walking areas and scenery of the village.
Sawston	Definitely Not	Probably	We already are seeing much of our fields and greenery swallowed by housing developments between Sawston & Babraham which ultimately will put a strain on our already fragile infrastructure and deteriorating wildlife - the addition of option A will further contribute to this also ruining aesthetic landscape and surrounding fauna.
Sawston	Definitely Not	Definitely Not	Why ruin more countryside around Cambridge which has two nature reserves near by which were created to protect the area. Hinton Way is already busy with traffic going to Cambridge and Haverhill. This plan will also cost a lot of money.
Sawston	Definitely Not	Definitely Not	The countryside here is very precious and included several important nature reserves, which will be threatened by these proposals. The landscapes will also be ruined for future generations. We moved to this area of Cambs partly because of the green space, a decision we are pleased to have made, particularly around 2020 when the peace and quiet of the local countryside became a respite from social isolation.
Sawston	Definitely Not	Probably	The busway is a huge expense and cutting through fenland is hugely detrimental. An extra lane on an existing road would be a much better option.
Sawston	Definitely Not	Probably	The preferred GCP option states that it serves the local communities. However, the local communities don't just want to travel to the Biomedical campus. We live here because it is a rural landscape. The landscape is part of the community and provides our recreation and mental health, what we see everyday, and our very reason for living here. The proposed route cuts across some of the most treasured areas in a visually invasive way and clearly turns the entire area from a rural landscape into a semi-urban one. Yes, this is always an issue with development. But when there is an alternative that would achieve similar transport links without the wholesale conversion of our community landscape to an urban look, then one suspects that the communities affected are not being listened to, and the villages are being sacrificed to solve a traffic problem in the City of Cambridge. That is simply unjust.
Sawston	Definitely Not	Definitely	There is already an established route A1307) that can be upgraded to accommodate buses, cycles and cars. There is no need to destroy the rural landscape and biodiversity for a route that is only a few miles away that runs almost parallel to an established route.
Sawston	Definitely Not	Definitely Not	Too much environmental damage, we need our fields and hedgerows not tarmac and concrete, it is a dreadful damaging idea, a scheme that would rob future generations do countryside to satisfy easier travel now, huge huge mistake, it is criminal to even think of ruining so much countryside, I would never support any politician who supported this travesty
Sawston	Definitely Not	Definitely Not	Fields destroyed. Local environment impacted by works including the disruption of local natural habitats.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely Not	Definitely Not	Hinton Way hub is over 2 miles from the centre of Shelford. No parking except for the disabled and cyclists. I have been unable to find mention of a shuttle service. How are we expected to get there?, It would be easier to take ones car and go across the road to the Park & Ride.
Sawston	Definitely Not	Definitely Not	The reason is that the whole idea is to supply a public transportation that encourages people to leave the car at home both routes are only beneficial to the bio campus not the villages that they are circumnavigating
Sawston	Definitely Not	Definitely	Firstly, This route does nothing to help Sawston as far as I can tell. We already have a degraded Citi 7 service serving the Town Centre that was introduced in January 2022 neither does it have an obvious link up with Wellcome 'Building jamboree project' near Hinxton and it will not help with the Pampisford Business Park expansion either. Secondly, and I cannot put it better then this paragraph from Cambridge Past and Present: 'As well as the impact of this new road through the countryside, it will sever farmland on the edge of villages, which will put this land at much greater risk of future housing development, which will degrade the Green Belt countryside further. Already developers have put forward proposals to build on this land in anticipation of the bus road. I cannot put my objection better then this paragraph from Cambridge Past and present: 'As well as the impact of this new road through the countryside, it will sever farmland on the edge of villages, which will put this land at much greater risk of future housing development, which will degrade the Green Belt countryside further. Already developers have put forward proposals to build on this land in anticipation of the bus road.'
Sawston	Definitely Not	Probably	Not enough people will use it to warrant the expenditure. It ruins the countryside and you will still need a car to use it! Surely you need a route closer/or through the villages so people can walk to use it?
Sawston	Definitely Not	Probably	I understand the need for an improved transport link, but would never use it myself. Reopening the existing train line seems a far better idea as it would useful for all, rather than just workers at those specific sites.
Sawston	Definitely Not	Probably	Greenbelt should be protected, and option a total waste of money
Sawston	Definitely Not		Various reasons, but mainly because I'm utterly fed up with the needs of minority / special interest groups being placed over and above the majority who want to drive. Given that this is about eliminating capacity constraints, spending millions building a new road that will benefit almost nobody seems a colossal waste of taxpayers' (i.e. our) money.
Sawston	Definitely Not	Probably	I don't see any positives to damaging countryside when there are already road and rail options available. Why would you build something brand new at great expense both financially and environmentally when you can utilise what you already have at a low financial cost and with little to no environmental repercussions. It literally makes no sense to me!
Sawston	Definitely Not	Definitely	I note that the impact on Sawston is mentioned far less than that on Shelford and Stapleford, but as resident of Sawston for over 30 years, I am very concerned about the impact on our village and as the countryside that surrounds it is already being built on, any further development must be carefully thought through. I support Option B because we do need reliable, cost effective public transport and many more safe cycle paths and we must reduce our reliance on cars. The roads are so busy, but also really fast nowadays and very few want to make allowances for passing cyclists.
Sawston	Definitely Not	Definitely	Use of open existing routes and avoiding destruction of countryside
Sawston	Definitely Not	Probably	Do not think that number of people traveling to biomedical campus from Babraham park and ride justify spoiling fields and countryside.
Sawston	Definitely Not	Definitely	we must not destroy country side - appalling to simply cut through countryside instead of consolidating routes already present .
Sawston	Definitely Not	Probably	The A1307 route achieves the same thing as the GCP's option with less disruption to the environment.
Sawston	Definitely Not	Definitely Not	Too limited in scope and capacity
Sawston	Definitely Not	Definitely Not	As the present roads and footpaths in Sawston cannot be maintained (too expensive is the answer bleated by councillors) why would we be asked to put up with more roads which won't be maintained.
Sawston	Definitely Not	Probably	Environmental concerns
Sawston	Definitely Not	Probably	Option A goes through green belt and favourite walking places . The road doesn't serve any of the villages as it is too far away from them. Only the people on the far edge of the village could use them and they would still have to walk some way. It would be 11/2 miles or more from us. There already is a reasonable bus service from Sawston where I live. It would be a complete waste of money and an eyesore.
Sawston	Definitely Not	Definitely	It's an cheaper option that doesn't destroy large area's of the green belt and opens up the opportunity to reopen the rail links, potential reducing road traffic.
Sawston	Definitely Not	Probably	I can't see the point of this road. There are other routes to Cambridge. Better to widen an existing road than spoil the countryside by adding a new one. Reopening the old train line would be far more useful for transport links.
Sawston	Definitely Not	Definitely Not	Not enough information has been given as to who will benefit. The people who won't benefit are those who live around the two routes
Sawston	Definitely Not	Definitely	It seems ridiculous to cut through precious countryside for Option A when we could make use of existing infrastructure... also Option B will cost a lot less money!
Sawston	Definitely Not	Definitely Not	It would not be cost effective way of transport. It is unnecessary when an old railway line could be used.
Sawston	Definitely Not	Definitely Not	I enjoy walking and cycling in unspoilt countryside, a concrete bus motorway will totally ruin my enjoyment and mental well being I strongly object
Sawston	Definitely Not	Definitely	I was against the green route from the initial options consultation because (i) it is all in the green belt, (ii) it creates an additional traffic route into the city rather than strengthening existing traffic routes, (iii) it would attract ribbon development along it, (iv) it would be harmful to the environment and the good agricultural land through which the cam metro would run, (v) people would park their cars close to the pick-up points event though minimal parking is proposed, creating congestion and increased traffic and pollution locally.
Sawston	Definitely Not	Definitely Not	Too much destruction of the countryside between The Biomedical Campus and the start of the route



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely Not	Definitely	Creating a route across countryside is not sensible when an already partial route along an established road is an option. The A1307 option is surely cheaper as it appears shorter and the route, in general, already determined
Sawston	Definitely Not	Probably	I worry about the potential damage caused by two new bridges over the River Granta for a transport project carving up the greenbelt that may not ever be used to its full potential. Fewer people are commuting now that it is known how effective home working is for part of the working week. The bus lane alternative would effect farmland at the side of the existing A1307 rather than huge areas of land during construction and for the busway beside the very sensitive and threatened River Granta, a chalk stream.
Sawston	Definitely Not	Definitely Not	There is absolutely no need to go through green belt land between Stapleford and Sawston- the traffic is never an issue so the bus could easily make use of existing roads. The hub' is not even in Sawston, it's in Babraham thus making it difficult to access for people in Sawston, especially south of the village. As a female I do not welcome the idea of getting a bus back in the dark then having to walk in the dark the long and potentially dangerous walk back into to the village.Sawston is the biggest village in south Cambs and neither option will be of any assistance to those living in the village, it seems entirely for the benefit of drivers coming from Linton/Haverhill.Option B is building too close to Wandlebury and dozens help the residents of south Cambs.Once built it would become much easier for further building on the green belt, which I am strongly against.We need cheaper more frequent public transport and safer cycling paths
Sawston	Definitely Not	Probably Not	Destruction of countryside. Homeworking will reduce bus usage. Other environmental options are available.
Sawston	Definitely Not	Probably Not	There is already a Park and Ride site, Babraham Road,only a few miles down the road from the new proposed site. It seems a tremendous amount of money to spend. I don't think the extra bus lane would be very helpful apart from the section from the existing P and R site to the new Cambridge South station.
Sawston	Definitely Not	Probably Not	The link bus lane to Cambridge could benefit commuters.
Sawston	Definitely Not	Definitely Not	Busways are unsafe, not green and a blight
Sawston	Definitely Not	Definitely	Option A should have been rejected in the first place due to the irreparable damage to it will cause to the greenbelt. Aside from that, making use of existing infrastructure (in the form of the A1307) simply makes sense and should be pursued wherever possible, as it is here.
Sawston	Definitely Not	Definitely	We need to protect our countryside. Option B should have been the preferred option in the first place
Sawston	Definitely Not	Not Sure	A is a waste of taxpayers money & environmentally unfriendly.B not in favour of bus lanes.
Sawston	Definitely Not	Definitely Not	I am opposed to any plan to carve up the green belt surrounding Cambridge, especially the Magog Down. The idea of new road junctions, traffic lights, an unacceptable rise in traffic would exacerbate the existing horrors of getting into Cambridge. (It was a very bad decision to have the Biomedical Campus on the south side of Cambridge, when a better option for several reasons would have been North Cambridge). The damage cannot be undone and I am extremely concerned about the effect on the Campus when completed, which is why I recommend continuing to build should be halted and moved to North Cambridge. I suspect thousands of people will be required to service the Campus and where are they going to live and how are they going to get into Cambridge? Many will not be able to afford to rent/buy in South Cambs because house prices have increased to an unprecedented level in recent times. Then there's the noise and pollution levels that will undoubtedly be incurred. The railway line that once linked Haverhill to Cambridge should be reinstated, with the possible addition of a station to support the Biomedical Campus.
Sawston	Definitely Not	Probably	It would be too much damage to an already vulnerable environment
Sawston	Definitely Not	Definitely Not	I find there is NO benefit to the residents of Sawston! £130m would be better spent on improving the current infrastructure. Spending £130m on reinventing the wheel is insane! I am from Willingham and saw the significant over cost to complete that guided bus way which to date is still a point of contention to the local residents!
Sawston	Definitely Not	Definitely	Value for moneyNot carving up the greenbeltAllowing for the railway to Haverhill to be resurrected
Shelford Bottom	Definitely Not	Definitely Not	My house is opposite I strongly oppose
Shelford Bottom	Definitely Not	Definitely	The A1307 virtually links the destinations with much less cost and disruption to the countryside
Shepreth	Definitely Not	Definitely Not	If South Cambridgeshire has money available for infrastructure then create a decent useable Ring Road around the East and South of the City. Don't fritter it away on schemes such as this that do not warrant it. Enlarge Trumpington Park & Ride as previously proposed.
Shepreth	Definitely Not	Not Sure	I do not support further sectioning up and destruction of countryside or farmland. Ever. The option B - might work but the route already gets congested; bus lanes would need not to add significantly to this and the travel hub would need to be fit for the future (hold adequate vehicles!) too. And I potentially need to get to the CBC in the future so am keen to see sensible solutions in place
Shepreth	Definitely Not	Definitely Not	We need to be far more careful with our very limited countryside
Shepreth	Definitely Not	Definitely	Too much of the green belt around Cambridge is under threat. We should be protecting our important open countryside for the benefit of residents well being, peace and quiet, habitats for wildlife and farmland for local food production
Shepreth	Definitely Not	Probably	I am unconvinced that dedicated busways are an appropriate solution to public transport provision. This view is influenced by the existing busway from Huntingdon to Cambridge which I consider inflexible, expensive and underused, It also poses a danger to cyclists and pedestrians using the parallel pathway.
Shepreth	Definitely Not	Probably	I believe the expense of option 1 and environmental damage that would ensue to the countryside would be too great.Option 2 is a compromise and would offer improved public transport links.
Shepreth	Definitely Not	Probably Not	I think the environment should be protected
Shepreth	Definitely Not	Definitely	We live in a beautiful county which is being slowly but surely destroyed by development. Where development is essential we have to accept it, but this is not essential there is a perfectly reasonable alternative



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Shepreth	Definitely Not	Probably Not	Little demand for such a route.Destruction of countryside.Traffic pollution.
Shingay Cum Wendy	Definitely Not	Probably	Option B should provide the necessary route into cambridge at a much lower cost
St Ives	Definitely Not	Probably	I'd be very concerned as to the robustness of the busway costing scheme following the fiasco on the St Ives busway. What was the final true cost of the St Ives busway - does anyone know?Where does the funding for the ongoing busway maintenance come from. A levy on the bus operators of the council tax payers. A rail solution would come from with central Network Rail opex funds.The scheme mentions public recreational access alongside the busway. There are un-resolved issues with this benefit on the existing St Ives system following two accidents and intervention from the ORR.Was a tram/train option considered for the re-opened railway. This would provide a solution at a lower cost than conventional heavy rail with many of the benefits. A battery powered tram system could be use to deliver zero emissions. this could recharge on the Cambridge end of the existing rail system.
Stapleford	Definitely Not	Definitely	A greenbelt busway will annexe surrounding greenbelt land (notably around Stapleford, where I live) and make it a target for further development. This is arguably the most significant threat to greenbelt in Stapleford for a generation. Plans will also dissect long views from Magog Down. Buses will only be electric when on city roads, switching to polluting diesel/petrol when they cross the countryside. Particulate pollution from rubber tyres will add to the problem. Parking at busway stops is minimal, resulting in all-day parking on surrounding village roads. I could go on...
Stapleford	Definitely Not	Probably	Because it will destroy the green belt in this area and cause a lot more traffic hold ups on roads that it will cross, these roads are already busy roads. option B would seem a much more sensible scheme, as it will not intrude on the green belt as much.
Stapleford	Definitely Not	Probably	Given their is an existing roadway, I feel it makes more sense to optimise that instead of ruining countryside.
Stapleford	Definitely Not	Probably	Option A cuts through green belt and the stops for Stapleford and Great Shelford are to far out of the villages to be of any use.
Stapleford	Definitely Not	Probably	Investment should be made to existing infrastructure to improve the services we have already in place and preserve the countryside.
Stapleford	Definitely Not	Probably	Option A is expensive and pointless as the stops are located outside of the villages so difficult to get to. It will also have an extremely negative impact on the green belt area.
Stapleford	Definitely Not	Probably	The lockdowns because of COVID have confirmed that the countryside should be preserved. Why spoil our vistas and countryside, which in turn affects our mental health and ruins natural habitats? No way should we carve a huge transport route through the farmland and countryside.
Stapleford	Definitely Not	Not Sure	With option A - The countryside that they wish to build across is totally irreplaceable and must be protected at all costs from such muddled thinking destruction, which no doubt would then be followed by infilling development. The local communities use thus countryside day in and day out and the local farm track has provided a life line to many people, especially during lockdowns. We just don't want this destroyed. It's used daily by walkers, dog walkers, runners, cyclists, horse riders etc from all walks of life, Therefore route b is better.
Stapleford	Definitely Not	Definitely	1. The off-road route is environmentally damaging, destroys open countryside, and spoils a special landscape. 2. It makes it much more likely that it will open up the greenbelt for development.3. The Option B can be built quickly at a fraction of the cost, delivering most of the benefits of Option A.
Stapleford	Definitely Not	Definitely	it seems wrong to cut across the country side, when there is a route available,and also shelford/stapleford are well connected to cambridge so there does not seem the need for the route to connect to them
Stapleford	Definitely Not	Definitely	The proposals denigrthe green belt and are inappropriate when alternatives are available. The traffic problem in Cambridge is minor when compared with other major cities - also I believe the cost per commuter to subsidise this is inappropriate. The GCP preferred route is too far from the bulk of Shelford/Stapleford residents.
Stapleford	Definitely Not	Probably	I am not in favour of option A because of the destruction of the local countryside, the impact on local residents quality of life and the cost. There is a significant chance of infill housing being built between the busway and the existing village further destroying the open view and ecosystems. Local services such as the GP surgery are already over subscribed. The proposed stops on Hinton Way and Haverhill Road are too far out of the villages to be any use to local people as there will be no parking (except for a few disabled spaces) so, unless you are fit and able to walk or cycle to the stops they are not easily accessible. With many more folk working from home the need for new transport systems should be reassess so the best scheme is chosen. I don't know enough about scheme B to comment but it seems a much better less destructive option.
Stapleford	Definitely Not	Probably Not	No reason to go straight through the countryside and nature reserves when there's a perfectly good route already in place they could use. And no advantage for any of the villages it goes near, eg Stapleford, Shelford
Stapleford	Definitely Not	Probably	the Busway is unnecessary and goes through Green Belt. Preferable to use existing routes with upgraded facilities
Stapleford	Definitely Not	Definitely	GCP's preferred option (A) will have a major effect environmentally in terms of incursion into the Green Belt around Cambridge and increased urbanisation of an area of significant chalk-based countryside. It will also leave pockets of land (within the Green Belt) that developers will attempt to have released for housing. This has already been seen in the Call for Sites as part of the new Greater Cambridge Local Plan. The cost-benefit analysis using Dept of Transport analysis for the busway has always been poor. The quantity of embedded carbon arising from a completely new busway will be immense.The alternative option (B) of adding sections of new bus lane along the A1307 avoids many of these issues. Only limited new road development and loss of Green Belt. It only takes a small reduction in private car use to remove congestion on the A1307 as seen every school holiday and also during the lockdowns caused by the Covid-19 pandemic.
Stapleford	Definitely Not	Probably	Would protect our beautiful countryside.
Stapleford	Definitely Not	Probably	Option A cuts through beautiful and well used countryside, particularly around stapleford (Magog Down). And the proposed stop is so far outside stapleford village that it would not be useful for residents.
Stapleford	Definitely Not	Definitely	Option A would have severe detrimental environmental impact , spoil the character of Stapleford village that I live in and cut across land impacting on wild life & the Bury Farm track that many of us enjoy walking along with our dogs or run or mountain bike to Babraham woods



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Probably	Countryside should not be carved up with z new bus way which ultimately will lead to more development. What evidence is there to show that this route is actually needed especially post COVID?
Stapleford	Definitely Not	Definitely	The A1307 is an established transport route with sections of dual carriageway already in place. There are also wide verges that would allow for potential expansion rather than carving a new route through the green belt. With the proposed bus stop locations in Stapleford and Shelford the usage from these villages will be low and the disruption to Hinton Way and Haverhill road significant.
Stapleford	Definitely Not	Definitely	Option A is not value for money and it makes no sense to divert across the greenbelt in order to service shelford and stapleford as it's on the outskirts of the village and there is already a centrally based train station. So option B makes much more sense. There is little evidence there is support for option A from shelford or stapleford villagers.
Stapleford	Definitely Not	Definitely	B is quicker to deliver benefit and cheaper (and had it not been badly designed would have won the initial consultation). A is expensive and has a poor business case with several flawed assumptions. It is also unclear if the future is bus v light rail and we do not yet have the data for post-pandemic travel patterns to properly assess.
Stapleford	Definitely Not	Probably	I oppose cutting through green belt surrounding Stapleford as I believe houses will then be allowed to until, farm land will be lost, and the unique character of the village will be lost. Having a stop in Stapleford will increase traffic in the village and yet not serve the needs of the villagers themselves.
Stapleford	Definitely Not	Probably	This offers sensible transport improvement for travel to the science parks while keeping open the option to explore alternative long term plans that follow existing or historical transport routes, which has a good logic.It avoids destruction of greenbelt, which should only be considered when there is clear and certain benefit and no alternative option.PS - thank you for your involvement in challenging the original scheme and sending this questionnaire.
Stapleford	Definitely Not	Definitely	The proposed busway will do enormous damage to s sensitive section of Green Belt countryside on the south side of Cambridge, not only itself, but in providing a de-facto boundary for further development of the Green Belt around Great Shelford and Stapleford. At £130m for an 8km busway, it also provides very poor value for money for the taxpayer compared to the cheaper alternative of a bus lane n the A1307.
Stapleford	Definitely Not	Definitely	Option B preserves the Greenbelt.
Stapleford	Definitely Not	Definitely	Option A would (i) ruin the green belt north of Stapleford and Shelford, both of itself and by acting as a natural boundary for further in-fill development of the green belt, (ii) ruin the green belt east of Stapelford with an extremely high bridge over the river, spoiling the only easy-access to the countryside from Stapelford, (iii) not provide meaningful transport for those communities, since the bus-stops are too far out from the centre of the villages (much better to improve existing bus services that pass through the viillage centres), (iv) block Haverhill Road and Mingle Lane in Stapleford with traffic, caused both by traffic halted by the new road crossing and by commuter cars parked all along those roads (v) thereby restrict transport access into Cambridge and elsewhere for Stapleford residents (vi) by off-road parking turning the grass adjacent to Stapleford recreation ground into mud (highway boundary is set back too far to prevent this), (vii) be extremely expensive and poor value for moneyOption B would (i) serve the science and industrial park communities intended to be served by the busway extremely well and with a faster service than Option A (ii) reduce rather than increase commuter traffic and ease the flow of that traffic flow through Stapelford by not acting as a magnet for parked commuter cars and by avoiding road crossings (iii) maintain the greenbelt and the countryside access and character of Stapleford (iv) reduce costs enormously (v) reduce delivery timescales.
Stapleford	Definitely Not	Definitely	I am against removal of land from the Green Belt and also the inevitable creation of 'opportunist' development land along its rote.
Stapleford	Definitely Not	Probably	The GCP route will destroy greenbelt land and bring with it significant residential development- for which the region does not have available water resources or a plan to develop these. Ultimately whatever style of housing is built this will negatively impact biodiversity. Housing in Stapleford will be stranded between the busway and railway, with public access to these means of transport separated by about 1 mile! The proposed GCP solution does not actually enable modal shift away from cars given that it starts/ ends at park and ride (let's get in the car again!), and will not reach into Cambridge city. Finally, using DfT methods it is proven to offer POOR value for tax payers money. For those reasons I cannot support the GCPs proposals- which were poorly consulted on, by an organisation with opaque governance. In comparison widening an existing road to offer better public transport will be fast, cheap and effective.
Stapleford	Definitely Not	Definitely Not	Carving up the small pockets of open countryside left in this area would be so damaging to the local environment and wildlife, separating pockets of countryside in this way is well known the world over to be so detrimental to wildlife. There are so many roads in this area that could be improved and existing routes altered if needed. If you walk down the path of the proposed route past the gogs, you can even see the roads parallel on your left and right, it makes no sense to build a further route down the middle. We all know there is a climate emergency, this plan goes against everything we should be setting up for the future.
Stapleford	Definitely Not	Probably	I think there is a general erosion of the greenbelt around Cambridge, yes we need good transport links into Cambridge, but these shouldn't be at the determent to our green spaces.
Stapleford	Definitely Not	Definitely	To avoid unnecessary building on the Green Belt and to take advantage of readily available A1307 roadway.
Stapleford	Definitely Not	Definitely	Option A (New Busway), a wide tarmac/concrete swathe, cuts right across valuable greenbelt countryside - this destruction is permanent and ruins a precious part of the Cambridgeshire countryside. Option B is far less destructive, less expensive, and could deploy modern hydrogen buses to reduce pollution.
Stapleford	Definitely Not	Definitely	We don't need a 30 foot wide concrete road running empty diesel fuelled buses. The Babraham campus doesn't need a bus lane to connect to the city.
Stapleford	Definitely Not	Definitely	The proposed bus route through Green Belt backed by GCP is incomprehensible when a route running alongside the 1307 would not only be much cheaper, but would achieve the same end without slicing through beautiful countryside, leaving the opportunity for more development.
Stapleford	Definitely Not	Definitely Not	I have grown up in this area and believe that there are better options to relieve the traffic from the A1307. As working habits have changed over the pandemic and people working from home 2-3 days a week, the pressure on the road is more concentrated by schools and the hospitals. A better focus on individuals and their habits could relieve the traffic without significant change to infrastructure but rather cater to their needs. A more flexible and modern approach is needed before ruining pristine countryside. W
Stapleford	Definitely Not	Probably	The infrastructure for option A would be disproportionate - too much sacrifice of greenbelt land for too little gain. Much better to improve existing roads. I am also unhappy about the potential for infilling if Option a goes ahead.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Definitely Not	People have changed their work habits since the pandemic. There is no justification for a busway destroying the green belt, which is already being destroyed by the retirement village construction. Nature, which more people have come to value as a result of the pandemic, is under great pressure from construction and development. , Habitat loss leads to more biodiversity loss. Green belt is Natural Capital and must be factored into every decision. The railway line exists and just needs to be reopened.
Stapleford	Definitely Not	Probably	Where to start?1. Our climate commitments mean we have to reduce the numbers of cars on the roads even taking into account the rapid adoption of electric vehicles. This will create more space on the roads for buses and make the busway irrelevant.2. Wanton destruction of the green belt and the inevitable development that will ensue.3. I've not seen a good assessment of the carbon impact of the busway. The concrete required for construction will have enormous emissions. The whole scheme will also lock people into using their cars to get to the travel hub.4. Although a cycle and pedestrian track will run alongside the busway, another death in December on the existing busway shows that the safety requirements need rethinking to ensure they are robust enough to prevent any further loss of life.
Stapleford	Definitely Not	Probably Not	Environmental damage, encroaching on green belt sets precedent for more developmentAdditional congestion on already very congested routes, particularly through Shelford/Hinton Way
Stapleford	Definitely Not	Definitely	The environmental damage to the Green Belt at the foot of the attractive and historic Gog Magog Down Hills and also to the residential areas of Haverhill Road and Hinton Way, including creating considerable traffic congestion and air pollution, together with the huge cost of this GCP proposed scheme is an unacceptable price to pay for a scheme that is not guaranteed to succeed. Even GCP's own calculations show that the business case for the scheme is extremely poor.
Stapleford	Definitely Not	Probably Not	More destruction of the greenbelt for a method of transport which will be of very limited use to most people who live in the village. It's too far from the centre of the village.
Stapleford	Definitely Not	Probably	I object to the greenbelt being built on, this project is hugely expensive and against all the advice re the environment. It will impact on the Magog Down which is such a special place.
Stapleford	Definitely Not	Definitely	All users for option A would be to and from Babraham and villagers further south. Option A allows is good for them but would not be used by anyone in the larger settlements of Sawston, Shelford and Stapleford, as there is an existing off-road cycle path that would be shorter. Option B does not destroy countryside and would improve access into cambridge from Babraham and other southern villages.
Stapleford	Definitely Not	Definitely Not	We are already having green belt land built on in the form of a retirement village that is not needed and this feels like it's just part of Carter Jonas plan.We have a very bio diverse nature surrounding us with the Gog magogs dernford pit and fields and all we face now is urban sprawl and our villages being swallowed up by the city.Keep our villages rural
Stapleford	Definitely Not		I've been aware of all this for many years.The GCP route has become ridiculously grand for such a short link (originally intended to connect Haverhill).Cambridge PP&F's ideas now are very similar to mine - & quite acceptable.
Stapleford	Definitely Not	Definitely Not	Unnecessary and will not be used.Better existing buses and better cycle paths.This is clearly designed for executives at the science park who will never use it
Stapleford	Definitely Not	Not Sure	The "Option A" across virgin Greenbelt is pure vandalism and totally not necessary to achieve the goal of modal shift to public transport. "Option B" I'm not convinced is even necessary either. There is a perfectly good bus service already along the existing road (which has in any case already had extra bits of Bus Lane added to it as strategic points such as the A11 roundabout, since the GCP first embarked on this project many years ago). The only real problem with the existing A1307 buses is their lack of frequency; price is also an issue, although at least Stagecoach have actually reduced fares a bit in 2022. Journey time along this section of the A1307 is perfectly adequate as it stands, without additional bus priority measures. What we really need, and soon, is Congestion Charging to discourage car use, in conjunction with much greater frequency of buses along all the existing routes. That would be a great - and cost-effective - place to start. Then explore additional support for other routes, maybe using something like the 'TING' demand-led service that is being trialled successfully near Huntingdon.
Stapleford	Definitely Not	Probably	Option A would concrete over Green Belt land and be inaccessible for most locals. Costings presented for this route are wildly imaginative and need serious due diligence and there are better, and cheaper, alternatives that would actually be of some use to locals
Stapleford	Definitely Not	Definitely	It would be a visual disaster to cross the open fields below Gog Magog Downs.
Stapleford	Definitely Not	Definitely	The building of such a roadway (measuring up to 14 metres wide) across open countryside is an absolute disgrace - there must be more cost effective schemes available, such as the new bus lane proposal referred to in Option B above, that would not result in the countryside being ruined in such a way. I don't believe there is general support for this proposal.
Stapleford	Definitely Not	Not Sure	A projected eyesore across green belt land which our PM says is protected. Alternative disused railway line would be better option if busway is necessary which is doubtful. Not necessary if good bus services are in place including express bus service into city
Stapleford	Definitely Not	Definitely	Unnecessary cutting through valuable farm land and into green belt Overdevelopment of the region.If the busway is allowed, development will follow between the route and the edge of Stapleford village which currently has a discrete boundary.Less need now home working is more prevalent.Adequate road (A1307) which could easily be widened at far less cost. Extortionate cost of the scheme which represents bad use of tax players money for insufficient benefit.
Stapleford	Definitely Not		The proposed Busway scars the S Cambs Green Belt and opens the way for further development; whereas a new bus Lane along the A 1307 with a short link to the Biomedical Campus would avoid both of these damaging consequences.
Stapleford	Definitely Not	Definitely	The GCP's preferred option takes away significant productive agricultural land (including severance and injurious affection), takes no account of local attitude and adds nothing to the villages affected by it.They have taken no notice of the comments from parish councils, conservation bodies, locals and other affected parties.
Stapleford	Definitely Not	Definitely	Avoid damage to the green belt - flora and fauna where possible.Extend exiting development only.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Definitely	Destroying a huge amount of countryside across farmland, woodland and then along the boundary of Stapleford is outrageous where there is a better alternative plan along the A1307. This will result in much less destruction of the countryside and will be more in-keeping as it will be next to the original road. This will still mean the ' busway• will effectively be available from the A11 to the Biomedical Campus but with a lot less destruction. It's a no-brainer. Please don't let this happen!
Stapleford	Definitely Not	Definitely	Cambridge is a fast growing city, there is already too little green space for everyone to enjoy peacefully. The opportunity to enjoy the natural countryside is essential for people's mental health & well-being; losing precious green-belt to a roadway is a retrograde step. Post-pandemic, working arrangements are likely to be much more flexible. Spending millions on a new roadway at such a time is foolhardy, especially when more cost-effective alternatives are available. It seems patently wrong to waste tax payers' money in this way.
Stapleford	Definitely Not	Definitely	Please do not destroy more countryside, and consider that transport will change with autonomous driving cars in the near future. Also the tendency to work from home may reduce the requirement for public transport in the near future.
Stapleford	Definitely Not	Probably	Environmental impact of busway is disproportionate to any perceived need.
Stapleford	Definitely Not	Definitely	Better value for tax payers money. Much less damage to the Green Belt.
Stapleford	Definitely Not	Definitely	Unforgivable waste of tax payers money. Destroying local habitats and vista. Route not easily accessible for Sawston, Stapleford and Shelford residents. No parking available at Stapleford or Shelford stops so either people won't use it or if they do will park in residential areas
Stapleford	Definitely Not	Definitely	The proposed busway would not only cut through countryside and be detrimental to flora and fauna, it's also an expensive unnecessary disruption which veers straight across the front of our 3 bungalows (11-15 Haverhill road), we are all disabled and I myself have recently downsized here with the expectation it will be my " final" home due to long term chronic illness and am for the most part housebound. The noise, disruption and ruination of our peace and quiet, and the view, is something that is likely to push me to suicidal ideation. I cannot bear the thought of unnecessary ruination of the countryside while there is other more viable options available! It's not acceptable on many levels to pursue this destructive action for very little gain.
Stapleford	Definitely Not	Definitely	Much cheaper to do; far less destruction to the greenbelt; better for the environment; less ugly; money saved can be used to improve existing public transport and roads.
Stapleford	Definitely Not	Definitely	It is unacceptable to build a new busway through the scarce countryside around Cambridge when a perfectly acceptable enlargement of an existing route is available.
Stapleford	Definitely Not	Definitely	I am very worried about the impact on the environment
Stapleford	Definitely Not	Probably	Destruction of the Green Belt around Cambridge is disgusting and unnecessary. With the EU of decreasing importance the South East should be allowed to decrease in significance generally and the focus of public investment become the North of England which has been neglected for a century. Essentially urban in nature GCP is indifferent to those who live in the countryside. This is manifest from the fact that no useful bus stops are intended for those who live near the CSET route.
Stapleford	Definitely Not	Definitely	Option A is going to destroy green belt land and the surrounding countryside. It will be extremely expensive to build. It will mean crossing 4 roads with traffic lights causing more congestion. Also it will have to bridge the river Granta twice. The alternative route B using the A1307 which needs upgrading anyway is already a dual carriageway at Babraham and over the Gogs hills and also has a partial cycle path to Babraham research.
Stapleford	Definitely Not	Probably	1) I think we have to question the demand for this out to 20 years. 2) the environmental impact alone, let alone if set against 1) is very negative
Stapleford	Definitely Not	Not Sure	green belt should not be sacrificed
Stapleford	Definitely Not	Definitely	Option B would destroy less of the green belt and part of Magog Down which are very popular walking places with the local community.. It would cause less congestion because the first option means two and maybe more crossings on already busy roads.
Stapleford	Definitely Not	Definitely Not	I love countryside and quite walks. I don't want busy road to go thru beautiful nature
Stapleford	Definitely Not	Definitely	The countryside which the busway would pass through are both beautiful to look at and enjoy. They are an environmental buffer to the ever expanding sprawl of Cambridge. Once the busway is created many more thousands of homes will be built to further congest our roads.
Stapleford	Definitely Not	Definitely	Environmental impact passing close to Magog Down. Destruction of valuable habitat for animals and plants. Greenbelt land should not be built on.
Stapleford	Definitely Not	Definitely	Option A would destroy a lot of greenbelt land and cause traffic problems in both Great Shelford and Stapleford without providing any benefit to either village while Option B would improve travel much more cheaply and without destroying greenbelt. I am not rich but I feel so strongly about this proposal that I have donated quite considerably towards fighting it.
Stapleford	Definitely Not	Probably Not	I don't want extra traffic using Haverhill road in the village or causing delays to exits and entrances to the village when the traffic would be stopped at the crossing for the bus - the road is a busy and essential one at all times. I don't want people using the proposed busway parking their cars in the vicinity of the Stapleford stop, The location of the Stapleford stop is further away from the majority of the village than the regular City bus stops The busway would only go as far as the biomedical center and, even if provision was made for other connections, passengers wanting to progress further, i.e. into or around Cambridge, would have to change whereas a better better regular bus service or, dare I mention it, a reinstates rail link would offer uninterrupted passage into the Cambridge hub
Stapleford	Definitely Not	Definitely	Option B is practical and only expands on existing roads. Such busways next to existing roads are seen to work in other places. Option A is excessive and will unnecessarily fill the countryside with more tarmac and it will not greatly help the villages along the way and it will encourage infill. Even so, reopening the rail line for trains or trams (as in question 4) is by far a better alternative.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Definitely	The consultation for option A was flawed see Q8 and highly expensive. It is designed to provide a benefit to villages, none of whom want it. For option B each bus on a bus lane would reduce traffic getting down to the lower reaches of the A1307. This seems a good way to trial improved transport and make it scalable to demand. There is already a cycle way beside the A1307 (needs a bit more work). Environmental impact seems reduced. Option B would appear to be a far better use of public money.
Stapleford	Definitely Not	Not Sure	Poorly thought out, carves through greenbelt and near nature reserves, doesn't serve villages well, will encourage infilling development.
Stapleford	Definitely Not	Not Sure	I do not understand the benefit of and who would actually use the proposed busway (option A); the proposed busway would be for people who need to visit or work at the Cambridge Biomedical campus. Why would they choose to park at the new proposed travel hub adjacent to Babraham two miles before the end of their journey, and then change their mode of transport onto the new busway to the biomedical campus? They can avoid this additional time and inconvenience by just driving to and parking at the Biomedical campus, or parking at the nearby Babraham park and ride and walking to the biomedical campus. To re-iterate, in my view few people would make use of the busway because it would only add to the length of their journey, so I cannot see any benefit to it.
Stapleford	Definitely Not	Definitely	Most cost effective option and less damaging to precious countryside.
Stapleford	Definitely Not	Definitely	The road is already there. No point putting a new road in
Stapleford	Definitely Not	Definitely	Option B is utilising existing roadways and must be a considerably more cost effective option. More importantly, however, Option B is a far more environmentally friendly option and does not destroy the countryside by cutting through open spaces in the green belt. I cannot understand how any authority could fail to see that cutting across open countryside is bad for the environment, especially when existing roads can be relatively easily modified.
Stapleford	Definitely Not	Probably	I have been a resident of Stapleford for 50 years, and my house backs onto Fox Hill and the proposed route. I am against the despoliation of this unique chalk habitat, and the ruin of a beautiful part of the countryside.
Stapleford	Definitely Not	Definitely	- the GCP's option is not serving the villages that it is claimed it will serve (Stapleford, Great Shelford) : bus stops are envisioned outside the villages, much too far away for anyone, especially elderly people, to walk to;- in the age of the global warming and massive extinction, we really should and need to know better. If there are ways of saving the countryside and the greenbelt (that serves not just the local people but everyone), then we need to follow those ways - in this case, by using existing roads to improve transport as the option B suggest. I think it is irresponsible on behalf of those making the decisions to do otherwise.
Stapleford	Definitely Not	Definitely Not	We need to reduce the use of private car travel especially for commuting trips. Any busway associated with a large P&R site is likely to increase overall car use, leading to further loss of rural bus routes, further disadvantaging the poor, old. & young who are likely to have no car access. Just reducing peak cr traffic by 15% almost totally removing congestion on existing bus routes enabling buses to operate more efficeently and hence be commercially viable with lower fares and higher frequencies
Stapleford	Definitely Not	Not Sure	It would depend on the impact on the surrounding area
Stapleford	Definitely Not	Definitely Not	I am absolutely against ruining our countryside with a big busway. With so much expansion and building going on in Cambridge we must protect our green areas. It is essential for our environment and the nature these areas hold. It will completely destroy our surroundings and the very essence of Stapleford. I am also not an advocate of extra bus lanes on the A1307 since I believe it will not aid congestion particularly. It will actually make the road more hazardous.
Stapleford	Definitely Not	Definitely	Option A would destroy a lot of greenbelt land and desecrate the country atmosphere of Stapleford as well as ruining views from Magog Down. The propped crossings across Haverhill Road and Hinton Way would also cause much traffic congestion and delay emergency services to the village. The proposed bus stops on both roads are so far outside the villages that few people will bother to access them as the present bus routes and the train station are much more accessible .Finally the money being spent should be used to run more buses.
Stapleford	Definitely Not	Definitely Not	This will ruin the area. I cycle along the DNA path everyday and see the current busway through Addenbrookes. Nobody is on it! It will absolutely destroy the beautiful vista up to the Gogs. There has to be an alternative route along the train line? I a dead against this. I hideous concrete snake slithering it way through acres of beauty. Too far/
Stapleford	Definitely Not	Probably	This was the preferred option in the original consultation but the GCP decided to go across green belt. Presumably it was CHEAPER but what about the environment and the carbon footprint.
Stapleford	Definitely Not	Probably	Option A would decimate the Magog Down which is a very valuable asset to cambridgeshire and the environment in general .
Stapleford	Definitely Not	Definitely Not	Option A. Because it would cut across beautiful countryside, crop growing fields and be a complete eyesore to anyone coming into our village. Option B. Because, again it would mean cutting down a number of trees, certainly cutting into the Magog Down land to widen road and making a complete mess of Hinton Way.
Stapleford	Definitely Not	Definitely Not	We already have road construction costing our country unspecified millions which we have not got and can't afford. Please don't carry out another one when there is viable alternatives and will not destroy our land for costs probably more than 132 million.
Stapleford	Definitely Not	Probably	Absolutely no need to dig up the green belt for a bus way when there is already a road built that can be easily upgraded
Stapleford	Definitely Not	Definitely	Option A would involve destroying large areas of countryside but provide very little benefit as the route seems to link two slightly random places - it does not link the villages with the centre of Cambridge and for the majority of people travelling to the science park from beyond Babraham, I can't see why they would get out of their car and swop transport at that point, rather than continuing to just before addenbroke's where there is already a park and ride. It also seems excessively expensive.
Stapleford	Definitely Not	Probably	The current cross country option A is damaging to attractive countryside and the wider environment and poor value for money. It appears to be a plan motivated at least in part by the intention of achieving additional development opportunities by stealth.
Stapleford	Definitely Not	Definitely	Principally the destruction of the countryside. Where there is a viable alternative, it seems imperative to explore that to the full and to aim for the option that can fulfil the transport needs with minimal damage to the environment. As residents of Stapleford, we have serious concerns about the impact of the crossings of the proposed busway on Haverhill Road and Hinton Way to the flow of traffic. These roads are vital for getting into Cambridge and also for access to and from Addenbrookes. To add sections of new



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			bus lane to the A1307 sounds much better use of public money (with further investigation of the old railway line route).We very much support the concerns raised by Cambridge Past Present and Future and feel that this very sensitive area would be irrevocably damaged by the busway.
Stapleford	Definitely Not	Probably	loss of green belt The opportunity to enjoy the countryside so close to Cambridge is really important. Proposed stapleford stop is too far from the centre of the village, has no parking so unlikely to be used by majority of residents. We already have an excellent bus service through the village, Most of the traffic congestion is between the shelford roundabout and the hospital site.
Stapleford	Definitely Not	Definitely	The environmental impact of option A is unjustified
Stapleford	Definitely Not	Definitely	Increase the traffic.Cause BIG problems for parking down Haverhill Road outside residential houses.Spoil the countryside. Open the gates for property development on green belt.Cause more noise pollution in the country therefore doing vast damage to wildlife.
Stapleford	Definitely Not	Probably	GCP's preferred route is in the middle of nowhere and will serve virtually no-one wanting to get into Cambridge. Apart from being pointless, it would be very destructive of pristine Green Belt, for no discernible reason. An eyesore through the middle of a rural setting when better and cheaper alternatives abound.
Stapleford	Definitely Not		option a is environmental and landscape vandalism on a grand scale and will lead to infill development option b may loose small sections of green space but following existing transport corridors much proffered
Stapleford	Definitely Not	Definitely	Option A causes irreversible damage to the environment which is already in need of protection. There is also a wider question around the justification for the scheme considering the new agile and flexible ways of working.
Stapleford	Definitely Not	Definitely	There is no valid argument for such an expensive and disruptive scheme as outlined by GCP. The alternative is perfectly adequate and maintains the integrity of Stapleford as a village. The GCP scheme destroys the entire character of Stapleford just to benefit a few outsiders and to enrich a few individuals
Stapleford	Definitely Not	Not Sure	Developing a bus road through the countryside on the GCP's preferred route does not benefit residents of the South Cambridgeshire villages. The route is not sufficiently close to residential centres to make it more convenient than private car travel or existing public transport networks. When you add to this the destruction of green belt land this option just becomes totally unacceptable to me. Option B is preferable but it still does not address the public transport needs of those living in Shelford, Stapleford or Sawston
Stapleford	Definitely Not	Definitely Not	I cannot see any reason I would need the route. There are existing frequent bus services, a park and ride a train station and numerous cycle routes to get my family to Cambridge Town Centre and Addenbroskes. It will also greatly impact the countryside which is widely used by both local residents and visitors to the area for walking, cycling, running and also local scout groups.In addition there will be an impact on the wildlife. We have badger sets in the gogs that come down into the gardens to feed which would need to cross the new bus road. Also we regularly see barn owls and kites which will be disturbed by the noise and light.
Stapleford	Definitely Not	Definitely	Ploughing through green space is totally unnecessary when there is the ability to improve the existing infrastructure.
Stapleford	Definitely Not	Definitely	If there is already a route that can be expanded there is no need to put a new route and plough through the countryside, especially when the world is trying to combat global warming and be more environmentally pro-active this totally goes against this.
Stapleford	Definitely Not	Definitely	It is common sense to utilise the existing A1307 route with widening or improvements as necessary rather than to create a new ugly road through pristine country side.Option A is clearly environmentally unfriendly creating an unnecessary "I saw"
Stapleford	Definitely Not	Probably	Option A will cross fields behind Haverhill Road considerably increasing traffic traffic in Haverhill Road - which has already increased significantly in the last 10 years - and spoil the pleasure and peace of the thousands of walkers who daily enjoy the farm track to Babraham.
Stapleford	Definitely Not	Not Sure	Ploughing a new busway through country side when there is a perfectly good disused railway that could be reopened/repurposed is illogical and deeply destructive.
Stapleford	Definitely Not	Probably	I haven't seen any persuasive argument for why it would be better to destroy countryside when an existing route can be used.
Stapleford	Definitely Not	Definitely	On the assumption that Park and Rides work and have been successful for a number of years then why do we have to ruin the local countryside with an expensive unproved option. The rail line from Haverhill would be good to have back. The GCP's solution running at the back of Sawston and Great Shelford would not be available for us in Stapleford to access easily.Our concern being that it would be an excuse for having a housing development servicing the two stops on the route through
Stapleford	Definitely Not	Probably	The current GCP proposal will carve up the local countryside and also create the potential for massive housing development on green belt with damaging impact on our villages. Given the change in working habits since the start of the pandemic and which are likely to continue to some extent, the need for the busway is debatable. It has no benefit to the local villages, being inaccessible from e.g. Stapleford and there is no reason why residents would use it when local convenient bus services are available.
Stapleford	Definitely Not	Definitely	Our green space is already pretty compacted and this would just cut through it even more. If it does go ahead it won't be long until luxury houses are developed by conservative supported developers who have no interest in the local community, just their bank balance.
Stapleford	Definitely Not	Probably	We have the no.7 bus every 20 minutes and the no.31 that only goes to the hospital and that bus only has two or three passengers. So no need for another bus.
Stapleford	Definitely Not	Definitely	The main area of current congestion on the A1307 is from The Gog Magog Roundabout to Addenbrookes Hospital. This section of road could easily have a bus lane added as it is a wide road and mainly bordered by open farmland. A Bus lane here could also help the Babraham Road Park and Ride site and other public transport services from the villages to the City Centre that use the A1307.
Stapleford	Definitely Not	Definitely Not	I would prefer the train, it is safer, creates less pollution and has less environmental impact.
Stapleford	Definitely Not	Probably	Option A would damage large areas of green belt and ruin the rural landscape unnecessarily.
Stapleford	Definitely Not	Probably	I believe creating a new route through countryside is extremely destructive and environmentally damaging. The impact extends well beyond the route itself and it would be generally detrimental to the countryside in the area. Additionally the environmental impact of the construction itself (the vast amounts CO2 hungry concrete) to provide a route that will be used by a limited number of buses seems perverse. Finally, I would very much like to see existing transport system improved and I am certain this would be much more cost effective.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Probably	Economically, option B is the preferred one and on top, sacrificing green belt and impacting negatively on a British landmark (Gog Magog) for a bad concept A is completely unacceptable.
Stapleford	Definitely Not	Definitely	The destruction of the countryside just so people can shave a few minutes of their commute is unconscionable.
Stapleford	Definitely Not	Definitely	Option B spares the Green Belt from the immense damage of Option A, which would destroy an area of outstanding beauty. The busway will be too far from Stapleford for the use of elderly or disabled residents who are unable to drive. Option A will provide a line up to which there would almost certainly be pressure for housing development.. The crossings at Hinton Way and Haverhill Road will frequently be closed causing delays to emergency ambulances heading for Addenbrookes Hospital. Option B will cause the least damage to our countryside as the route already exists
Stapleford	Definitely Not	Probably	Unnecessary disruption to the countryside in Option A. The A1307 needs improving for example a roundabout at the junction with Haverhill Road & the Magog Farm shop rather than the current nonsensical proposal. The new bus lane at the A1307/A11 junction also needs reviewing as it is hardly used as all buses/coaches joining the A11 south (turning right) never use it & it causes congestion at the roundabout.
Stapleford	Definitely Not	Probably	I want to keep our countryside, there is enough road and house development which destroy our environment.
Stapleford	Definitely Not	Definitely	Option A does not fair to serve the populations of the well established villages as these residents will already use the no.7 bus or cycle. Having the route skim the outer edges to claim so is opaque, at best. The inclusion of this as a benefit was only to better tick boxes' on a benefit/risk analysis - but in reality and practicality would not benefit the residents of these villages as the access points are in the remote periphery. The purpose of the route is to grant rapid access to the biomedical campus from the Travel Hub. The route is to benefit commuters driving from distant towns and villages to park at the travel hub and switch to a bus. There was no presentation of data which indicates that people would do this, rather than drive to the campus, Babraham P+R or other nearby residential streets. Any survey of this nature should be considered obsolete as the working patterns of so many have been altered by the pandemic. A dedicated rapid transit bus running along the existing A1307 makes most sense, having used similar arrangements at Oxford - they are not cutting through the countryside and stopping at the peripheries of nearby villages. Option B also serves to better context the Babraham campus. It is also of significant note that the proposed route was before the pandemic, since which, traditional work arrangements have been changed, in all likelihood, forever. Those working in science and technology are amongst those who have grasped these concepts considerably, a high-capacity transit route should therefore be reassessed to ensure it is proportionate to demand still.
Stapleford	Definitely Not	Definitely	The proposed GCP route will impact on the wildlife that surrounds Gog Magog and the fields behind Haverhill Road. Many people across Cambridgeshire visit Magog Down for dog walking and to take in the peaceful environment. Introducing a busway will negatively impact this. The fields behind Haverhill Road via the Granary is also a route used by many. During the lockdowns, there was a surge in the number of people walking, running and cycling down this path. Parents teach their children to cycle on this path, dog walkers feel safe and secure. Adding a busway will stop this happening and the calming sense of freedom will be gone. A large contributing factor to buying a property on Haverhill Road was the view of the fields and the farmers crops over the seasons. Again, this is something that we could not enjoy again if option 1 was to be completed. Considering changes in peoples work environment, hybrid working is now very much in place for many people. Therefore, the concept behind easier links is meaningless if it is then not utilised by commuters. Option A is on the outskirts of the villages, therefore, those affected will not actually use the service as the density of the village population is more central. Again, this is just another reason for why option A will not be of any benefit and is in fact, a very overpriced and harmful project for nature and peoples mental health. Option B utilises the current infrastructure and will not impact wildlife and the local people. A bus lane is already in place for part of the service which has proved successful!
Stapleford	Definitely Not	Probably	Option A cuts across green belt land, offers no benefits for local villages, as it skirts them and is hugely expensive for marginal benefits
Stapleford	Definitely Not	Probably Not	Unwanted destruction of green belt, based on very little understanding of use; too wide
Stapleford	Definitely Not	Probably	A - The busway would ruin our local countryside and I know of no-one who supports it.B - This seems far more sensible and lower cost.
Stapleford	Definitely Not	Not Sure	The current option would go through unspoilt countryside and not be near any villages
Stapleford	Definitely Not	Probably Not	In my view there is no demand for either of the above. No one would choose to drive out of town to travel into Cambridge. If the bio companies need more parking the should provide it not the tax payer.
Stapleford	Definitely Not	Definitely	The GCP proposes to sacrifice the Green Belt when there are other, better, options available. The proposed route would cut through - essential agricultural land& environmental assets- harm historic landscapes & recreational open spaces, used & enjoyed by both local and city residents -and be of little transport use to the blighted villages.
Stapleford	Definitely Not	Probably	Despite the clear need to protect greenbelt, protect environmentally sensitive areas and reduce damaging development projects like this seem to use their claims to being 'greener' to bolster their arguments. This busway is NOT a greener alternative. Making public transport for accessible and affordable on current roads and railways would be a step in the right direction as would opening more cycle lanes, footpaths and bridleways. I completely support public transport but think that this is not the correct way to try and meet the needs of the local community. Running this 'busway' through our greenbelt would have a damaging impact on local wildlife and will put this land at much greater risk of future housing development, which will degrade the Green Belt countryside further. The fields that this busway will run through have provided me with a much needed source of comfort and sanity during the pandemic. Whether you walk by yourself, with a family or a dog, ride a horse or a bike this area gives us chance to access a little bit of peace and beauty that is within walking distance of their homes. We need to evaluate what is important to us and how we are going to achieve it. We must, not only achieve 'net zero' incredibly quickly but start to create a world that puts the needs of animals and plants and their habitats on a level footing with us. If we don't we cannot hope to survive. This busway is a small step away from that vision and symbolic of the disregard that we have for our natural world.
Stapleford	Definitely Not	Probably	Less damaging to landscape/environment/ green belt. Less likely to lead to further development.
Stapleford	Definitely Not	Probably	Intervening stations in Shelford and Sawston are not near the majority of houses in those villages. Unnecessary use of green fields



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Probably	Reduced carbon footprint with a (possibly) reduced delivery time. And also reduced impact on countryside.
Stapleford	Definitely Not	Definitely	Option A. The damage to the Green Belt land will be immense. I believe that the proposed stops in the villages would not be used (as for example they are not near the population centres). Also the extra traffic lights would cause extra congestion and pollution in the villages. Option B. This appears far more logical. Less damage to the Green Belt and it actually appears shorter than option A. This seems to be a better solution for those travelling between the Babraham Campus / travel hub and the Cambridge Biomedical Campus which I think will be about 99.99% of the use. I also think that it makes sense to reopen the Cambridge and Haverhill rail link this would be useful unlike the proposed stops in Option A. I understand that this is only viable with Option B
Stapleford	Definitely Not	Not Sure	The need for this road was determined pre pandemic. That needs to be reassessed and a realistic look taken as to the likelihood of either scheme being necessary. Why can't there be investment in the existing bus timetable so it is cheaper and more frequent before even £45m is spent. Of the two the second option is better we need to preserve active farmland and preserve as much as we can of the green belt which is our collective lung. It also needs to provide a benefit to the areas it goes through. It disrupts Stapleford but I can't see how it will benefit us.
Stapleford	Definitely Not	Definitely Not	There is a huge amount of new housing going up around Haverhill which is bound to attract more workers from the Bio medical science and research sectors. This scheme should be concentrating on reducing the amount of traffic on the A1307 and ultimately making journeys to/from Haverhill safer by providing a designated route avoiding the A1307. Bus lanes along the A1307 would have little impact on congestion and still cause bottlenecks. I doubt that local residents from the affected villages would benefit from these proposals barring perhaps the odd hospital appointment.
Stapleford	Definitely Not	Definitely	I feel that this option would be far less damaging to the environment as a whole, and also it would deal with the major traffic congestion which occurs between the Hinton Way - A1307 junction and into Cambridge. This option would also be cheaper (I assume) and could be in operation in a shorter time scale. It would also leave open the possibility of reopening the Haverhill - Cambridge rail line at a future date.
Stapleford	Definitely Not	Probably	Absolutely unnecessary to cut into the countryside to build a busway. Assume it would be likely to lead to further development alongside should this be allowed to happen.
Stapleford	Definitely Not	Probably Not	1 The precious Green Belt around South Cambs should be preserved at all cost. It is the lungs of Cambridge and counterbalances the central Cambs developments. Green Belt is protected in planning law as it is so valuable. It is a high burden that needs to be discharged to build on it and it has not been met here. Existing train and bus routes should be improved and become co-ordinated. The potential damage to special sites such as Magog Down that try to conserve and enhance nature and conservation are totally unacceptable. 2 I support a new bus lane on a1307 but not the construction of a new final bus road section from hinton way for the same reasons as set out above. Also this would just become a developer's charter to build on the random land parcels created - thus eroding more greenbelt. New housing should be distributed more evenly throughout England - it does not need to all be centered in the South. Cambs is already disproportionately lacking in trees and open spaces - and we should improve this not make it worse!
Stapleford	Definitely Not	Definitely	Option A will destroy the chalk downland of the magog hills and pull the villages of shelford stapleford and sawston into a sprawling cambridge. It will also slow the journey times in and out of the villages by the proliferation of busses slowing all traffic from regions to the south of the city.
Stapleford	Definitely Not	Probably Not	It is not in keeping with the COP 26 .Climate crisis by the construction of 2 concrete bridges and bus roads (using diesel) and a massive carpark. Carbon neutral? People will have to drive to the carpark creating congestion - if you have no transport people will be isolated with the reduction of buses. Exorbitant cost which will escalate as the project continues, Withdrawal of existing buses, destruction of Green Belt land and erosion of the landscape. This project is not wanted as it will ruin the villages in question and the alternative is the reintroduction of the rail route. It appeared to be a backhander by the council when it was either the guided bus or the railway and the guided bus won - had it been the railway this proposal would have been very different. We had to pay on the P&R bus for a year to prop up the failing guided bus. It seems that the same could be happening here and it is our money at stake , money which could be put to better use when every service is short of finances.
Stapleford	Definitely Not	Definitely	Option B can be delivered at far less cost, spares a beautiful part of the countryside and all it does is add to existing routeways. Option A as an alternative seems entirely unjustified when there is such a compelling scheme. A greenbelt scheme has recently been approved to the North of Stapleford (retirement village) which will already potentially alter the landscape and feel of the village. Adding the busway in very close to this other encroachment would further dramatically alter the feel and beauty of the area.
Stapleford	Definitely Not	Definitely	cutting through the greenbelt will lead to further housing development in the greenbelt.
Stapleford	Definitely Not	Definitely	With a viable existing route it would be desecration to roll out a tarmac or similar surface route over virgin fields within the Green Belt. This would go against any notion of a Green environment and through countryside designated by SCDC as that for retaining a green environment. Furthermore, the proposed GCP route would not serve the villages but pass by their extremities.
Stapleford	Definitely Not	Definitely	The creation of a new off road bus route (option A) will lead to significant congestion in Haverhill Road and other roads, as well as spoiling the visual identity of the area and affecting biodiversity and fauna. The traffic on A1307 will likely still be as bad, and the cost of option A is very high. For those who travel by roads to other areas such as Genome Campus in Hinxton and wish to use public transport, the proposed route makes no improvements and significantly affects the current landscape.
Stapleford	Definitely Not	Definitely	We only have ONE hill in all of S Cambs, and I do NOT want to see it destroyed by having a busway built across it. Everyone I know in Stapleford and Shelford believes this to be a very destructive plan with no benefit at all for either village. Our natural environment needs to be cared for, not destroyed!
Stapleford	Definitely Not	Probably	A new off road bus route seems unnecessarily damaging to the countryside and could actually increase traffic with the new traffic light junctions. Using the pre-existing old railway line in some way seems much better.
Stapleford	Definitely Not	Probably	Option A is a scar across valuable green belt (whether or not it avoids Magog Down and Nine Wells areas. Intersections and stops on Haverhill Road and Hinton Way would create parking problems and add to the volume of traffic in the areas.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Probably	Option A. Would damage our countryside. More houses would eventually be built along side the Bus way, creating more traffic. New traffic lights would create more pollution. I would prefer the reopening of the old railway line, which would link Sawston, Abington, Linton, Horseheath and Haverhill.
Stapleford	Definitely Not	Probably	I am a Stapleford resident and find the GPC decision baseless, with far reaching environmental damage. The proposed busway cuts through a beloved and protected green belt section that is used and enjoyed by the residents as a (rare) traffic/car-free zone. Slapping a 14m busway bang in the middle (not even mentioning the proposed huge planned park and rides) would destroy this area at the foot of Magog Down. In this day and age we should fight for less environmental destruction especially when not needed. There is already a bus service connecting Granta Park to Addenbrooks and all other stops described, I believe it's just a matter of making it better. In addition reopening the old railway would make so much more sense moving forward: less damaging and a great solution for a commute that avoids road traffic. The GPC proposal is so wrong on so many levels, most of all it is unnecessary as other better solutions already exist or are within reach.
Stapleford	Definitely Not	Probably	The Busway would not solve the issue of traffic on the A1307 and is of very little use to the villages it stops at, two of which already have a train station for access to Cambridge. It will result in destruction of green belt, arable land and green spaces for walkers etc. adding to urban sprawl and reducing the quality of life for villagers and reducing the experience for visitors to the area. Option B would represent a worthwhile enhancement of the existing route. The best solution would be re-instatement of the Railway from Haverhill, to provide a direct and reliable solution to commuters who currently use the A1307. The giant carpark in Babraham currently scheduled is a massive eyesore and there is already a park and ride on this stretch of the A1307 which could be enlarged/ given a second floor level.
Stapleford	Definitely Not	Not Sure	I object to the infringement of Green belt land. I have read of plans for new housing in connection with the bus route and this would just be the thin end of the wedge. I am also concerned by the huge overrun of expenditure on the Cambridge, Huntingdon, St Ives busway and its many problems.
Stapleford	Definitely Not	Definitely	The busway scheme is expensive. I think it would be dreadful to destroy countryside, which in turn would probably mean housing spreading out to border the busway. The scheme to widen parts of the A1307 is much more sensible and also the possibility in the future of reviving the rail link from Haverhill.
Stapleford	Definitely Not	Definitely	Protects the green belt and does not open it up for the ravages of future speculative development. Option A never did serve the transport needs of Stapleford and Great Shelford.
Stapleford	Definitely Not	Probably	I am totally against building a busway through our greenbelt land, carving up valuable agricultural land which we need to grow our food. It would harm wildlife which desperately needs protecting, and open up the possibility for further development on the green belt which I think should be always protected.
Stapleford	Definitely Not	Probably	Option A would be very damaging to the ecosystem and seriously affect the mental health of those enjoying fresh air at the Magog Down, Ninewells Nature Reserve and Wandlebury. I live in Stapleford and currently enjoy walking my dog to and from Babraham across the field.
Stapleford	Definitely Not	Definitely Not	I object to the permanent destruction of valuable greenbelt land. Home working also means a reduced need for travel.
Stapleford	Definitely Not	Probably	We have just moved into Haverhill Road in the belief that the land around it would remain green belt. We are planning to start a family, and would like to raise children in a quiet village close to green spaces with fresh air (good for children). The GCP's preferred route would run very close to our house, would be destructive to the environment and would be a waste of our taxes. We are also very worried that building this route would give building companies an excuse to build more housing on the road, taking away the green and tranquil countryside even further. The alternative seems to be a much better route as there is already a road (A1307) there, and fewer houses would be likely to experience such a major change.
Stapleford	Definitely Not	Definitely	Option A is very poor value for the significant level of investment, will not meaningfully serve the local villages (the stops being on their outskirts), and compromises a beautiful green belt landscape. Option B offers a better value solution to the traffic congestion that builds up on the A1307 and can be delivered in a much shorter timeframe.
Stapleford	Definitely Not	Probably	Why disrupt the green belt and introduce a whole new road system, destroying the landscape and the fauna and flora and infringing on the peace of villagers when there are other less disruptive options (existing roads, old trainline)? Who stands to benefit or profit from this CSET busway anyway? It seems very costly and does not make sense at all, not for the people actually living along or close to the busway. The people involved with these GCP decisions do not live any way near this proposed busway route, do they? I agree that better public transport would be good and is called for, but this GCP busway proposal is not the solution. How about making all current public transport free or nearly free to use? It is very costly to use bus, train, etc. and with rising living costs less and less people can afford it. Also, Gog Magog is such a well loved escape and recharge spot for many in and around Cambridge. Introducing a busway nearby would stand to ruin or diminish the joy of this natural treasure in no small way.
Stapleford	Definitely Not	Probably	I feel the GCP's proposal is environmentally damaging, of limited use for the people of Stapleford and would effectively cut off a portion of the village, opening up the green belt to unwelcome development. While option B is preferable on paper, I would need greater detail before offering definite support.
Stapleford	Definitely Not	Not Sure	Increased traffic in the village, damage to the countryside and off little or no use to Stapleford. Insufficient detail to comment fully on Option B.
Stapleford	Definitely Not	Not Sure	We believe that the GCP try to use the remaining land nearest these sites to grab for the expansion of hundreds if not thousands of new homes as we have seen on various sites in and around Cambridge. We would like them to leave our green belt alone which is some of the finest in the area and not try to make Shelford and Stapleford extensions or satellites of Cambridge City. Most people who move to these two villages do so to enjoy the village life and to be near The Magog Down which currently provides a beautiful country setting. Boris Johnson stood on the steps of Downing Street in October and promised after the Amersham by election no more new homes would be built on green belt land. It seems to us that the GCP are on a mission and that no one or no inhabited villages must stand in their way. They seem to completely ignore the fact that in the environments that they are destroying will never be restored.
Stapleford	Definitely Not	Not Sure	Option A would cross the green belt and destroy beautiful countryside
Stapleford	Definitely Not	Probably	GCP don't know what they are doing and are useless
Stapleford	Definitely Not	Definitely	The GCP plan destroys green belt and the rural feel of the Stapleford, Sawston and Babraham area and sets precedence for further encroachment into the green belt and development of the area. In my opinion it is very poor value for money and the resentment it will cause. I believe the new bus lane option is very pragmatic, significantly better value for money and is far quicker to implement.
Stapleford	Definitely Not	Probably	Busway should follow existing transport links - ie road. Really we should be looking at a tram service



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Probably	The CSET busway is poorly located for local users other than from its proposed end points (proposed Babraham P&R and Addenbrooke's campus). It is unduly massively damaging to the green belt environment and is very poor value for money.
Stapleford	Definitely Not	Probably	Less impact on some lovely countryside
Stapleford	Definitely Not	Definitely	Environmentally it makes sense. It won't affect the villages around the area as there is already a busy road running through to Cambridge.
Stapleford	Definitely Not	Definitely	The CSET busway would be very damaging to the environment and its routing does not serve local peoples' transport needs. Much better to build bus lanes alongside existing roads and discourage private local traffic with other methods.
Stapleford	Definitely Not	Probably	This would destroy less of the green belt and keep transport mainly to existing corridors.
Stapleford	Definitely Not	Probably	I live on the west end side of Haverhill road. The proposed busway will literally just be beyond my back garden. It will spoil the view of the countryside which is why I live here. It will create noise pollution. Connecting the science parks is not a priority we have most of such meetings over zoom now and so doesn't present value for money. Money would be better spent in developing each science park with banks, shopping and post office so that they are self sufficient and people don't have to make needless journeys into town to get these basics done.
Stapleford	Definitely Not	Definitely Not	Environmental carnage and a waste of money
Stapleford	Definitely Not	Not Sure	Option b I am unsure if it means dna pathway will be removed and if so I would strongly object
Stapleford	Definitely Not	Definitely	Option A makes the best use of existing roads and has lower impact on the environment, by preserving the green belt land.
Stapleford	Definitely Not	Probably	I do not want us to build more roads or busways through the countryside. I think it would be better to improve the current infrastructure such as more frequent buses or bus lanes on the current roads.
Stapleford	Definitely Not	Probably	the use of the Option B would involve minimum intrusion into the green belt and services are already in place. An expansion of the Shelford Bottom park and ride site with numerous electric car charging points would alleviate the congestion into the Addenbrookes roundabout. A short length of new road/busway into the Addenbrookes site from Shelford Bottom park and ride should be considered.
Stapleford	Definitely Not	Not Sure	1.Destruction of our precious green belt, and our unique chalkland down.2.Extremely expensive3.Would be of little benefit to local residents living on edge of proposed scheme, regarding access etc4 There are less damaging alternatives as suggested by CPP and Future5.There is now a retirement village to be built on our green belt -between Hinton Way and Haverhill Road, is there no end to this destruction of our very precious country side, and our historic Magog Down? I live right on the edge of these proposed 'building sites' and as I look out onto this glorious countryside, wonder just how long this view will last for.
Stapleford	Definitely Not	Definitely	new bus lanes on A1307 will prevent irreversible destruction of the countryside
Stapleford	Definitely Not	Definitely	The farmland between Stapleford and Babraham has been a godsend during lockdown and is extremely popular with hikers and dog walkers alike.
Stapleford	Definitely Not	Definitely Not	I want better public transport for Stapleford and The Shelfords. Both these proposals provide better transport links past the villages at the expense of natural resources without improving the links in the villages. Local buses and possibly train services will probably be degraded if either plan is adopted.
Stapleford	Definitely Not	Definitely	The CSET busway route would damage green belt countryside especially effecting views from the Country Park of Magog Down. The cost of the proposed busway would be much more than improvements to the A1307 would cost. The current flow of traffic on Hinton Way, Granhams Road, Haverhill Road and Sawston Road would be stopped as the frequent bus on the busway passed through.Residents in Great Shelford and Stapleford would not benefit from the proposed busway. There would be benefits to Sawston residents if the old railway line between Haverhill and Shelford were reopened and a Sawston station stop created but the cost may be prohibitive.I am opposed to the CSET busway project but would support improvements to the A1307 and an additional Park & Ride carpark at Babraham with frequent buses to and from Cambridge.
Stapleford	Definitely Not	Probably	Crazy to concrete over quality agricultural land and compromise green belt. B is better because it will squeeze traffic (as per Newmarket Rd in Cambridge) and will be the faster to impliment. This will make public transport a more efficient journey. But what happened to the old railway option?
Stapleford	Definitely Not	Definitely	Follows existing transport corridor. Less impact on our vital countryside. Less impact on green belt. Less likely to encourage urban sprawl
Stapleford	Definitely Not	Definitely	Option B will save our countryside and landscape and deliver similar benefits for a fraction of a cost. Option A bypasses the villages of Stapleford and Great Shelford so no commuters will use it.
Stapleford	Definitely Not	Probably Not	I dislike greenfield sites being used. I dislike the waste of money. Many thousands have been spent on little used cycle paths in the area. The proposed busway will not be useful for local people, and will be a blot on the landscape, and once built will provide an opening to developers to infill with housing.
Stapleford	Definitely Not	Definitely	Option B would mean minimal disruption to green belt land and wildlife. Option A would cut across the main routes out of Stapleford where I live. To get to work with option A would take considerably longer, add to traffic build up and cost more in fuel.
Stapleford	Definitely Not	Definitely	Option B is less damaging to the countryside as well as being cheaper and yielding more transport benefits earlier.
Stapleford	Definitely Not	Definitely	It seems sensible to use the existing infrastructure and reduce the impact on the environment. The Gog Magog Hills and Ninewells Nature Reserve are both important for nature and humans. We are desperately in need of improving our physical and mental health so ruining areas of outstanding beauty will be devastating for generations to come.
Stapleford	Definitely Not	Probably	Less impact on the greenbelt. More of the existing infrastructure is used.
Stapleford	Definitely Not	Definitely	It makes more sense to develop and improve existing infrastructure and add to it. It's a much cheaper and more accessible alternative to ploughing through the countryside with a new bus route which doesn't serve the villages it cuts through.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely Not	Definitely	personally, I really don't want it to happen. the selling points are very thin, and looking at the statistics of how many people would use it - despite the marketing, not every household from the local area would use it, and being generous with a third, that is no where near enough people to justify it.
Stapleford	Definitely Not	Probably	The GCP preferred option has the highest cost, is not the best return on investment, and has a large impact on the countryside. It does not serve Sawston or Stapleford properly, and the only way it can gain traffic from these villages is by causing traffic and parking problems on the roads it intersects.
Stapleford	Definitely Not	Probably	The GCP's preferred option will scar the countryside I have grown up with and will ruin it for future generations. Also, the Gog down meadow is used as a place for people to relax in the countryside to get away from bus commercial areas - the view from the Gog down will be ruined if the GCP go ahead with their preferred option by scarring the countryside. This means peoples place of escape on the Gog down will be taken away which people use to help the mental help.
Stapleford	Definitely Not	Definitely	Option A will need a big bridge over the river which will spoil the view as will the whole scheme. Option B uses existing routes minimizing impact on the environment
Stapleford	Definitely Not	Definitely	Countryside and green space in Cambridgeshire is threatened due to growth in the area, so it is imperative that new transport and building plans take steps to limit damage. Running through the countryside as proposed disrupts the agriculture of those fields, threatens our already vanishing wildlife, decreases property values, and increases pollution and noise in residential areas. It does not make sense to not use and improve existing transportation infrastructure.
Stapleford	Definitely Not	Definitely	The environmental destruction which will be the result of option A will not be mitigated by access to the busway from the villages most affected. Traffic congestion on Hinton Way and Haverhill road will be significant.
Stapleford	Definitely Not	Definitely Not	This is an unnecessary intrusion onto green belt land and will lead to further intrusions.
Stapleford	Definitely Not	Probably	Option A means unnecessary desecration of the precious green belt.Option B practical and infinitely better
Stapleford	Definitely Not	Definitely	I am opposed to Option A as this would require building on the greenbelt. Option B constitutes better value for money
Stapleford	Definitely Not	Probably	Countryside around Cambridge is increasingly under threat after the vast expansion of the Addenbrookes campus and associated housing. To carve up yet more countryside when a roadway and Park and Ride facility already exists at Babraham seems a waste of taxpayers money as well as harming the environment. Magog Down, a local conservation area, will be seriously impacted by such a busway.
Stapleford	Definitely Not	Probably	Option A is too far from the villages to be convenient. Disapprove of building on green belt. There will be building between villages and busway I am sure.
Stapleford	Definitely Not	Definitely	GCPs plan goes through the middle of green belt. The A1307 route aligns with current infrastructure and wouldn't be so invasive to the environment.
Stapleford	Definitely Not	Probably	Route A is not useful to villages and other option still give good route between science sites . Route B will not destroy green belt, and wildlife, nor cause more on road traffic for villages who would not use it as too far away and good bus and train routes for villages in centres.
Stapleford	Definitely Not	Not Sure	I don't m le the area very well
Stapleford	Definitely Not	Definitely	Option A would destroy green belt land and threaten many wildlife species. It would also destroy the peace and quiet of Stapleford.
Stapleford	Definitely Not	Definitely Not	There is no need for a busway, there is a need for additional routes and more reliable service, that will reduce traffic and therefore negate the need for dedicated busways.The world of work has changed and many are now working from home. This costly and unsightly project has no reason to be.
Stapleford	Definitely Not	Definitely Not	The busway as proposed doesn't meet the transport needs of people living in southern villages and will destroy biodiversity and landscape of the chalk hills and an easy countryside access route for walkers and runners. There are better options along the old railway track and linking with Shelford train stations.
Stapleford	Definitely Not	Probably	The GCP proposal to carve a concrete busway through the green belt is in my view totally unacceptable for several reasons.Firstly the use of the greenbelt when there are at least 2 alternative routes available which avoid the greenbelt should be used.Secondly, the proposed route will not serve the vast majority of the residents in Sawston, Stapleford or Shelford as the proposed bus-stops are on the extreme north edge of both villages.Thirdly, the main reason for this busway, I understand from GCP documentation, is to reduce the flow of traffic coming in from Linton and beyond along the A1307. As they will almost certainly be the main users of this service the most direct route for this traffic should be used which will protect the green belt and meet the GCP objectives.
Stapleford	Definitely Not	Definitely	Would deliver most benefit and cheaper
Stapleford	Definitely Not	Definitely	Not necessary to cut through green belt when a suitable and better alternative exists
Stapleford	Definitely Not	Definitely	See Attached Report on behalf of a Stapleford Resident.
Stapleford	Definitely Not	Definitely	Option A would unnecessarily ruin some unspoilt countryside, where's Option B builds on the exiting infrastructure with minimal additional environmental damage. Both aesthetically and environmentally, Option B is the better option.
Stapleford	Definitely Not	Definitely Not	The busway should follow the old railway line from Haverhill. The proposed plans crossing Shelford and Stapleford roads do not make sense and will cause frustration for motorists, especially where train level crossings are as well. It is not unusual for queues fro the Hinton Way crossing to go back to Freestone's corner and further back on the main road. As we cycle whenever possible we do not relish the thought of more frustrated motorists.
Stapleford	Definitely Not	Probably	Environmental cost -the GCP busway goes across the green belt with the prospect of housing development infill if the busway is built. Proximity to Magog Downs and Nine Wells Nature Reserve. Cuts across farmed land.Very regular disruption (up to every 4mins) to traffic flow on roads crossed by busway including Haverhill Road, Hinton Way and Granhams Road.Route not well located to serve Abingtons, Sawston Stapleford Great Shelford Very high financial cost . Business case since announced reduction in number parking spaces at proposed Babraham P&R not explained to public.Regards bus lane, in favour, but would like consideration given to possible alternative of more frequent buses on current 1307 road probably, combined with a congestion charge, to increase bus usage.
Stapleford	Definitely Not	Probably	I concur with Cambridge PPF reasoning
Steeple Morden	Definitely Not	Definitely	Yet further destruction of countryside around Cambridge and environmental concerns.Cost also a major concern.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Steeple Morden	Definitely Not	Not Sure	re-opening the Haverhill railway line would be the best use of public money and provide a benefit to more communities.Great Shelford Stapleford and sawston already benefit from an accessible rail network
Steeple Morden	Definitely Not	Definitely Not	Why should we pay for a bunch of overpaid scientists to shuffle back and forth. They are highly paid and are probably far better able to pay for their transportation than I am. It brings nothing to the greater tax paying public.
Swavesey	Definitely Not	Probably	Transport links are frequently problematic & by their very being controversial. The lesser of two evils....? For whom...?Wild life/green spaces/humans...? And at a time of urgent action for Climate Change !
Swavesey	Definitely Not	Probably	Our countryside, and the wildlife it supports, is already under immense pressure and is seriously degraded by continuous development in the open countryside. The proposed CSET route will fragment yet another swarth of outstanding countryside when there are viable alternative routes that would be far less detrimental. I do not support CSET, and I do not believe it would be in the best interests of many taxpayers.
Tadlow	Definitely Not	Definitely Not	Losing to much countryside
Teversham	Definitely Not	Definitely	There is already too much incursion into the Green Belt. Route A would involve even more, on top of what seems like incessant building of homes all over the place. Our Green Belt and countryside is too precious, for us but more importantly for wildlife.
Thriplow	Definitely Not	Definitely	There is already an existing route using the A1307 which goes through the oh so important natural and recreational areas at Wandlebury and the Gog Magogs without having to concrete over yet more pristine countryside
Thriplow	Definitely Not	Definitely	Its better to use an existing road route or near to it as possible as not spoil green belt and lose good farming land. If the route goes through all farm land it would open the land to more unnecessary developments spoiling views of open countryside.
Toft	Definitely Not	Definitely Not	I'm concerned about the destruction of countryside for transport links, and also the safety of the busway for pedestrians/cyclists given that there have been 2 deaths of adults and one serious accident involving a teenager in recent years
Toft	Definitely Not	Probably	Descrution of the environment in rural communities is unacceptable in this day and age. We should upgrade existing routes and build in design constraints that will cope with the massive expansion of Cambridge City and South Cambs.
Toft	Definitely Not	Not Sure	There has been too much concreting over of the Cambridgeshire countryside and too much building in gernal
Toft	Definitely Not	Probably	The landscape all around Cambridge is vital to the health and well being of residents. Given two factors looming: climate change and the proposal for a new railway in S.Cambs, the loss of rural land all around Cambridge cannot be justified, even though trains and buses are needed to reduce car use and emissions. As rural communities have very poor bus services, there is much potential for improving bus use without destroying open countryside. Existing Park and Ride bus services should be run later each day so that people going out in the evening could use them without paying for taxis. Let us improve what we have instead of ploughing up green field sites.
Trumpington	Definitely Not	Probably	When there is the ability to use existing infrastructure, even if it is a challenge or there are some associated costs, it has to be better than one that cuts through the green belt. Secondly and importantly, stops so far out of the villages render it of little use to the villages and thus not fulfilling its purpose.
Trumpington	Definitely Not	Probably Not	Will absolutely ruin that area which is unnecessary and is still one of the few areas not fully torn apart over the years for new roads or housing developments
Trumpington	Definitely Not	Probably	I can't see any justification for a public transport system which cleverly avoids all centers of population along its route.
Trumpington	Definitely Not	Probably	Option A goes through beautiful countryside next to gogs often walk this way in summer and it's peaceful
Trumpington	Definitely Not	Definitely	Option B would serve more people, rather than the villagers of shelford, stapleford & sawston which already have reasonable road links.Connecting the Abingdons by busway would allow staff who work at the biomedical campus to live in those more affordable areas. This is important for staff retention
Trumpington	Definitely Not	Definitely	I do not support expansion of busways. While they are fine for buses, they are dangerous for cyclists and pedestrians due to the levels of crime that happen along them at night time. They are dark, not patrolled by police or the community and the criminals know this. I have been mugged and beaten while cycling from the railway station to Trumpington at 5:30pm on a Sunday! (Night time in December) and have heard similar experiences from others. This proposal would expand this busway out into the countryside, where it will be darker and ideal for the gangs that prey on walkers and cyclists on the busway.Please consider on-road options, instead, and improvement of on-road cycle lanes.
Trumpington	Definitely Not	Definitely Not	Another busway is not necessary. The Trumpington one is a total waste of money. Hardly anyone uses the buses. The footpath along side however is very busy with walkers cyclist and other less desirable means of independent travel escooters ebikes. By all means build a transport link but for cyclists and walkers. People don't want to be in a confined space since Covid and more importantly there is or should be every opportunity to help people exercise. If this can be incorporated into the daily commute then the health benefits will be considerable. Well as long as cyclists and walkers are segregated on the path!
Trumpington	Definitely Not	Definitely Not	There is far too much building going on in the area, and destroying of the countryside in the area, without consideration for the loss of trees, habitat for wildlife. If these losses must be made...then better travel options need to be considered...the current options are not suitable. To build these busway with the starting point so close to the city is stupid. People will still need to access those points car. If anything has to be built, build them but start further out, with an outer link road between them around the entire city....but also address the problem of the school runs. Children should be forced to use bus facilities from these points.....the school run is the biggest problem in Cambridge!!!! Private school parents coming from outside the city clogging up with a double journey twice a day, will not be reduced with the building of this busway.....it needs to be for multi users of the city not just the bio campus sites.
Unknown	Definitely Not	Probably	When we were initially consulted about this busway I tended to be supportive but it is now becoming apparent that local farms want to use this as a pretext to building houses on a great deal of the adjacent farm land. I strongly oppose this.
Unknown	Definitely Not	Definitely	We already have the railway going across Granhams road plus the cycle (pedestrian) Lane and the traffic up and down Granhams road is getting worse by the day.
Unknown	Definitely Not	Not Sure	Presume option A will be verty costly Not sure about option B. Surely the railway would take up mless room and even help with the Haverhill route



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Unknown	Definitely Not	Definitely	Option A would destroy the green belt and in my view would not be used by local residents or by motorists travelling from Babraham or beyond. Another 'white elephant' like the existing busway between the Cambridge Biomedical Campus and the railway station! Construction would be very intrusive and take a long time. A much quicker option would be to expand the A1307.
Upper Cambourne	Definitely Not	Definitely	Ridiculous to create a completely new roadway when you can utilize the current one
Upper Cambourne	Definitely Not	Not Sure	Since I am a resident of Cambourne, this busway will not help or affect me. However, I do share the environment concerns and the effective utilisation of the available funds.
Upper Cambourne	Definitely Not	Probably	Option A does a lot of environmental damage and would be very costly, option 2 uses features that are already present and would cost less.
Waterbeach	Definitely Not	Definitely Not	See Q.4 -- though it ought not to be "longer term" -- most of the trackbed is extant. Should run trains between Haverhill and Wisbech so don't need to terminate in Cambridge.
Whaddon	Definitely Not	Definitely Not	Too disruptive to the environment
Whaddon	Definitely Not	Definitely Not	I don't see any need for a busway in this location, and the proposed locations are not in any case convenient for the local population centres as they presently exist. Additional transport would be required to reach the busway.
Whaddon	Definitely Not	Definitely Not	They achieve absolutely nothing. There is no useful link provided. There is no transport hub' at the end. Is it being built to provide justification for building yet more new houses in the vicinity in the future? Pointless and destructive of countryside.
Whaddon	Definitely Not	Probably	We should be utilising and if necessary, upgrading existing routes. Not just digging up our countryside.
Whittlesford	Definitely Not	Probably	The A1307 is already a busy commuting route into Cambridge, so it would make sense to expand the transport provision along an existing traffic corridor rather than destroying countryside to provide a service that will barely touch the residents of the 3 villages it passes, who already use road rail foot or cycle power to get to the biomedical campus
Whittlesford	Definitely Not	Definitely	Make use of road already in existence
Whittlesford	Definitely Not	Not Sure	Further destruction of open countryside, and threat to the Ninewells and Gog/Magog Downs reserves. A non-viable route only chosen because building anything on open countryside is viewed as cheaper by its proponents. We cannot afford to go on destroying our natural environment.
Whittlesford	Definitely Not	Probably	Preservation of the countryside
Whittlesford	Definitely Not	Definitely	Risk of development around the busway and the busway impact on the countryside around Magog Down and Stapleford
Whittlesford	Definitely Not	Definitely	It seems much more logical and sustainable to improve existing transport corridors than to build a totally new one through open countryside.
Whittlesford	Definitely Not	Probably	Less environmentally damaging, will not open up Green Belt for development
Whittlesford	Definitely Not	Definitely	Preferred option would be to re-instate the railway line. Failing that, with the pressure on land use in the South Cambridgeshire area, option B destroys the minimum amount of dwindling green space.
Whittlesford	Definitely Not	Definitely	Less expensive and less intrusive.
Whittlesford	Definitely Not	Probably	It is important that we protect our countryside.
Whittlesford	Definitely Not	Definitely Not	wanton destruction of countryside
Whittlesford	Definitely Not	Not Sure	The countryside is too important to spoil, ruin, use. Once it's gone, it's gone, there is no going back.
Whittlesford	Definitely Not	Definitely	Makes more sense to use existing infrastructure. Surely construction would have lower carbon footprint? In other places (eg Trumpington) travel corridors have then been used to open up green belt for housing. How do we know this wouldn't happen with option A?
Whittlesford	Definitely Not	Definitely Not	A busway is a very expensive option. A better solution would be an electric Tramway of standard railway gauge, from the Biomedical Centre, or maybe Cambridge Central or even Cambridge North Stations to Babraham. The existing rail tracks being used where possible and the new line from the Biomedical Centre largely following the old railway route to Haverhill skirting Sawston.
Willingham	Definitely Not	Definitely	Visual intrusion and severance of agricultural land making such land vulnerable to development
Willingham	Definitely Not	Probably	Large swathes of our Cambridgeshire countryside is already being destroyed by monstrous new estates/mini towns and it must stop. Wildlife and open green space must be protected from unnecessary destruction.
Wimpole	Definitely Not	Probably	I think that we have destroyed enough of our beautiful countryside already and I am opposed to destroying more.
Wimpole	Definitely Not	Definitely Not	I don't feel that either option is necessary.
Wimpole	Definitely Not	Definitely Not	Not needed, enough countryside being destroyed in Cambridge area
Wimpole	Definitely Not	Probably	South Cambs is getting too full, we cannot support more infrastructure, we need to stop doing things here and divert the money to the North, where they have such great need.
Wimpole	Definitely Not	Probably	We must stop using up good agricultural land when there are alternative routes available using existing infrastructure We need to be more self sufficient in food production in this country
Abington	Probably Not	Not Sure	Option A runs through open countryside which I don't particularly want to see. Option B could create more traffic hold-ups during morning rush hour though at present the A1307 seems quieter in the mornings.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Arrington	Probably Not	Probably	Importance of having route in proximity to existing settlements for convenience and ease of use from. The A scheme would actually disenfranchise residents of nearby villages as by the time they had reached the route they would already have had to get in carspeople in those villages. Also greenfield route encourages pressure for future development in currently open countryside , as it will be argued infrastructure is still in place
Babraham	Probably Not	Definitely	It makes much more sense to have a bus lane along side the main road into Cambridge. It would be quicker to get into Cambridge from the park and ride site. It would protect our lovely countryside too.
Bar Hill	Probably Not	Probably	Less disruption
Bar Hill	Probably Not	Definitely	Friends and colleagues who live in the area of the A1307 have told me they would directly benefit if the Option B was picked, as it would allow them to have a faster route on public transport to the Biomedical Campus (rather than relying on lifts or driving) without causing overly additional works from a totally new construction.
Barrington	Probably Not	Probably	It seems likely that my choice would be cheaper and it would not involve destruction of green field sites.
Bassingbourn	Probably Not	Definitely	The road is already "lost" to peace, tranquillity and probably wildlife. So it would make sense to widen the existing roadway instead of tearing up what little countryside remains in our constituency.
Boxworth	Probably Not	Not Sure	Not sure that it is necessary to spend the money on this when the money could be better spent on making the existing roads fully functional i.e. potholes.
Caldecote	Probably Not	Probably	We have to protect our countryside against constant pressure from additional housing and transport.
Cambridge	Probably Not	Probably	We already have busways in Cambridge, and buses crawl along them at 10mph. Surely the most money spent on such a slow mode of transport. Reopen the railway instead, better for the environment, can carry freight too, more futureproof
Cambridge	Probably Not	Probably	less environmental impact - encourages less traffic - looks like better value for money
Cambridge	Probably Not	Probably	Guided busway gives limited access points - Like the current one! More destructive better - to keep transport in the same location.Impact on environment is detrimental.
Cambridge	Probably Not	Definitely	The proposed route 1 will destroy areas of natural beauty but still does not actually serve the villages. The points in the villages are far enough out that I think people will either drive to drop off people for the bus or just not use the bus at all.
Cambridge	Probably Not	Probably Not	I do not support the proposed partial bus lanes as this will not work, simply leading to buses becoming stuck at pinch points where no lanes exist. I also do not support the GCP's proposals as even a brief look at the map shows that the stops are all too far from the centre of the villages they serve. Globally, rail-based schemes will always be the best option. Considering bus-based schemes, my preferred option would be a fully segregated scheme on or alongside the A1307, with a fully segregated busway-quality cycle path alongside.
Cambridge	Probably Not	Definitely	There is no longer going to be a Metro, so a route on public roads is suitable. Still need the cutoff from Hinton Way.£132m for 1250 spaces is expensive.Those 1250 spaces are going to want charging facilities at some expense.
Cambridge	Probably Not	Probably	There's already too much disruption/destruction to our countryside.,
Cambridge	Probably Not	Definitely Not	Busway will destroy large swathes of rural beauty.New bus line across the fields south of the campus will destroy as above. Grabs of green belt are becoming ridiculous now!
Cambridge	Probably Not	Probably	To protect valuable countryside south of Cambridge
Cambridge	Probably Not	Probably	If building a new route (whatever it is) through unspoilt farmland can be avoided, this is preferable. However, if the additional bus lanes on the A1307 cannot reliably get commuters into Cambridge without unacceptable delays, people will be deterred from using the P&R.
Cambridge	Probably Not	Probably Not	Whilst Option A would be an unsightly blot on what is currently very accessible and enjoyable countryside close to those of us who live at the southern side of Cambridge, the A1307 normally runs quite well, with the exception of a build up of commuter traffic south of the Gog Magog roundabout early on weekday mornings. Bus lanes squeeze all other traffic into one lane and cause tailbacks - frustrating when the bus Lane often seems to be empty. I'm not averse to busways - the one between Addenbrooke's and the rail station is great for avoiding traffic on Hills Road - but this proposal seems to be a real blot on the landscape.
Cambridge	Probably Not	Probably	Preservation of the existing countryside
Cambridge	Probably Not	Definitely	The main attraction for me is the lesser impact on the environment, faster implementation, lower cost and that it keeps open the option of reviving the old railway line in the future, the latter being extremely important in my view.
Cambridge	Probably Not	Probably	Why build a new, segregated busway that is so expensive and uses too much land from the green belt, when feasible, cheaper alternatives seem available?Personally, I'd preferAlternative 1. Sections of new bus lane on the A1307 from Babraham to Hinton Way with a final bus road section from Hinton Way to reach the Biomedical Campus.
Cambridge	Probably Not	Probably	No more half measures; bus ways are a rubbish idea. Build a light railway instead.
Cambridge	Probably Not	Probably	Bus way all the way seems excessive, but should be evaluated for impact on road traffic. Would the extra bus lane be also stuck in traffic? Then the completely separate bus way could be a better solution.
Cambridge	Probably Not	Probably	less disruption to the surrounding countryside and particular areas of refuge for wild-life
Cambridge	Probably Not	Probably	Countryside already severely diminished, needs much more protection - hence improve existing infrastructure (opt B + improve green areas)
Cambridge	Probably Not	Probably	Option 1 seems too draconian
Cambridge	Probably Not	Probably	I would like to see impact on the countryside reduced as much as possible. I doubt the proposed investment into option A is economically viable, particularly post-Covid when we are all going to have to pay for the pandemic-related expenditure, so this cannot be a priority and the money could be spent on the NHS, for example. I also think that fewer people will be travelling regularly to work in the future as hybrid ways of working are becoming increasingly accepted.And on a personal level, I would not use this busway, as all 4 of us cycle to work/school and live in Cambridge.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Cambridge	Probably Not	Probably	The core problem of congestion on the A1307 should be solved regardless of the need for rapid bus transport. The solution is an attempt to avoid the hard political decision around reducing car usage whilst damaging the environment.
Cambridge	Probably Not	Probably Not	For the last ten years I have carried out ecological surveys of the fields between the biomedical campus and Granham's Road. They have important populations of threatened farmland birds. Both routes would cut through fields I study. Such a major infrastructure project would cause considerable ecological damage “ especially during the construction phase, but later on when it would fragment the habitat and carry a risk of collision with wildlife. The farmland bird species most at risk would be grey partridge, which nest in the two fields and use them throughout the winter; yellow wagtail, for whom these fields are the only remaining nest site across the area I study; and corn bunting. Given that grey partridge are now classified as vulnerable to extinction in the UK, and that yellow wagtail and corn bunting are considered near threatened ie likely to become vulnerable to extinction in the UK in the near future, the fact that several pairs depend on these fields make them important. They also provide valuable habitat for other red-listed farmland birds, notably linnet, yellowhammer and skylark.
Caxton	Probably Not	Probably	Value for money.
Comberton	Probably Not	Not Sure	A few thoughts. The proposed route does go near to three villages in which many workers at Addenbrookes and the Research Park work. However there are already good bus links through Sawston to the hospital and good cycle paths.. I have not used the Babraham Park and Ride site for several years but it was very full of cars in the morning and difficult to park, so possible expansion needed. A lot of staff members walk into the hospital site from there. The route does not join up with Trumpington P and R so would not help relieve morning conjection much when getting students to school or college.except to Long Road.SFC. Unhappy about the loss of green spaces.
Comberton	Probably Not	Probably	An improved roadway would be more eco friendly than a busway. However, I do know of the sheer level of vehicles travelling to Babraham from Haverhill and feel that a solution should be found to that too,
Comberton	Probably Not	Probably	Whilst I appreciate the need for improved infrastructure in Cambridge, especially to the Biomedical Campus which is a hub for many jobs, I cannot agree to allowing more roads/tracks/busways through the countryside or justify the expense. Improving the infrastructure that is already in place makes much more sense to me in conjunction with providing more parking space at existing park and ride sites.
Comberton Road	Probably Not	Probably	We should not damage green areas unnecessarily when current travel corridors can be used
Dry Drayton	Probably Not	Probably	It is better to upgrade existing infrastructure rather than destroy more green land.
Duxford	Probably Not	Probably	Environmental concerns
Duxford	Probably Not	Definitely	A bus pane will not eat up the countryside, and can be put in along the pre existing route of the A1307, makes more sense really, and there's more than enough room either side of the road already to put the bus lane in.
Fen Drayton	Probably Not	Probably	Circumstances have changed with the proposed railway station at Cambourne and reduced in office work due to Covid. Option A needs to be reassessed in the light on these developments.
Foxton	Probably Not	Probably Not	Would not use it live Royston way
Foxton	Probably Not	Probably Not	Cambridge has a large number of buses serving the city, the money should be spent improving links to the rural areas where the buses are hourly, often don't turn up and don't run past 7.pm.
Gamlingay	Probably Not	Probably	Unnecessary destruction of countryside from the Option A proposal.Option B whilst causing major disruption during construction, would provide a more suitable route and retain more of the environmental benefits held at present.
Godmanchester	Probably Not	Probably	My preferred option for increasing transport links is always for electric rail - this is the most efficient method for mass transit, in terms of the number of people carried and the carbon emissions. From the information provided, option B sounds better than option A due to the lower environmental and financial cost, but both are inferior to rail options.
Great Abington	Probably Not	Probably Not	Neither route is satisfactory, but the GCP's route does serve several residential settlements. If the latter route is built it should be capable of easy conversion to rail.
Great Abington	Probably Not	Not Sure	There is no need for an additional busway - the 13 bus gets close enough to both Babraham and the Campus. If necessary, an additional bus Lane on the A1307 is permissible but not essential in my opinion.
Great Chesterford	Probably Not	Probably Not	An existing route exists along the alignment of the old rail line to Haverhill. A light rail link would be a longer lasting investment for the future, a more comfortable ride with more sustainable vehicles and a stronger signal that GCP is serious about the future of Cambridgeshire.
Great Eversden	Probably Not	Probably	Not an area I know or use but generally more concrete in the countryside feels wrong.
Great Shelford	Probably Not	Probably	I completely agree that we need to address the needs of people commuting into Cambridge from the Abington and Haverhill direction. However, taking this route through one of the remaining green belt areas is not a great solution. Development behind Addenbrookes has already driven wildlife away, noticeably the skylarks which used to be prevalent. It is looking likely there will be a retirement home development between Hinton Way and Magog Road, further guided busway works Wouk's destroy the open arable land and wildlife supported by the lovely hedgerows .
Great Shelford	Probably Not	Definitely	The GCP route offers limited benefits to the villages and significant disruption in both construction and operation (additional crossing delays near railway crossings). Few villagers likely to use it. Option B has less impact on countryside.
Great Shelford	Probably Not	Probably	I live on Hinton way, I'm always keen for extra connectivity and the travel options it creates, I do understand that some inconvenience is necessary to enable this but I do think there are some serious unanswered problems with the proposed route. There is likely to be a serious problem on Hinton way with congestion if the new busway forces the road to be shut (it already is shut for a long time for the train line at the other end.) there are parked cars on the road outside my house and there is always beeping at rush hour when the train line opens. I'm fearful that if the road is closed both ends and a surge from each meet near parked cars along the road it will become even more chaos with beeping and pollution on our village road!! The bus road from Hinton way roundabout is a very good idea, that stretch of road is the main problem getting into Cambridge at rush hour from



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			our direction. No views on alternative path to that point. The Haverhill to Cambridge railway is a very good idea, I'm sure there are difficulties but anything to improve this route would enable much greater life opportunities for people from Haverhill and more affordable housing options for those working in Cambridge without the need for more new housing estates eating the green spaces between Cambridge and it's neighbouring villages. I grew up in Haverhill and now live on Hinton way in shelford, if you'd like to discuss this further feel free to email jbtharby@gmail.com
Great Shelford	Probably Not	Definitely	GCP's preferred option not only cuts through valuable green space, but it is also not clear how the local stops along the preferred route will provide accessible transport to residents of each area where the stops will be located. So a high cost (environmental) without a clear local benefit.
Great Shelford	Probably Not	Probably Not	Option A: It's too far outside of the village centre to be used by people who would walk to the stop. It's more practical to take the train. Option B: I don't see how new bus lane sections on the A1307 would fit. Without a dedicated bus lane for the whole route the buses will just get caught up in all the rush-hour traffic.
Great Shelford	Probably Not	Definitely	Because the bus should use the existing infrastructure
Great Shelford	Probably Not	Probably	Seems like it would be a cheaper and potentially faster solution
Great Shelford	Probably Not	Definitely	Much cheaper and doesn't cut through green belt. Keeps open option to have railway from Haverhill one day. Such a large growing town should have a railway. I do however appreciate the expense and difficulty involved in the railway crossing the A11 and A505.
Great Shelford	Probably Not	Probably	Better value for money, less damage to the countryside.
Great Shelford	Probably Not	Definitely	A cycle and pedestrian way plus occasional buses will be safe for the environment.. A Will help improve cycle links between South Cambridge and Whittlesford pathway..
Great Shelford	Probably Not	Probably	There are no perfect solutions, only vested interests would say that. The least worst solution is option B.
Great Shelford	Probably Not	Definitely	I'm supportive of more transport links in this area. I work at the Genome Campus and anything that may reduce car traffic and improve transport links to science parks- which are big employers I am supportive of. Babraham campus is in need of additional transport in my view. However, the bus stops for Shelford and Stapleford are quite far out of the village so I don't think I will use them. Instead I would cycle or use the train from Shelford station. I am very supportive of reopening train lines wherever possible. The infrastructure associated with a station like places to park your bike makes them an easier proposition to use than a bus stop.
Great Shelford	Probably Not	Probably	Option B costs less and has less impact on the natural environment
Great Shelford	Probably Not	Definitely	I am for developing appropriate infrastructure and the opposite of a NIMBY, but why complicate things. Widening of existing infrastructure has to be the simplest, most cost effective with the least environmental impact. Doing g nothing not a option
Great Shelford	Probably Not	Definitely Not	I don't consider it is necessary; it would be better to use existing bus routes. Also considering the taking of farmland and damage to wild life
Great Shelford	Probably Not	Definitely	I am concerned about the impact on the Gogs and bringing more traffic into an already congested area. However it must be made easy for car drivers to get to work easily and quickly and stop using their cars with one driver. Public transport must be made pleasant and quick and cheap. Also safe for single women (eg nurses) or say school children returning to their cars (Or parents pick up point) in the dark. I should like to know if the buses will electric and how frequently they will run. Must be frequent at peak times. Then at least very 10 minutes. Must be made very attractive to get car drivers onto public transport.
Great Shelford	Probably Not	Probably	I value the green belt and countryside and would be concerned about the damage to the wildlife, ecology and Gog Magog hills with option A. That said, I do believe a transport link for Great Shelford would be helpful.
Great Shelford	Probably Not	Probably Not	The current busway (stupid name) running up to St Ives from Cambridge, was vitriolically opposed when it was first mooted. It was a highly unpopular concept, especially when it was announced that bicycles would not be allowed on the buses. So much money was wasted and with no accountability, especially where flooding was concerned.
Great Shelford	Probably Not	Probably	As this uses existing road and bus routes it does not require new bus routes to connect to the villages but the new bus lanes would still encourage more bus use. It will be less disruptive to the local population during construction and would probably be ready earlier. The difference in the cost is significant.
Great Shelford	Probably Not	Definitely	It seems the most obvious and straightforward solution. Minimal effect on the countryside
Great Shelford	Probably Not	Definitely Not	My main reason is whether the busway will ever be used by sufficient passenger numbers to justify the cost (as with the present guided bus). Secondly, if the plans for EWR go ahead, there will be too much infrastructure ploughing through the, already overcrowded, villages of S. Cambs., affecting the tranquillity of these places.
Great Shelford	Probably Not	Definitely	The main congestion is on the approach to Addenbrooke's along the A1307. I don't mind the Option A busway but I do not like the bridges over the river Granta, far too intrusive.
Hardwick	Probably Not	Probably	Most of the road is in countryside so there room to make it wider, so will not lose more green belt land
Hardwick	Probably Not	Probably Not	I would prefer to see the use of rail where possible
Hardwick	Probably Not	Probably	Too much open countryside being sacrificed for road/busway building
Hardwick	Probably Not	Probably	It seems a waste of money to build option A when an option exists that is cheaper and results in less damage to the countryside.
Harlton	Probably Not	Definitely	We need to minimise the impact on green belt
Harlton	Probably Not	Probably	It seems to get to the same end without cutting through nearly as much countryside
Harlton	Probably Not	Probably	Proposed development is primarily aimed at catering for work travel and there is Insufficient data as yet to assess long term effects of pandemic and technology improvements on future work practices. Option A therefore could be a complete white elephant, option B is cheaper and potentially benefits a wider range of travellers.and destinations.
Harston	Probably Not	Probably	will use less of existing rural area
Haslingfield	Probably Not	Probably Not	There are problems with the current busway, and my experience with buses in Cambridge is that they are so unreliable they cannot be relied upon.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Haslingfield	Probably Not	Probably	Holidays aside, I've not used public transport in decades, as cycling is so much more convenient. The cross-country route would be more disruptive of existing paths during construction than any later enabling would provide.
Haslingfield	Probably Not	Definitely	National Infrastructure Council's own guidelines are to use Multi-Modal Corridors to minimise green belt impact for new travel initiatives. Have GCP explained why this cannot be followed? I have seen nothing to suggest that they have. The GCP preferred route ensures that the Cambridge-Haverhill rail link will never happen, which is a poor outcome.
Hauxton	Probably Not	Probably	The least use of farmland is my priority. We need to grow our own produce to reduce our dependency on imports for our food.
Ickleton	Probably Not	Probably	Easier to build next to existing road, almost no houses on the south side of the A1307
Kingston	Probably Not	Probably	Less impact on the countryside
Lilley	Probably Not	Probably Not	The Guided Bus way has a bridleway running along side it, open to equestrians, cyclists and pedestrians. This proposal does not seem to include a bridleway within the plans. So I therefore I cannot support this new bus way.
Little Abington	Probably Not	Probably	The proposed new busway will definitely affect much of the countryside between the Park and the Campus. Option A would be the quickest route but if proposal B is viable and will provide a quicker journey I would support it. This would depend on getting the land for a segregated busway alongside the A1307.
Little Eversden	Probably Not	Probably	Shorter route is attractive. Much will depend on the cost benefit analyses.
Little Eversden	Probably Not	Probably	Dedicated roads means that 90% of the time they are of no value to anybody
Little Shelford	Probably Not	Definitely	Use existing corridor for same pupose
Little Shelford	Probably Not	Probably	Option B disrupts the countryside less and probably costs less.
Little Shelford	Probably Not	Probably	It would seem that many of the benefits of the link between the Biomedical Campus and Babraham could be achieved with the addition of dedicated bus lanes along the A1307 plus the new off road busway between Hinton Way and the campus.
Melbourn	Probably Not	Probably	The A1307 goes very close to Magog Down & The Gogs golf course, I'm not sure where they would like to put the new roadway without disturbing this area of beautiful countryside currently used by many people from Cambridge & beyond for R & R. If they build the new development near the Genome centre I suspect some residents may work at Babraham rather than Hinxtton and wouldn't use the proposed new bus route.
Oakington	Probably Not	Definitely Not	There isn't enough capacity on standard roads to add both bus lanes and cycle lanes. One usually has to be done at the expense of the other. Providing dedicated space along only part of the route will create bottlenecks that will have to be fixed later on.
Over	Probably Not	Definitely	The "original" busway was on the old train line, so a lot of the infrastructure/spacing was already in place. Putting this amount of concrete across countryside seems incredibly wasteful when just a small amount of space could be used by the existing road. Heaven forbid, you could even take a small amount of space away from personal cars to do so!
Royston	Probably Not	Definitely Not	Destruction of countryside and increased traffic congestion respectively
Sawston	Probably Not	Probably	I think Option B is much better value for money, the cost is much lower than Option A, and the stops for Sawston, Stapleford and Great Shelford for Option A are on the very edge of those villages.
Sawston	Probably Not	Probably	I see no benefit of destroying the countryside when it can run alongside existing routes
Sawston	Probably Not	Probably	countryside is very short on the south side of Cambridge. the only walking places - Gog and Magog - are compromised by heavy traffic noise already.
Sawston	Probably Not		I use The bus outside of my house to Cambridge why would I get in my car to drive poss 1/2 to leave my car to catch a guided bus I drive to Trumpington P & Ride 10mins in Centre If train was introduced why would pensioners use it when they can get a free bus can't see us getting free train
Sawston	Probably Not	Probably	If there is an equally beneficial alternative to destroying countryside it makes sense to explore all options available.
Sawston	Probably Not	Probably	Neither provides a good alternative to the traffic coming into Cambridge from the Haverhill area. To me it only seems like a park and ride further out of Cambridge. Doesn't help those who rely on a complete bus service, would it affect existing bus services? The bus way from St Ives went over budget many times, has this really helped transport around Cambridge? Would this be another folly by the council. Giving little benefit to the local population and destroying so much of our countryside.
Sawston	Probably Not	Probably	Less impact on the countryside.
Sawston	Probably Not	Probably	If the aim is purely to reduce congestion on the A1307, i.e. Haverhill - Cambridge routes, then the yellow is preferable. I struggle to see the benefits (or priority) for a CSET busway which sits too far away from the main villages to be a viable option for many people anyway. For example, Sawston sits awkwardly far from Whittlesford train station, and the proposed busway is awkwardly far in the other direction, meaning that most people from the village would remain bus users anyway. Focus on improving existing crucial links - e.g. Cambridge-Ipswich trains, via Newmarket, which are a genuine embarrassment, and improving congestion. Also, I'd like to know how many road users are going to and from the Babraham Campus specifically - most traffic is people going through, so bus lanes aren't hugely useful here unless there's a Park and Ride option beyond Babraham as an alternative route into Cambridge, perhaps Haverhill.
Sawston	Probably Not	Not Sure	A more affordable scheme would always be a better option. Less impact on environment is always good whilst using links already available.
Sawston	Probably Not	Not Sure	I live in Sawston. The proposed route is so far out of the village, I would probably never use it. It may be useful for the new estates being built on the farm land towards Babraham, since they have no easy access to the existing bus service
Sawston	Probably Not	Definitely	I don't see the benefit of cutting across country past the very edge of Sawston. The Sawston stop is beyond walking distance for most residents and therefore it won't be used by many people. If the point is to provide better public transport links from Haverhill/Linton then an improved bus route with an option to reinstate the rail line would seem a better use of money.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Probably Not	Probably Not	There is a palpable need for a reliable, locally convenient and off road public rapid transit system for Cambridge and surrounding areas. Neither an all rail nor a partially guided bus approach can fulfil the future pressing needs of an expanding Cambridge sub region. In Copenhagen, a similarly compact city with extended commercial and residential areas beyond the city's original boundaries, a metro system has revolutionised public transport to the benefit of the city's commercial and residential occupants. It is partly elevated, partly ground level and partly (central area) underground. As a forward looking and practical alternative it has much to offer.
Sawston	Probably Not	Probably Not	Would prefer train line from sawston than bus
Sawston	Probably Not	Probably	I would much prefer a railway line. There is however a great need to improve public transport in this area as it can take an hour to get the bus from Sawston into Cambridge. So unfortunately something needs to be done.
Sawston	Probably Not	Probably	Initially we were in favour of the CSET as it looks like a proper transport system, however looking at the plans in detail, it brings very little benefit to the villages it goes past. This will not benefit most of Sawston and is not really an accessible public transport system for most. The majority of those served will be the park and ride users, so option B is more practical.
Sawston	Probably Not	Definitely	Making better use of existing resources - land, infrastructure, money and time, especially if the primary purpose is to link Babraham Research Campus and Cambridge Biomedical Campus. Surely a further enhancement is simply to locate the Cambridge Biomedical Campus at Babraham and remove that traffic on the A1307, if that is the issue. Multi-user access should be the future, not just a concrete route for buses, especially as it only reaches the southern perimeter of Cambridge. Not environmentally considerate. What do you do when you reach there ? Walk and catch a bus, taxi, train.... into town when there is already a bus hub at Addenbrookes main entrance. What about congestion at/near Babraham with everyone driving to access the GCP route. Surely look at St Ives route and Luton's busways for utilisation as a cost based analysis
Sawston	Probably Not	Probably	We need to minimise the impact of any development on the environment and so using pre-existing infrastructure and, adapting where necessary would achieve this. Longer term we need to look to move commuter transportation away from the roads and option B would leave the opportunity to reopen the Cambridge to Haverhill railway
Sawston	Probably Not	Definitely Not	Option A - Getting to the Biomedical campus via public transport isn't an issue with current bus links. It is the unreliable nature of those links that stop public use. Option B- The areas that will get a new bus lane are rarely congested compared to the inner city roads (e.g. Hills Road) which add 20-30mins onto a bus journey (Babraham P+R/Citi buses)
Sawston	Probably Not	Definitely Not	I don't see how option B in any way serves the communities that the GCP off road Busway is supposed to serve. Option B neither serves Shelford, Stapleford nor Sawston, and therefore I definitely do not support it. I agree that option A has problems - I don't actually think it is necessary at all to build something this expensive to improve transport, but at least it would be close enough to the villages for them to use it! Why isn't 'build neither and just improve existing roads' an option?
Sawston	Probably Not	Probably	Option B seems to be less damaging to the countryside
Sawston	Probably Not	Probably	Option A would be useful as it could be used for bikes as well (like NW Cambridge) Option B Would reduce the impact on the local scenery/environment
Sawston	Probably Not	Definitely Not	No. The no 7 bus comes though Stapleford, Shelford and Sawston. Why more bus ways. The train plan that has been proposed is a better opposite. If the bus way is planned the train line could not be built
Sawston	Probably Not	Probably	The villages definitely need improved connectivity to Cambridge. The proposed route (option a) will not serve the villages since the stops are too far from the village centre.
Sawston	Probably Not	Not Sure	I don't know if the busway would actually reduce my journey time from Sawston to work (Cambridge University Press & Assessment) or central Cambridge. To get to the busway I'd have to walk to a bus stop outside of Sawston, rather than the no. 7 which has stops throughout the village. Although the current busway goes past my work, it doesn't stop there. In order to make a judgement about the busway, I want to see comparative journey times between existing bus services and using the proposed new busway. A lot could be done to speed up the existing bus service, with zero new infrastructure cost, like having an express bus from Sawston to Cambridge without going all round Addenbrooke's. In other words, any benefits of the proposed busway for my family, and Sawston in general, are unclear to me, but it would destroy a lot of countryside.
Sawston	Probably Not	Definitely	Lower Cost Less impact on environment Possible re use of old railway
Sawston	Probably Not	Probably	I agree with the concerns about the environmental impact of option A. On that front, option B looks a better alternative, however option B must not affect negatively the already congested A1307 by adding the bus lane, otherwise we'll end up with a solution that is worse than the current situation. Option B must be a new side-route for the bus and not taking advantage of the existing roads. Any portion of the A1307 used by the bus will have a negative impact on the already busy ways in Cambridge. Thanks
Sawston	Probably Not	Not Sure	Disrupting the countryside for buses which would pollute the air is not preferable. A train line would be better.
Sawston	Probably Not	Probably	Option B uses a transport route already established and can be upgraded. It is cheaper and not so disruptive to the countryside and communities.
Sawston	Probably Not	Probably	No need to use A as cannot see where any stops are needed as no households to use it, so should not be a problem using B
Sawston	Probably Not	Probably	We walk a lot around the gogs and this part of the countryside and to have a busway running through this area would have a significant impact on the countryside. Our preference would be for route B which would meet the needs required by an additional bus route without the huge cost and destruction of local countryside and farmland.
Sawston	Probably Not	Probably	The proposed busway carves through land which many people use for running, walking & cycling (route between Stapleford & Babraham. This is also an area where you see a lot of bird life such as larks, which is nice but may be ruined by extra noise. Option A seems to bypass Sawston completely so wouldn't benefit them. Option B might slow down traffic on the A1307 which is really hard to cross. (It cuts across Got Magog Down & Wandlebury footpath. Anything that links up the rail stations & provides a connective rail link for Sawston would be better.
Sawston	Probably Not	Not Sure	There is a need for better transport links in this area in order to support economic growth. However the proposed busway seems very intrusive and ends up filtering into the over congested Cambridge road system. A proper metro would be a much better idea, and would support economic development and the maintenance of a viable, multipurpose town centre. The proposed busway has all (or more) of the environmental impact for modest gain, and also blanks out restoration of the rail link.
Sawston	Probably Not	Probably Not	Re-opening the train line would make more sense, that which connects Haverhill to Cambridge via Sawston, and the villages.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Shepreth	Probably Not	Probably Not	Unnecessary expenditure for little benefit
Stapleford	Probably Not	Definitely	I don't think we should build on the green belt. I also think we should try and focus on building solutions to get people out of cars - eg building rail or tram options. Not just building routes from car parks. I also think having loads of predictable, reliable minibuses with a companion app that means routes are based on demand, would get people out of cars and reduce congestion. You also get lots of useful data from the app which will inform future network and planning decisions.
Stapleford	Probably Not	Probably	Better to build on an existing structure
Stapleford	Probably Not	Probably	1. Can we not take traffic off the roads by spending the CSET money on lots of electric buses on lots of different routes including new ones, so people can use a bus to get almost anywhere? (which is what GCP seem to be offering in their Making Connections scheme). The business case for a busway needs reviewing2. If Option A is not built, provision needs to be made to improve travelling for Sawston people, as Option A does at least serve them
Stapleford	Probably Not	Definitely Not	Roads are for all traffic users, the route to Linton has already been ruined by pointless and scarcely used bus lanes, we certainly do not need any more they need taking out.
Stapleford	Probably Not	Definitely	less intrusive to the villages of Shelford/Stapleford/Sawston
Stapleford	Probably Not	Probably	Protects the green belt
Stapleford	Probably Not	Probably	The GCP proposed route goes through green belt land, and since it's outside of the Shelford/Stapleford villages, wouldn't be used by villagers anyway. So it would only achieve further encroachment into green belt land later on with new developments
Stapleford	Probably Not	Probably	Option B involves less greenfield destruction and utilises existing road infrastructure where possible.
Stapleford	Probably Not	Probably	Unnecessary expenseDegradation of the environment with limited benefits
Stapleford	Probably Not	Probably	Is there the demand for such a route to justify tearing up these fields??
Stapleford	Probably Not	Probably	Whilst understanding the need to reduce congestion in Cambridge by providing alternative methods of entry to the city, the concept of putting a concrete ribbon across a beautiful countryside setting is undesirable, especially as the Magog Down, from which this will be very conspicuous, is such a peaceful, valuable social amenity.
Stapleford	Probably Not	Not Sure	The main beneficiaries of this route it seems are those who need to commute regularly to the biomedical campus. It is too far from the centre of Cambridge to be useful to shoppers or those visiting Cambridge city. Post-pandemic will there be such a need for commuting? It seems vastly expensive for not much benefit. Those who live in Stapleford (like me) will have a shorter walk to the existing rail station. Option B would no doubt cause prolonged chaos for road commuters on the A1307, but my regular commute is by bike so it wouldn't affect me personally.
Stapleford	Probably Not	Not Sure	Another level crossing would mean emergency vehicles would be held up. The countryside would be spoilt and reinstating the Haverhill railway would be preferable.
Stapleford	Probably Not	Probably	The busway would be more expensive than B. It would delay emergency vehicles that currently use Haverhill Road to avoid level crossings. It would be better to use the old railway route which would takes no new land. That route is also more level and would therefore be more energy efficient. It would serve the new housing at Welches Crescent very well. They are likely to be commuters.
Stapleford	Probably Not	Definitely	Option B is better for the environment and also cheaper; also more compatible with re-opening Haverhill to Cambridge railway line
Stapleford	Probably Not	Not Sure	Neither is optimum
Thriplow	Probably Not	Probably	Prefer idea of using existing infrastructure rather than building on new, albeit former railway, land. Less destructive and more efficient.
Toft	Probably Not	Probably	Save countryside
Trumpington	Probably Not	Not Sure	I cannot see enough merit in the expense of a new dedicated busway and do not know enough of the impact of a hybrid bus route either for the opposition alternative.....the moron Beeching who cut the railway services in the 60's has a lot to answer for and this needs to be rectified with reinstating the rail links wherever possible
Trumpington	Probably Not	Probably	Don't want unnecessary countryside being built on
Whaddon	Probably Not	Probably Not	I cannot see why they feel it necessary there is so few people in Babraham. I travel that road regularly to go to the GOG Magog Golf course, there is only a small level of Traffic.The Cycle paths were an unnecessary expense a Busway is even more irrelevant.
Abington	Not Sure	Probably	My personal interest is mainly in the cycle way, which would be far more pleasant to use (and suitable for more cyclists) than a narrow path at the edge of a busy road. It might also be better to keep traffic away from the villages. However, I can see advantages for the environment for reducing roads rather than building new ones.
Babraham	Not Sure	Definitely Not	Definitely not Option B. While it may cause the least disruption it is a half hearted attempt and inadequate in the long term for the growing commuter numbers. Option A also includes a cycleway, which would be great for increasing active travel, however Option B does not and I cannot see there being enough space for both a cycle path and bus lane on the existing A1307. I am unsure on Option A as I think reopening the Haverhill train line is the best option, with stops and stations in the villages on route. This would prevent the car travel to new Babraham park and ride, as people could access the train from their local stops, this would further reduce road congestion and pollution. The population of Haverhill, already one of the UK largest towns not to have a rail station, is predicted to grow substantial and I feel the railway line would be the best option.
Bar Hill	Not Sure	Not Sure	It doesn't affect me
Bar Hill	Not Sure	Not Sure	need more details before making a decision on the routes.
Barton	Not Sure	Probably Not	I don't use this route and don't live in the villages effected. If it was going through Barton/Comberton etc I would likely have a stronger view. If it helps those along the route the I would be in favour.
Bassingbourn	Not Sure	Not Sure	Would never be using it!!!
Bassingbourn	Not Sure	Not Sure	I don't know the area that well



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Boxworth	Not Sure	Not Sure	Because it is a location I am not too familiar with I am not aware of the feelings of residents and do not have the advantage of their local knowledge. I am happy to put my support with the majority.
Cambridge	Not Sure	Not Sure	Busways are not as effective as light rail; a single bus (even a double decker) will never hold as many passengers as a train. Also, I have been less than impressed with the existing busway; it was delivered late and overbudget, plus the track is constantly having to be shut for repair work.
Cambridge	Not Sure	Not Sure	It's not just a question of the route, it's also a question of the transport being used on the route and the prices. Will the buses allow dogs to be taken on them so you can take the bus to take your dog for a walk? Will the cost of taking the bus for a family be cheaper than taking a car? Will the buses be electric and how will they be charged? How frequent will the buses be?
Comberton	Not Sure	Not Sure	Insufficient information so far
Cottenham	Not Sure	Not Sure	Not living this side of Cambridge I don't know if there is a need for either
Cottenham	Not Sure	Not Sure	If we accept that a new busway is needed then it is inevitable that it will upset someone. I hope that the final decision will not be based on certain individuals having more power (money).
Eltisley	Not Sure	Probably Not	I simply don't think that busways represent value for money. Why not re implement the railway.
Fowlmere	Not Sure	Probably	Keep vehicles on roads, not running through countryside. Councillors want new and shiny things to open, whilst existing infrastructure and routes are just as good.
Girton	Not Sure	Probably	enhancing or extending existing connections and highways should be prioritised over greenfield dev. especially where proximal to nature reserves /sensitive areas. (even if costs more to developers to ensure fine as quickly and safely as possible with minimal acceptable disruption to existing road users and neighbouring houses/amenities)
Great Shelford	Not Sure	Probably	I think we need the link, I am keen on progress but now I see the options, it seems option B is the lesser of two evils.
Great Shelford	Not Sure	Not Sure	Insufficient data on either proposal
Great Shelford	Not Sure	Not Sure	Should use debunked old rail system
Great Shelford	Not Sure	Probably	Unsure whether a busway linking Addenbrooke's and the site at Granta Park would solve significant traffic issues - perhaps if the station is built but there's existing infrastructure (buses) from central Cambridge to Granta Park and it's unlikely that most non-local train services would stop at Cambridge South even if it is built.
Great Shelford	Not Sure	Definitely Not	Option B would be detrimental to quality of life in Great Shelford, by adversely affecting local businesses (traffic delays deterring people from shopping here), creating further traffic delays in Hinton Way (we already have one busy level crossing, a second one would be unbearable) and destroying the local environment and our priceless Green Belt and , while opening the way for further destructive development. If we require public transport into the city we already have Babraham Park and Ride.
Great Shelford	Not Sure	Not Sure	There are risks with Option A with the greatest one being the possible stimulation of housing development around Stapleford. I visit Magog Down regularly and would say that while the Option A route would be visible from one side (boardwalk) particularly during construction, it would be a relatively distant feature of that view. If proper mitigation were carried out e.g. hedgerow planting, grassland management, biodiversity could be increased in the region of the busway (current arable fields without hedgerows are low in biodiversity).Option B seems to be a partial busway as it uses existing roads. Does this fulfil the needs of the CSET proposal in terms of speed & convenience? What are the risks and harms associated with this route?I have not seen the route of the old railway revival option, so cannot comment about its merits or otherwise.Therefore, I cannot state a preference or level of support for these routes which would be based on a reasonable assessment.Note also, Q. 5 below that there is no direct impact on Magog Down.
Great Shelford	Not Sure	Probably	Option B will add to existing traffic congestion and takes the route away from existing centres so denying them additional transport links
Great Shelford	Not Sure	Definitely	It would surely be more logical to follow the existing 1307 route. As things stand neither this or a proposed destructive countryside route would benefit Stapleford or Shelford residents. If a Haverhill Rail Line linked onto the line via Shelford it would cause huge congestion and danger in the village centre. As it is a national newspaper declared the Station Crossing as one of the most dangerous in England. Plus there are fears of what will happen if and when the Oxford to Cambridge Rail takes place.
Great Shelford	Not Sure	Probably	It would have less impact on the Green Belt
Harlton	Not Sure	Not Sure	the route should provide for maximum passenger opportunity and minimum disruption to existing households and the environment. it is not obvious how the two current options stack up against those 2 dimensions
Harston	Not Sure	Not Sure	I think my answer to option A comes with the proviso that if this were to go ahead then it would be financed partly by the biomedical campus and the research campus, and it contains a cycle route like the guided busway. I usually prefer the idea of a rail-link, and to me a link between haverhill abdn cambridge does not seem a bad idea. but East-West rail proposals have not gone down well and it seems to involve a very slow construction period. I don't like the idea of ruling out a rail link altogether.I like the idea of a new bus lane, but but I'm not sure what implications would be it not going all the way along the existing route ? This is a main arterial route into the city for commuters but perhaps the added level of traffic on the bus route would not be too bad? Although i don't like carving up the countryside for polluting roads, hopefully electric cars will take over, but Cambridgeshire has so little public access to the countryside that impinging on any of that is not great.
Hauxton	Not Sure	Definitely Not	Cutting through the countryside, yet again. Why not widen the A1307 and install a dedicated bus lane?
Heydon	Not Sure	Definitely Not	A new Bus Lane would take years, the cost would be prohibitive, it would strangle access to Addenbrooks and Cambridge for years during the construction process and reduce accessibility for the genera public,
Longstanton	Not Sure	Not Sure	The routes are not impacting on my travel
Longstanton	Not Sure	Definitely	Less impact but would still ultimately reduce road use
Lower Cambourne	Not Sure	Not Sure	I live to the west of Cambridge (Cambourne) and as such am not fully aware of the concerns of South Cambs residents who are likely to use, or not use, this new busway. As such I do not feel qualified to indicate a preference.
Melbourn	Not Sure	Not Sure	I have no knowledge on the impact survey results, and foreseen usage of the above mentioned routes



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Oakington	Not Sure	Not Sure	I personally have no need for it on a regular basis.
Pampisford	Not Sure	Probably Not	As a pampisford resident, whittlesford station is close enough that no alternate is relevant to our family and I would rather not have any more roads across the countryside. However I would welcome a safer cycle route into Cambridge.As a parent that has to drive the school run into Cambridge I would not welcome any of the road works required in option 2.
Pampisford	Not Sure	Not Sure	I don't think the information provided was sufficiently clear as to the precise bus routes involved.
Sawston	Not Sure	Not Sure	I don't know enough about the options to decide.
Sawston	Not Sure	Probably	Whilst option B makes sense to adapt existing infrastructure and would we've the travel hub well, option A has the potential to serve villagers too.I'd be happy with option B if I new there would also be the train option or better bus services in Sawston.
Sawston	Not Sure	Probably	Less impact on farmland Lower capital cost
Sawston	Not Sure	Definitely	Not disturbing the green belt
Sawston	Not Sure	Not Sure	Dear Anthony,I live in Sawston and don't find any of the proposed option really satisfactory.- Option A: I agree with the general idea that it represents an important destruction of our countryside. Despite this impact on our nature, I see little benefit for the people living in Sawston given the location of the potential bus stop on Babraham road.- Option B: I see no benefit for the people neither the people living in Sawston nor Stapleford or Great Shelford. This bus lane will only be used by people living alongside the A1307 or travelling from further away in the county or in Essex and Suffolk. Also I don't understand why this bus lane wouldn't cover all the section of the A1307 going from the travel hub to the Biomedical Campus.Unfortunately I don't have any other alternative. I know there is a big issue with the infrastructures in South Cambridge and I don't think they will be solved by building more dwellings in the area or agreeing for new developments such as the expansion of the Genome Campus. The County Counsel is to blame for this as well as for the governments of the past 10 or 20 years for having no vision at all of where should go the investments to development every area of this country.Now we are in a situation where local authorities have to combine in the same policy:- housing development,- economical development,- infrastructure development,- environnement protection.Best regards,
Sawston	Not Sure	Probably Not	Option B is likely to be less effective (being stuck in traffic more) and likely to cause more damage to areas of natural beauty. However, Option A does not effectively service any of the 3 villages shown, as the route passes by the outskirts of these villages.
Sawston	Not Sure	Not Sure	I'm a bit skeptical about the potential disruption to travel flow caused by junctions managed by traffic lights, in general. As a proponent of cycling I might welcome alternative (and more dedicated) routes into Cambridge such as the one included in the GCP proposal (the multi-user path accompanying the busway), provided that it would be safe, also in the dark hours, so appropriate illumination and a good quality of the road surface, no unnecessary obstacles etc. would be important as well in my opinion. Also, I think better public transport links between Sawston, Granta Park, and Cambridge might be (very) welcome indeed.
Sawston	Not Sure	Not Sure	What would the point be of either route if it didn't take you into the heart of Cambridge. They both end up at the Biomedical Campus. Us as pensioners would need to take a further bus or train into Cambridge making the journey time long and expensive. It's a good idea to take traffic off road and very good for the hospital workers but not very beneficial for anyone else.
Sawston	Not Sure	Not Sure	You will see from my answer!
Sawston	Not Sure	Probably	I prefer Option B if it relieves the existing route of traffic from Cambridge to Haverhill, but the same opinion would apply to Option A. I am in favour of progress, but not to the detriment of nature and the countryside.
Sawston	Not Sure	Definitely Not	Don't believe bus lanes are the answer
Sawston	Not Sure	Definitely Not	The current A1307 is already heavily used a bus lane would make it worse and travelling into Addenbrookes or the city itself horrific whils.t being adapted
Sawston	Not Sure	Definitely Not	Not sure about option A but Option B seems like a botch job that's not clearly thought through.Option B doesn't pass through or near any of the villages.
Sawston	Not Sure	Probably	I am more in support of the re-opening of the Haverhill to Cambridge train line.
Shelford Bottom	Not Sure	Definitely Not	Whilst we thank you for your letter dated Friday 14th January 2022 informing us of the alternative routes suggested by local representatives to the Cambridge South East Transport (CSET) it has caused us considerable surprise and concern. We are the residents occupying ----- , near the Magog Golf Club and Babraham Road Park & Ride roundabout. Your letter refers to a new proposal which would take the guided busway to the rear of our properties. We have several concerns with this: 1. Previous plans and consultation did not mention this route. We have been keeping a close interest in the CSET proposals since plans began several years ago and understand and welcome the need for good transport links to the Babraham Research Park and Addenbrookes hospital. We understood after further options development and engagement with local representatives, it was decided that three options would be carried forward which the Executive Board agreed to in late 2017. These three strategies were the focus of public consultation in 2018. None of these proposals included the bus way following the route behind our properties. All four houses at Shelford Bottom have had extensive extensions and refurbishments, at considerable personal cost to the residents, over recent years to maximise the country side views from the rear of the properties. The most recent being in 2019. Financial and personal decisions about security and wellbeing may have been previous made, had we have been aware of this possibility. 2. Green Field Our gardens and fields behind our houses are home to many different birds and wildlife. On a daily basis we are visited by Goldfinch, Blue Tits, Great Tits, Robins, Magpies, Pigeons a flock of baby Partridges and a very pretty Woodpecker. We regularly see bats, squirrels, rabbits, foxes and Muntjac Deer. We did not oppose the additional housing when two nearby sites were released from the Cambridge green belt for development in the council's 2018 local plan as we understand the need for extra housing (to include social housing) in Cambridge and surrounding areas and feel that this is enough for this area. We are aware that once a field has been laid to concrete it is a prime location for further housing development and over population increasing the need and pressure for increased public services such as extra GP and school places. 3. Special Scientific Interest (SSSI) This new proposal would take the bus way far too close to Nine Wells which is a historically important site containing several chalk springs, which form the source of the Hobson Conduit and previously an area of special scientific interest and a popular exercise area for dog walkers and joggers and would change the natural use and ecology of the site.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
			We would like to conclude by mentioning we are not opposed to change and development to our local area; we have supported the additional 159 car parking spaces and new solar panels (to supply power to Addenbrookes Hospital) to the Babraham Road Park & Ride to help reduce the number of car journeys into Cambridge, even though this causes ongoing noise and disruption outside the front of our properties. We welcome the new footpath for the Park & Ride site to the A1307 and the promised landscaping scheme that supports biodiversity. We support the alternative suggestion to use the original railway links as a first option but we understand there are logistical reasons where this may not be viable. If the road route is the preferred option for local representatives we suggest the guided bus should follow the same route as the current Babraham Road Park & Ride buses take - along Worts Causeway where bespoke rising bollards have been installed for this purpose. We look forward to your reply and your reassurance that you will support our views, as your constituents, and will not be considering this as a viable and alternative option to the original proposed CSET route.
Shepreth	Not Sure	Not Sure	This is not of the slightest interest to me but I would like to know what the government proposes to do about access to buildings etc for disabled (Blue Badge holders) after the embarrassing experience of having made it impossible for an Israeli Government minister to enter the CAP 26 building in Glasgow last year. It's an utter disgrace and I hold all MP's, including YOU, responsible for such an appalling situation that disabled people encounter almost daily. Do something MAN!
Stapleford	Not Sure	Definitely Not	If we don't have the bus through the village will we also lose no 7 bus as stagecoach can't run at a loss
Stapleford	Not Sure	Definitely	Neither scheme offers any benefits to residents of Stapleford/ Shelford - it is firmly targeted at commuters from outside the area. However of the options, the bus lane is lower cost and would have limited impact on the environment. Additionally it involves widening existing routes rather than the construction of new roads. Furthermore the local authorities have a much better record of delivering such projects on time and on budget. The busway is a very high cost solution and would destroy the local countryside without offering any benefits to local residents. The proposed bus stops are on the very edge of our communities so are a 20-40 minute walk for most residents, rendering them useless. Furthermore the construction of the busway would degrade the green belt and give local authorities and developers an excuse to allow further development on it. This is also true of the existence of the busway itself - the accessibility it provides to Cambridge from potential sites on the green belt would be used as justification for future development. Additionally the local authorities have a very poor track record in delivering major infrastructural projects - the guided busway a good example of this. Any cost benefit analysis should assume massive overspend and delays. The busway would also only be used in peak times on weekdays. While there may be claims about broader use, the existing guided busway (Trumpington) almost has no use outside these times. The level of destruction required is disproportionate for a project that is little more than a peak hour people mover.. The actual cost per car removed from the A1307 is staggering.
Stapleford	Not Sure	Probably	Although it would be a shame to introduce a busway through the countryside, it does look like it would provide a better service for people who live in the villages and work at the Babraham research campus.
Stapleford	Not Sure	Not Sure	I would prefer the new busway to building a Cambridge to Haverhill railway line. This last option would run along the Granta river valley - a rich, diverse wildlife habitat - compared to the intensely farmed agricultural land that you are referring to as 'countryside'. I do not want to see a new railway line, or a new bus scheme, but I feel that the busway has less genuine impact for wildlife.
Stapleford	Not Sure	Probably	I would prefer to see the Haverhill railway re-opened, with complementary bus services on the A1307. The proposed busway does nothing for improving transport links for most residents of Stapleford or Shelford.
Stapleford	Not Sure	Not Sure	I want a regular efficient transport option that links in to the villages, I want less traffic going through the villages. I don't want the landscape to be altered drastically to achieve this
Stapleford	Not Sure	Probably	We need new transport options and simply can't say no to everything but option B would provide less destruction to the countryside
Toft	Not Sure	Not Sure	not yet seen any expert opinion
Waterbeach	Not Sure	Not Sure	I don't have any use for this busway project I live some 6 to 10 miles away from this And I'd be wholeheartedly against such a project if this involved some ones home being demolished to make way for such a project
Whittlesford	Not Sure	Definitely Not	Using existing 1307 roads is not a feasible solution just basing it on congestion alone. Even now when there are less people going to offices the 1307 is gridlocked on a daily basis and if more people return to office, then this will only get worse. A dedicated busway sounds like a good solution, but not sure on location. I am also not convinced that this will be beneficial longer term as people will still use cars so impact will be minimal on existing congestion and environment
Babraham	Probably	Definitely Not	The main reason for my agreement to Option A is improved accessibility by public transport between the villages. This is not possible with Option 2 on review.
Bar Hill	Probably	Probably Not	Option A preferred partially for capacity and fast and reliable journey times, but mostly because Cambridge needs busways as ring-fenced routes for platooning autonomous pods that can break out in the city centre and beyond as the technology evolves.
Barrington	Probably	Definitely Not	I would only support a new bus lane on the A1307 if it is a new build plus cycle path. There is a track record of squeezing bus and cycle lanes onto existing roads ending up with a compromise that fails drivers as well as public transport and cyclists. I would probably support the bus way as long as it does not overrun existing footpaths and cycle ways
Barton	Probably	Definitely Not	Option A is preferred as it also links Great Shelford and Stapleford. Better would be to have a light rail or tram link going all the way through Stapleford and Shelford to Linton and Haverhill. Long term this would make more sense than a bus route. I am in favour of the previous Mayors plans for modern, fast, light rail or metro through to Cambridge underground.
Barton	Probably	Probably Not	Serves more villages and would therefore remove more vehicles from the road (option A)
Bassingbourn	Probably		Whilst I am all for keeping green belts and not spoiling our countryside, we must look to the future and provide reliable, prompt and affordable methods of transport. Most of our present roads are already too overcrowded. Looking at the map the new route would not only provide faster less crowded transport links it would link the three towns on the route, which are only going to get bigger and more crowded. (I do not live in the area affected)
Cambridge	Probably	Definitely	It's better not to carve up any more countryside for transport, although I appreciate the need.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Cambridge	Probably	Not Sure	New busway doesn't have to be destructive if it's well landscaped, and bridges can be graceful if well designed. I think we have to be prepared to make sacrifices if it's better for the planet and our City, and Option A seems to provide a clear cut solution. A good case has been made for Option B, but I fear the result might be somewhat piecemeal.
Cambridge	Probably	Not Sure	The traffic situation into Cambridge does need to be helped by finding alternative ways to access the centre. Although it's not ideal that there is some disruption to the local countryside, the dedicated bus lane proposal could help towards a long term solution. Ideally all buses on this route would be electric. I'd also suggest that a dedicated cycle lane be opened up along side it which would also help.
Cambridge	Probably	Probably Not	Option A allows the residents of Shelford, Stapleford and Sawston to get to the biomedical campus without using their cars. Option B does not.
Cambridge	Probably	Probably Not	Option A would enable public transport from the commuter areas of Sawston, Stapleford and Great Shelford, but would need modification to reduce the impact on Gog Magog Down and Ninewells.
Cambridge	Probably	Probably Not	Having buses use traffic free routes makes the proposal much more attractive for the user with a more reliable journey time being the key factor in choosing to use public transport over other methods
Cambridge	Probably	Probably	Better bus routes are helpful
Cambridge	Probably	Probably Not	The cost of the project
Comberton	Probably		campus is already served by a busway from Trumpington and orange route will benefit more people
Duxford	Probably	Definitely Not	I believe the A1307 should be avoided as a notoriously busy road.
Elsworth	Probably	Definitely Not	A purpose-built new route has to be the preferred choice
Fulbourn	Probably		A1307 is a full road at rush hour. Most of it is single track with no priority for busses. A second line should be invested in to expand capacity.
Girton	Probably		To reduce car and other motor traffic
Great Shelford	Probably	Definitely	Would prefer option B but not completely opposed to option A. We must solve the congestion on the A1307 and make it easier for workers to get to the Biomedical Centre. A nice easy option is to make the A1307 and A1301 toll roads and force people to use the buses on a cost basis.
Great Shelford	Probably	Definitely Not	The suggestion for the green route is one of the worst decisions you could probably make - the route of the A1307 is already really bad at the point you are suggesting - isn't wide enough really to take the traffic and would be made worse by adding a dedicated bus lane (what's more it would make entry to one of the really true green spaces in the area a death trap - at the moment the only safe entry is to slow down over the hashings and turn left at the end. This would also have really impact on traffic at critical times. Bus lanes are most anti-green thing you can do - by forcing road traffic onto a single lane to accommodate the occasional bus is ridiculous - there is evidence that removing bus lanes can in fact speed up bus transport by allowing traffic to move on other lanes. By putting in the bus lane I would see more traffic moving through the South Cambs villages, as traffic will come off the A11 at Hinxton at make it's way through Stapleford & Great Shelford (but then this appears to be common practice with some of the already stupid ideas that have been implemented by South Cambs around here - you really need to employ someone who can do the probabilistic modelling required to understand the effect of bad decisions on traffic flow - and then the decreased safety by forcing road users off main roads onto residential road)
Great Shelford	Probably	Probably Not	We need to divert traffic from A1307. Any view at present is limited by lack of detail, and accurate data regarding who would use the busway eg if one works in central Cambridge.
Great Shelford	Probably	Probably Not	The proposed dedicated busway link would provide more reliable connections and journeys than the discontinuous bus lane on or alongside the already congested A1307, as well as providing Stapleford and Sawston with a rail-like service for the first time (which the A1307 bus-lane-based project could not). The section of proposed busway that runs along the alignment of the old railway is also actually very short and in open countryside, so the danger to that heavy-rail project is not as high as suggested " although all efforts to reopen the Haverhill railway since 1967 have foundered for lack of funding from political groupings of all colours anyway, so that prospect is something of a mirage anyway. The proposal of the Haverhill railway as an alternative to the busway in question 4 below also creates a false equivalence, as the two could potentially coexist and serve different functions, destinations, and intermediate stops. And question 5 is disingenuous with regard to Nine Wells and Magog Down, as the proposed busway runs slightly south of the former site, and well south of the latter " hence my negative answers to both of those questions.
Great Shelford	Probably	Probably Not	Option B sounds expensive and may not relieve traffic congestion effectively.
Great Shelford	Probably	Definitely Not	Option B doesn't seem to serve Sawston, Stapleford or Shelford which seems to defeat the object.
Great Shelford	Probably	Probably Not	Living in Great Shelford, the proposed route and additional transport options it would provide would be more accessible to me and my family. The proposed transport hub at Great Shelford lies outside the village boundary and would have minimal impact on the village, whilst adding additional transport facilities.
Great Shelford	Probably	Definitely	Busways are important and really useful to encourage the use of public transport - people are much more likely to get buses if they know that they will be on time, reliable, and faster than going by car. If it comes down to sitting in your own car vs sitting on a bus, given no other benefits and that both take the same amount of time, I'm sure many would choose the car. If a bus can use a bus lane and/or a guided busway, it pretty much guarantees all of these things as it means no traffic and better service . Therefore, it would encourage bus use which (as an environmentally conscious person) I'm very much for! On the flip side as an environmentally conscious person, building along a road would be better than going through fields. I hope provisions will be provided to farmers to allow for them to get farming equipment across the busway easily, and that wildlife pathways will be included so animals can easily get from one side of the busy way to the other (I've seen many a dead badger on the station-addenbrookes busway, sadly)
Great Shelford	Probably	Definitely	We need better transport links. I support both proposals. For many years a congestion charging scheme for cars entering Cambridge has been proposed. If that does finally happen before schemes like CSET or more bus lanes in part or whole are added then I think people will ask why they were not. and those feelings will be stronger than the 'not in my back yard' ones.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Hardwick	Probably	Probably Not	I'm not sure that simply adding in new sections on existing roads will make enough of a difference.
Harston	Probably	Not Sure	I love the busway from Cambridge to St Ives - it is brilliant for biking and walking and getting to villages. I would prefer if we could turn an existing road into a busway with cycling provision - but I realise that is not likely to be feasible or popular. Option A links up the villages - which is a more useful location for buses and cycling. Option B - if it's just sections of a new bus land I worry the buses would get stuck in bottlenecks - if it were a continuous bus lane in both directions, I would support this over option A (probably - but what about safe cycling).
Haslingfield	Probably	Definitely Not	I prefer it away from homes.
Linton	Probably	Definitely Not	I would much rather the railway line reopen between Haverhill and Cambridge, however, if the GCP state that'll never happen then the next best thing would be option A in my opinion. I would still like to see the Trainline reopen though.
Little Shelford	Probably	Definitely	People need to get to work More staff are needed for new healthcare and research facilities eg cancer hospital, childrens hospital Cycle theft makes cycling unattractive Parking is difficult
Longstanton	Probably	Probably Not	If you are going to spend the money do it wisely, but I'm not sure a Busway is the sensible option. Look at the costs of the existing St. Ives to Cambridge one, and all the problems with it, never mind the frequency of service and the issues with drivers. The time has come to explore driverless transit systems (docklands light railway for example) and a closed-route could be much more effectively used with this setup than a guided busway.....or at least consider autonomous buses that are electric powered rather like the PoD Parking at Heathrow T5!
Longstanton	Probably	Probably Not	Option A passes through 3 villages, and, if there are bus stops at each, this would provide a corridor for people living there, enabling them to get to work, or to further public transport connections. Option A goes largely through arable countryside, taking up a wide strip of this, and does not serve anything like the number of potential passengers and does Option A.
Meldreth	Probably	Definitely Not	Although I disagree with "bus only" infrastructure at least option A is accessible from the southern villages
Over	Probably	Definitely Not	If there are bus lanes on the A1307 this will cause a lot of problems, this is based on other Bus lanes all over the country. The need for a purposely built bus track rather like the Guided Busway is the best way in my opinion.
Pampisford	Probably	Definitely Not	Moves the slower moving busses of the current road system.
Papworth Everard	Probably	Probably Not	Main concern with option b is that this would interfere with the blue light' route within the CBC (along Dame Mary Archer Way). Difficult to see how that could be overcome. That said, I have reservations about Option a too. The solution is being over-engineered at present.
Sawston	Probably	Probably Not	Living in Sawston there is no advantage for me in Option B
Sawston	Probably	Probably	New transport is desperately needed, frankly, little difference as far as I can see between the two options.
Sawston	Probably	Probably Not	I live in Sawston - option B is of no benefit to me whatsoever
Sawston	Probably	Definitely Not	I work on the biomedical campus and to get the bus from Sawston to CBC is £7! To drive to Babraham P&R then to get the bus to the front of Addenbrookes is £2.50 + 10 minute walk. If there isn't a solution to reduce the ridiculous bus fair (£7), then I would prefer to have a bus link from the P&R that gets me closer to the CBC - not Addenbrookes
Sawston	Probably	Probably Not	Dedicated busway will relieve roads in Cambridge
Sawston	Probably	Not Sure	Living in Sawston. if I have to give up my driving licence the stop on Babraham Road Sawston would be more easily accessible to me.
Sawston	Probably		After many years of experiencing the dithering of planners I can honestly say that when there is an easy way to do the obvious the powers that be will do the opposite and it will cost double. I cannot understand the need for a busway when we have old unused train lines to supply our needs. My idea (of many years ago) was to re open the old Sawston rail line to use an electric option (similar to the London tube). This station at Sawston near Spicers would have to have a very large Park and Ride car park available to all FREE. This is too simple an idea so I am pretty sure we will end up with the most uneconomical busway route suggested above.
Sawston	Probably	Not Sure	Option A passes Closer to Sawston
Sawston	Probably	Definitely Not	The GCP's proposed route provides a much more convenient link from our home in Sawston into Cambridge. We could walk to the guided busway stop, rather than having to drive to the travel hub. Also, I am opposed to any proposal which will cause disruptions and building works on the A1307. Traffic getting into Cambridge is bad enough along that route. I am not in favour of roadworks in that area unless they will result in a significant benefit to car drivers travelling into Cambridge, not just public transport users. The only proposal I would prefer to the GCP's proposed CSET busway, would be if they opened up a rail link from Sawston (I believe the site at the end of New Road was discussed?) directly to Cambridge. A rail link would be my ideal solution. However, the GCP's proposal is far preferable to the alternative route along the A1307.
Sawston	Probably	Definitely Not	The A1307 is too busy and will do no more than pick up the new park and ride. That will not deliver the benefits to an expanding Sawston and Stapleford. Option A misses an opportunity by not running more centrally through Stapleford and Great Shelford, although the only potential route would be along the rather narrow railway corridor.
Sawston	Probably	Probably	Both are needed to ensure good transport into Cambridge
Sawston	Probably	Definitely Not	Sawston is a large village that does not need more traffic skirting the village.
Sawston	Probably		Bus stops would be closer to the larger population centres
Sawston	Probably	Probably Not	Of more use to residents of Sawston many of whom will in future look for work on the biomedical campus.
Sawston	Probably	Definitely Not	Option A serves the 3 villages in a less than optimal way, the stops being on the village edges. Option B doesn't serve the villages at all, and the creation of a bus lane will slow down all other traffic on this major arterial route. It will also impede exit onto the A1307 through Babraham.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Probably	Probably Not	Busway would be definitely faster and buses in Cambridge don't seem to actually use bus lanes even when they are there. If you are going to do those kind of modifications to the A1307 I'd prefer if it were made into a dual carriageway instead of adding a bus lane.
Sawston	Probably		Sawston residents could use this route by walking or cycling to the bus stop
Sawston	Probably	Not Sure	There's no indication that this option is going to happen at all, even if option 1 is rejected, so we'd be left with nothing. The introductory letter mentions a station in Sawston but the map doesn't show where the stations would be. I can't see how it would improve mobility for those in the area unable to use a car.
Sawston	Probably	Not Sure	Sawston is a major village and we are extremely poorly served by 1 expensive bus route currently. To access the A1307 buses is a half an hour walk or a drive through the small village of Babraham with no where to leave your car or bike. With additional housing our roads are getting busier and busier. I am all for alternatives that allow people to get to Addenbrookes, Cambridge and the new Cambridge South Station without using a car. Buses would have to be seriously improved and subsidised to get me to use them. They finish too early for most.
Shelford Bottom	Probably	Definitely Not	As a resident of Shelford Bottom I would be directly effected by this change to route. Option B has never been previously raised in any stage of the consultation process and as such I don't feel the impact of this change in route as been properly considered. This seems to be an after thought after resistance to option A. There are many reasons why Option B is not suitable but primarily this route does not follow existing topography and plows straight across arable green belt land. Once a strip of concrete is then laid this will then open these fields up to housing development and more beautiful farm land on the outskirts of Cambridge will be lost.
Shepreth	Probably	Probably	Not of primary interest as I live a way off, however, I am in favor of the bus route in general terms.
Shingay Cum Wendy	Probably	Probably	Like the idea of an off road busway but am not local, so not overly fussed.
Stapleford	Probably	Probably Not	Option B appears 'too little, too late' .
Stapleford	Probably	Definitely	The concept of the car park by the A11 and easy transport into Addenbrookes and Cambridge is a very helpful idea. Option B seems to be able to achieve that while blending with the existing infrastructure far better than option A.
Stapleford	Probably	Not Sure	Option A is far more convenient for me personally, as it passes through built-up areas including where I live (Stapleford!) However, I do have concerns about damage to the environment. Option B looks OK but doesn't really seem to bring much added value to the local community, as these are existing travel routes anyway - I think it probably needs to be A or nothing.
Stapleford	Probably	Definitely	The main criteria is that much better access is needed to the Cambridge Biomedical Campus. Current infrastructure is woefully inadequate. Option A will encourage the northward expansion of Shelford, Stapleford and Sawston. Would prefer to not see this happen.
Stapleford	Probably	Probably Not	I think that the experts in the logistics of population/traffic growth should be in the best position to make these decisions. However, I do realise the influence of vested interest on these choices. I feel that laypeople are not the best qualified to decide.
Upper Cambourne	Probably	Probably Not	It will provide much better connection to great Shelford and Sawston.
Whittlesford	Probably	Probably	This would have been better if were going all the way to Haverhill. I support it in principle as it offers an alternative to car travel and allows buses to offer a faster and more reliable service than when on roads. A shame a cycle lane is not also included to encourage one of the greenest forms of transport - cycling on the A1307 is not ideal, and the partially present in places is the typical poor quality in places that actually impedes cycling at a reasonable speed!
Abington	Definitely	Definitely Not	The Option A proposal provides a seamless route from Babraham's proposed park and ride site directly into the burgeoning Cambridge Biomedical Site which will attract over 10,000 new jobs, with Cambridge South railway station, permitting a far larger transport infrastructure integration. The Option B proposal will suffer the same problems as we see in the Milton Road guided busway system in which ambulances, and other emergency vehicles (as well as HGVs, smaller delivery lorries that daily supply both Addenbrookes, the Biomedical Campus and Cambridge University labs) compete with the remaining car drivers, bicyclists and pedestrians to negotiate gridlocks at the multiple choke points on the A1307 which cannot be expanded to take the extra traffic at this points. This will lead to dangerous delays in emergency responses as there are simply no alternatives to serve South Cambridge villages. Our area is the leading centre of Life Science and Genomic research and development; we need better and more wide-ranging transport options to continue to be attractive to this industry. This would also include inclusion of additional rail links (Haverhill/Cambridge via Cambridge South) in a later phase. Option B has no such expansion capability.
Babraham	Definitely	Probably Not	The CSET busway has been well researched, it connects vital links, and it will make a difference to the commuting young workforce and the time they can spend with their families rather than travelling to work. It would reduce congestion, and stopped traffic, and therefore contribute to cleaner air. The antis say that their route is more environmental and cheaper but there are no prices attached to it and it appears to be simply a move intended to slow up or stall positive progress. Regarding Gog Magog - since when is this a place of special environmental interest. Regarding Ninewells - have you been there?!
Babraham	Definitely	Definitely Not	We need more options for people to travel, not just re-hashing of the existing solutions.
Barrington	Definitely	Definitely Not	Option B will impact on many rural villages Option A uses open countryside and impacts far less on historic residences
Bourn	Definitely	Definitely Not	it will cut down on pollution, i.e. start stop by buses on ordinary route
Cambridge	Definitely	Definitely Not	This is not countryside it is industrially farmed land
Cambridge	Definitely	Definitely	We need either one of these to happen ASAP. Don't delay it.
Cambridge	Definitely		The GCP proposed route passes by outlying villages eg Shelford and Sawston - a lot of people in those villages need to travel to the Biomedical campus to work. They would not need their car. The alternate green' route means commuters driving to Park before using the bus route.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Cambridge	Definitely	Probably Not	The road option won't provide enough benefit to bus users or cyclists, it will simply enable more car capacity and make congestion worse.
Cambridge	Definitely	Definitely Not	Option A is a better option. More direct and less interption to residents. Go for it.
Cambridge	Definitely	Not Sure	Option two looks like a awkward compromise that will overburden existing roads. I prefer new road for the busway.
Cambridge	Definitely	Probably	I want the most affordable route too ensure our actually gets built
Cambridge	Definitely	Definitely Not	Dedicated public transport infrastructure is important.
Cambridge	Definitely	Definitely Not	Magog Down and Ninewells Nature Reserve (along with associated green bell) needs to be preserved. The railway lines are already in existence.
Cambridge	Definitely	Probably Not	This new transport link is desperately needed. Creating an alongside cycle path will enormously help my family.
Cambridge	Definitely	Definitely Not	We need high class public transport, not tinkering around the edges. Public transport users deserve a proper route.
Cambridge	Definitely	Probably Not	The St Ives busway has proved successful, though opposed at first. The preferred route (A) passes close to three feeder villages.
Cambridge	Definitely		A1307 should be dedicated for cars, The bus way should have a dedicated route for safety and speed reasons.
Cambridge	Definitely	Definitely Not	This route (A307) is already supersaturated, and new alternative routes are needed, as proposed by option A.
Cambridge	Definitely	Probably Not	I do not think the GCP route, using a lot of the disused railway line, is too intrusive. Also the A1307 is busy enough and additional bus lane would be unhelpful.
Cambridge	Definitely	Definitely	Cambridgeshire in desperate need of better bus services and this would allow many more people to forgo using a car. This is good for environment and people's wallets
Cambridge	Definitely	Probably	Enlarge existing traffic 'corridors' is less taxing on the experience of 'open space' (that is what favours option B). However, in favour of option A is that it serves more people by including Shelford and Stapleford.
Cambridge	Definitely	Definitely Not	The traffic already on the roads for option B will be adversely affected, these roads are busy enough and adding busses to the burden will only make every option for getting about unviable. A new bus route will have the option to include a good cycle path which is always a bonus. Having bikes on the busy roads is a recipe for death and injury
Cambridge	Definitely	Probably Not	We need more housing, and the proposed GCP route nicely chops up some lovely develop-able parcels of land.
Caxton	Definitely	Definitely Not	The new busway is the only way to add sufficient additional capacity. Bus lanes restrict other vehicular traffic.
Comberton	Definitely	Definitely Not	The A1307 is a nightmare road. Let's bit the bullit and build something new and sustainable, connecting the population cetnres along the way. The countryside here is an industrial landscape, not the rural idyll that people think it is.
Cottenham	Definitely	Probably	Rather than complaining endlessly for any new initiative, we should try and make these new developments better - more environmentally friendly. 'No• to everything is not going to progress anything. Campaign for more Busways on all Cambridge radial routes. They are great for bikes and leisure.
Cottenham	Definitely	Definitely Not	wou,d ease congestion
Cottenham	Definitely	Definitely Not	Option a also allows people in Shefford, Stapleford and sawston to travel by public transport and reduce traffic
Dry Drayton	Definitely	Probably	Industrial and academic growth in Cambridge has a huge economic and societal benefit for the area and the UK as a whole. Inevitably we have to sacrifice some surrounding areas for improved transport links. Those living close to Cambridge and benefiting from its economic phenomenon should realise that the benefits outweigh the cost.
Duxford	Definitely	Definitely Not	The bus lane option is less likely to get to relieve pressure on traffic going into Cambridge and the Biomedical Campus as it doesn't stop at the villages. People living within the boundary of the A505 A11 are unlikely to use it.
Duxford	Definitely	Probably Not	This will take traffic off the roads and allow us to develop vital infrastructure that will benefit future generations for years to come. A useable public transportation infrastructure is desperately needed.
Elsworth	Definitely	Definitely Not	Option A allows for minimum disruption during construction and connects new areas into the transport system.Option B provides bus lanes for only part of the route. Experience in London indicates that similar schemes just add to the congestion at the end of each section of the bus lane where the buses rejoin the already congested traffic.
Fowlmere	Definitely		Our employees do not use the current on-road bus network - they only use the existing guide buses alongside other non-bus options. That is not only the view of our 4000 employees but also Cambridge Ahead, representing the largest 50 companies, Cambridge Network representing 1000's of smaller companies and CBC itself representing 20,000 employees
Foxton	Definitely	Definitely Not	The A1307 is already rammed with road traffic in the Morning Rush Hour!! The approach to Addenbrookes Site is particularly bad.AS LONG AS THE PARK AND RIDE is FREE TO USE I would support this as it will help take considerable road traffic off the current roads
Foxton	Definitely	Probably Not	better to have new dedicated route, will result in quicker journey time and add at the same time a new path/bike routr
Foxton	Definitely	Definitely Not	Option B is too disruptive
Foxton	Definitely	Definitely Not	Loss of countryside
Gamlingay	Definitely	Definitely	A new bus route is needed whichever way is chosen.
Girton	Definitely	Probably	The villages of Stapleford and Sawston would benefit greatly from reliable off road congestion free public transport to and from Cambridge, this will greatly reduce traffic from these villages which cause huge delays on the Trumpington and Babraham roads at peak traffic times, this will also extend off road cycle routes for commuting, leisure use and exercising by bicycle
Girton	Definitely	Definitely Not	Cambridge has the opportunity to expand to the benefit of everyone who lives here, and the new busway would help achieve this more effectively than expanding the A1307.Cambridge house prices are disastrously high compared to levels of income here, and the busway would better facilitate increasing the housing stock.In many ways the long term economic future of Cambridge is currently hostage to its greenbelt, which is unfortunate and needs to change.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Girton	Definitely		There is too much traffic on the road this is a preferred option. It must be convenient and quick for people to use it an on road alternative will still be caught in traffic. I live near the guided bus from st Ives to Cambridge this is very successful.
Great Abington	Definitely	Definitely Not	I'd prefer to keep buses of the already busy A1307
Great Cambourne	Definitely	Probably Not	It is a bit like interference into EWR
Great Shelford	Definitely	Definitely Not	I think having good dedicated bus ways are a safe, quick and practical way of getting mourned
Great Shelford	Definitely	Definitely Not	Option A offers something new and separate. Option B is just another bus lane
Great Shelford	Definitely	Probably Not	There are many people in Great Shelford, Stapleford and Sawston who would benefit significantly from the proposed route, which would not be the case for the alternative. Countryside is going to be 'destroyed' either way.
Great Shelford	Definitely	Definitely Not	Option A provides public transport local to areas of existing and potential new build housing which are not close to existing routes.Option B merely increases capacity along existing public transport routes.The majority of criticism of route A appears to have come from more influential or affluent local residents rather than those in lower cost housing adjacent to the proposed route.
Great Shelford	Definitely	Definitely Not	Option B provides no alternative transport access such as option A with a much improved cycleway to Cambridge and a bus way with improved transport access to Addenbrookes that would reduce the current traffic issues on Babraham Rd. To oppose for optionB is short sighted nimbism by the rich who live in the areas affected and provides no improved transport links to these villages . oOption B would cause major road works in a very congested area. for a very long time The idea of cutting though farmland is of no concern to me a d would impact less on traffic.With regards to the traffic lights I already lose hours of my life to the railway crossing lights and badly parked cars on Hinton way so more waiting time on these roads will continue if the status quo remains anyway.
Great Shelford	Definitely	Definitely Not	We have to get this scheme moving, sensitive building through the fields will be a route providing a quicker completion and makes more sense
Great Shelford	Definitely	Probably Not	Keen for a new route with adequate infrastructure to support cycling. Current route to Granta Park is dangerous
Great Shelford	Definitely	Definitely Not	Option A will provide a viable new bus link which will both be faster and easier to access than option B. South cambridgeshire is desperate for new transport links. Option B is not an option as the route will serve very few of the villages who need the access to public transport. I understand the opposition to this route from shelfords perspective is losing green space between stapleford and Babraham. Let's be honest, this space will just go for "affordable" housing if it is not used for the bus way.
Great Shelford	Definitely	Probably	Although it is important to preserve green belt where we can it is important to also upgrade our infrastructure and this proposal option a allows for that to doubtless be done quicker and more efficiently than an attempt to replicate the same thing using outdated ans less direct linkage, either way something needs to be done to improve the connectivity
Great Shelford	Definitely	Not Sure	It includes connections to villages along the route, e.g. Great Shelford.
Great Shelford	Definitely	Definitely Not	Although I am less likely to use buses, well lit off road cycle path from the villages south of Cambridge to the Biomedical Campus would be valuable to commuters. I find this a great benefit of the existing busway. Off road cycle paths are of great value to health care workers (such as me), who work long and irregular hours and cannot park on site. It benefits us to have a safe route home where we do not have to worry about traffic. I expect to move house in the next few years and such a facility would positively influence my choice of location. Having read both linked websites and viewed the proposed route, the 'impact' on Nine Wells and the Gog Magog hills appears to be merely that the route can be seen from these locations. It is difficult to argue that the view from the hills will be ruined when you can already see the city and the Biomedical Campus from them.
Great Shelford	Definitely		The better option
Great Shelford	Definitely	Probably	Excellent choices which will improve public transport. I would use either option regularly if implemented.
Great Shelford	Definitely	Definitely	I enjoy working in the Cambridge area as a Nurse at Addenbrookes Hospital. However we cannot afford to buy in the Cambridge area and any improvement in public transport links is very welcome. Otherwise we and many others may move away from the area.
Great Shelford	Definitely	Not Sure	A new busway (option A) will increase the available routes to the biomedical campus- It will benefit residents in Great Shelford, Stapleford, and Sawston- The "unnecessary destruction of our countryside" needs to be put in contest. The busway would go through farmed fields that the public currently does not use nor enjoy and that have low environmental benefits. - It will also create a new path that can be used by cyclists and pedestrian. This is highly beneficial for all residents in the area: reduced car usage, health benefits
Great Shelford	Definitely	Definitely Not	If the the A1307 can be widened to accommodate a bus Lane then this makes the most sense. The main reason behind this busway is to relieve peak time congestion, people want to get on a bus and have a direct path that is as quick as possible into Addenbrookes and the city. No need for this bus to come into Stapleford or Shelford, we already have a train and bus service that serves us well.
Great Shelford	Definitely	Probably Not	It provides additional capacity in a cheaper more efficient way & it separates public transport from other road users - buses will therefore be faster and a more attractive option
Great Shelford	Definitely	Definitely Not	No details of option B has been given.But from the sketchy outline given above, it would increase bus traffic down Hinton Way
Great Shelford	Definitely	Probably Not	Option A provides an infrastructure to benefit all the villages enabling commuting in both directions along its route whereas Option B is a limited service from Babraham to the Biomedical campus and return.
Great Shelford	Definitely	Probably Not	Option A appears to have a bus stop that I could walk to from Shelford
Guilden Morden	Definitely	Definitely Not	There are too many bus lanes in Cambridge already - a dedicated route would be better and faster



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Harston	Definitely	Probably Not	Environmentally speaking, the UK government has committed to building 4000 miles of new roads by 2025 and I don't hear Mr. Browne complaining about the (real and serious) environmental impacts of those. Further, roads service greenhouse gas and pollutant emitting cars and lower but still somewhat high environmental impact EVs. Meanwhile, a busway promotes zero carbon or pollutant active transport and very low carbon public transport, which is also a prime candidate for electrification. Thus I believe the environmental challenges posed by the busway are grossly over-egged in the question as presented here, when compared to the road building programs endorsed by his government. Furthermore, roads only benefit drivers, where a properly accessible bus ways can benefit everyone. With the need to confront man made climate change, only real systematic investments in future proof infrastructure like this can confront the challenges we face and make sure everyone's life and livelihoods are not only protected but improved in the process. Similarly, financially, roads enjoy over 10 billion pounds per year government investment (source RAC). Meanwhile, cycling and buses have been afforded 2 and 5 billion pounds respectively (not guaranteed) to last until 2025, almost 10 times less combined! Therefore, again compared to roads, I find the concerns about the price of this new infrastructure questionable. Finally, as both a driver and a cyclist, I would add that half baked cycle paths always appear to me to be more dangerous than no cycle path at all. I'm talking about the shared space, narrow, pot hole lade ones. Drivers seem to take them as permission to pass much closer to cyclists than they otherwise would because the cyclist is technically in a separate lane.
Harston	Definitely	Definitely	This would ease the congestion on the A10 I live just off the A10 in Harston, and it would be convenient for all of us who live in this area and other areas. Our roads are terrible, the traffic is disgusting, I would like to say this as well. I support our PM all the way, if he is booted out, we will be in the EU faster than one can say Jack Straw.
Harston	Definitely	Not Sure	The first route passes through more villages and transport hubs so will likely be able to be used by more people.
Haslingfield	Definitely	Probably Not	The traffic around Addenbrookes and the approach to South Cambridge needs reducing dramatically. Stops at Great Shelford, Sawston and Stapleford will discourage people driving into South Cambridge and encourage the use of public transport, having a positive impact on the traffic and reducing environmental damage from cars. The alternative route is unlikely to reduce the highest polluting short distance car journeys from the surrounding villages into Cambridge.
Ickleton	Definitely	Definitely Not	IF we are serious about offering an alternative to cars then what else can we do? The guided bus I believe is successful...
Little Shelford	Definitely	Definitely Not	Busway brings direct benefit to Shelford and enhances cycling route to Addenbrooke's. Significant amount of countryside will be destroyed anyway by east west rail with no benefit to local people whereas busway impact is marginal with real benefit
London	Definitely	Definitely Not	has to be clear of the traffic
Longstanton	Definitely	Definitely	Both options take cars off the road and onto public transport.
Longstanton	Definitely	Probably Not	A country side link would be preferable, especially if the buses were electric.
Melbourn	Definitely	Definitely Not	Bus lane sections are slow especially when only partial
Meldreth	Definitely	Definitely Not	The off road busway from trumpeting to Cambridge station is a delight. Not only for buses but also for cyclists and walkers. The busway will also serve more places.
Northstowe	Definitely	Probably Not	Option A would provide substantially better journey times, reliability of service, a safe / attractive route for cyclists and would be more likely to encourage commuters to leave their cars at home.
Papworth Everard	Definitely	Probably	First option best environmentally friendly
Sawston	Definitely	Definitely Not	I work at Addenbrooke's and live in Sawston so I would then be able to walk to the proposed bus stop in Sawston and not have to drive to work and help lower emissions. I prefer option A because of this.
Sawston	Definitely	Definitely	Very happy with both options. We need good transport links in the area. Busways are a good solution, and will help Sawston residents get into town/work more easily.
Sawston	Definitely	Not Sure	Sawston is currently dependent on a 20 minute bus service taking 45 minutes to reach central Cambridge. Two new developments on the Eastern side of the village are located over 800m from nearest existing stops - no will on the part of SCDC to encourage route diversion. Present arrangements favour car use via P&R sites at Trumpington of Babraham which can cut journey times to 25 min. Failure of recent bid to investigate train station at Sawston has closed off that avenue for improving links.
Sawston	Definitely	Probably Not	The A1307 is already very overcrowded at rush hour, a new route into town on public transport is much needed. The proposed alternative does not help people who live in Shelford or Stapleford. There is a very vocal minority who I imagine all own and use cars a lot!
Sawston	Definitely	Definitely Not	I live in Sawston and would use the busway. It would be of great benefit travelling to Cambridge. I could walk to get on the bus.
Sawston	Definitely	Not Sure	Part of the route will not be a bus lane holding up the hole system.
Sawston	Definitely	Probably Not	The preferred site will provide a good link to the new football ground as well as a n uninterrupted route to the bio medical campus. In my experience adding sections of bus way to existing roads is not successful. To encourage people to use the routes the journey needs to be as swift as possible.
Sawston	Definitely	Probably Not	On a personal point, I cycle to Addenbrookes from Sawston and the first option would make my journey shorter and less on the road. It will also give me a better public transport option than the Citi 7.
Sawston	Definitely	Probably Not	The road is already chaos it does not need a bus lane taking over half of it. The busway is on the edge of the villages do won't make too much difference. It's just people being NIMBYs protesting it
Sawston	Definitely	Probably	Option A allows for residents of Sawston, Great Shelford, and Stapleford to take advantage of the bus route too, maximising the bus routes impact and potentially taking the most cars off of our overcrowded roads.
Sawston	Definitely	Probably	It would suit my need to get into Cambridge from Sawston in a quick and efficient manner, more so than the current public transport available. I would support, but not use, the second option.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely	Definitely Not	Option B runs along a route with no residential areas, meaning it would do nothing more than what existing bus services already do. Option A however would provide several large villages and residents with a fast route into CBC and beyond. Also, a safe and fast active travel route will be provided also, allowing an excellent alternative to travel.
Sawston	Definitely	Probably Not	There seems little benefit in adding a bus lane to sections of the A1307, which is already gridlocked at the busiest times of day. It makes the choice one between sitting in traffic on a bus, or sitting in traffic in your own car. People can already catch a bus to the Cambridge Biomedical Campus, they don't because it's slow and inconvenient. If we want to encourage people out of their vehicles, the fat is the alternative needs to be more convenient than the car. To this end, running the route through some empty fields (as lovely as the countryside is here) makes much more sense. A usable busway would be a boon to the area, linking these villages to the Cambridge Biomedical Campus with a quick and easy route. It would relieve pressure on the A1307, divert commuter traffic from going through the centre of Shelford and free-up the Addenbrooke's roundabout. The only way to make the busway an attractive, usable alternative to a car is to move it away from the existing commuter path so it is both quicker and more reliable. Anything else is just adding more traffic to an already busy road network.
Sawston	Definitely	Probably Not	As a resident in the south of the village and someone who commutes into Cambridge I am desperate for a well resolved and useful transport system near me. Getting to the north of the village will be problematic and stressful as we have two young children.
Sawston	Definitely	Not Sure	The busway will be much faster than the road option to reach Cambridge. This will completely change the way I go to Cambridge (at the moment, 100% by car). By connecting with the existing guided bus, it will also link the north and south of the city. We can imagine future extensions to the other scientific campus in the future, and even towards Haverhill (thinking of the future)NB: With the move of Cambridge city FC to Sawston, it will also be a great way to get supporters without cars..
Sawston	Definitely	Probably Not	The train service to Cambridge is expensive and slow with the station in the city being very far away from the centre. The current buses that travel the roads are too slow. I would view the direct bus very convenient to connect to the city.
Sawston	Definitely		I need to get to work
Sawston	Definitely	Definitely Not	What's the point in building the bus way if it doesn't pass through any of the villages and can't be easily accessed by the public and staff working at Addenbrookes hospital?It would be much more convenient and more reliable then the current public transport system and make travelling easier to the hospital.By building the bus way through the villages, it would make it easier for the public and hospital staff to access it, than having to drive to the bus way like in the 2nd plan. Please please please carry out the initial plan where the bus way goes through the villages. This is the only plan that will help the villages and hospital staff. I speak from a household that has 3 Addenbrookes staff.
Sawston	Definitely	Definitely Not	option A is much more convenient for village residents and they do not have to drive to use the bus.
Sawston	Definitely	Definitely Not	Not to mention the huge impact on the countryside and wildlife which is immense, and after seeing how the roads and bridges being built ie Barhill and surrounding area's, were done I am dead against this project. The construction companies lack of care and due attention is staggering, and after work has supposedly finished what is left behind is never removed ?? No accountability what so ever. Furthermore after (for example) the large trees that have been destroyed during so called progress are replaced with trees that quite frankly are a joke. We are supposed to be preserving our countryside and wildlife but frankly that never happens because it's all down to who can make a quick buck!!
Sawston	Definitely	Not Sure	I'm not sure that Option B will be sufficient, and it does not benefit Sawston, but if it was introduced along with the a new Haverhill to Shelford rail line in a reasonable time frame, stopping at Sawston, I would support.
Sawston	Definitely	Definitely Not	Local park and ride would be jolly handy. We might even get a supermarket like Madingley Rd. Quick and easy to Addenbrooke's and Cambridge.
Sawston	Definitely	Probably Not	Option B still has bottlenecks and having to share the A1307 with other traffic is just going to make drivers unhappy, and definitely won't persuade them to switch. The new route would be very good for Sawston
Sawston	Definitely	Probably Not	I would prefer to have a route that is free from the roads. The existing busway and its service road for cycling and walking is so much more enjoyable for not being next to a road.
Sawston	Definitely	Probably Not	Option A provides links to the local villages. Option B leaves Shelford, Stapleford and Sawston disconnected.
Sawston	Definitely	Not Sure	Both routes will greatly improve public transport. Option A is my preferred route, as it will serve Sawston as well. In fact, it I s an important route for our family, as both me and my husband travel (by car) every day from Sawston to the Cambridge Biomedical Campus for work.
Sawston	Definitely	Probably Not	Need to reduce numbers of cars on roads and encourage efficient point-to-point bus use. The other guided busway in Cambridge has been a runaway success and all the arguments against it have proven value-less. I note that it too goes through countryside but its impact is far lower than that of the nearby road(s).
Sawston	Definitely	Definitely Not	Not much point in guided busway if it doesn't go near where people live and work. Would also increase congestion on existing roads.
Sawston	Definitely	Probably Not	I believe the busway option, with faster and more guaranteed travel times, is much more likely to persuade car owners to use public transport. Does the alternative provide bus lanes in both directions on the A1307, I doubt it. For myself and my family living in Sawston the GCP's proposed route provides many more benefits.
Sawston	Definitely	Not Sure	As a long-time Sawston property owner and Inhabitant, and a employee, and now, finally, entrepreneur, employer and Business owner at a company at Babraham Research Campus I support the Modern infrastructure investments that will provide connections to town and biohubs. I am concerned about the environment too, but the proposal (CSET) are predominantly through the agricultural zone - which of course has plenty of biodiversity, yet as a doctor of biological sciences I do not fear about if the busway is built with consciousness.
Sawston	Definitely	Definitely Not	The alternative route doesn't serve any of the main population areas!
Sawston	Definitely	Definitely Not	Option 2 would be useless as not linked to any village, would just be a useless shuttle between 2 car parks
Sawston	Definitely	Definitely Not	Option B is really useless because it's just a busway between two carpark without bus stop whereas the option A is really useful for the people living in this area with bus stop in each town.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely	Definitely Not	As long as an appropriately wide cycle path is added next to the new busway, it would add significant benefit in terms of reducing pollution and congestion. Not only would a busway be quicker, enticing more people to use the service, adding a new cycle path would more freely open a low emission (away from busy, congested roads full of pollution for people to have to breathe in) and safer (avoiding busy roads and dangerous driving) option for commuting into Cambridge for work and leisure. I don't feel safe currently to frequently cycle into Cambridge from Sawston with my family. Having a cycle path next to a dedicated busway would significantly reduce our driving into Cambridge, with us either using the bus service or cycling.
Sawston	Definitely	Definitely Not	Hinton way is too busy already
Sawston	Definitely	Definitely Not	Option A is not very close to the villages but close enough to be used. Option B is non sense and people from villages cannot reach it on foot or by bike. Option B serves nobody. Only Babraham park and ride. And how do we get there? Removing cars is not solved with option B.
Sawston	Definitely	Definitely Not	There isn't the room for specific buslane without impacting pedestrians. There will be sections where there is no room at all and the transport will end up queuing with the rest of the traffic making the endeavour pointless. The current proposal is a wonderful way to link the science centres as well as offering residents of the villages it passes through a fast and hassle free way to travel to Addenbrookes and beyond.
Sawston	Definitely	Not Sure	Citi 7 bus is unreliable. A1307 traffic before covid was crazy every working day from 6 AM until 9 - 9:30 AM
Sawston	Definitely	Probably Not	Yes the existing route along the a1307 is already heavily congested and even with a proposed new bus lane would almost certainly experience delays and therefore an ineffective service. It may even encourage car useage. The guided busway would provide a dedicate delay free service and allow villages along the route to be more integrated in the transport links and therefore encourage growth which they all need to survive.
Sawston	Definitely	Probably Not	Provides new additional transport options for the villages
Sawston	Definitely	Definitely Not	Option A, the GCP proposal will also improve transport links to Sawston, Stapleford and Shelford. It will also provide a much improved cycling route to these villages, particularly Sawston.
Sawston	Definitely	Probably Not	This is a significantly easier route for buses, cyclists and pedestrians being relatively flat, therefore resulting in less fuel/power being used to get to the campus and Cambridge. Also as a pleasanter route, there is likely to be greater uptake in cycling into town rather than use of vehicular traffic resulting in a reduced carbon footprint and healthier population.
Sawston	Definitely	Probably	None
Sawston	Definitely	Definitely Not	Option A has the greatest potential to greatly improve commuting options into the CBC and from there Cambridge whilst reducing the impact of more cars on the roads (which is totally unsustainable). It will also encourage more cycling into work. People want more housing and jobs and opportunities for them and their children but they don't want to build anything new - this makes no sense and just reeks of nimby-ism. We must have some vision and build for the future and the CSET option A plans are doing just that and I strongly support them.
Sawston	Definitely	Probably Not	The busway is a fantastic opportunity to connect local villages to the campuses (and back to Cambridge), with requiring additional travel. The busway will be independent of the road which will allow independence of travel on either route in the event of disruption on one. The presumably associated cycle route will also be safer and polution free as it is away from the main road.
Sawston	Definitely	Definitely Not	The potential alternative (green) offers zero connectivity for Sawsron, Stapleford and Shelford. The off-road busway option provides an excellent route for running and cycling as well as travelling by bus that would simply not be achieved by the alternative route. The busway route would also offer a quick and convenient bus service for residents of those villages, freeing up traffic, another benefit not achieved by the green solution which would still see buses on the roads. The busway would allow for electric and potentially driver-free buses, buses during the night and a much more regular service serving many more people.
Sawston	Definitely	Probably	To tackle climate change we need to enable people to get out of their cars.
Sawston	Definitely	Definitely Not	The preferred option is less disruptive to existing villages and allows new developments of houses along the bus route, reducing traffic congestion.
Sawston	Definitely	Definitely Not	Easy fast good public transport is what is needed reducing traffic impact
Sawston	Definitely	Definitely Not	The green path would make this transport option useless to residents of Sawston village
Sawston	Definitely	Not Sure	Im not against the preferred route
Sawston	Definitely	Definitely Not	Option A has the benefit of passing by the neighboring villages, picking up passengers and reducing congestion. Many people in these villages work on the Addenbrookes site and will benefit from fast, regular bus connections. The busway will also service the proposed South Cambridge station, allowing it to become an interchange area. The local villages will thus benefit from quick access to the rail network. The added benefit to the community of a recreational path, with safe cycling links into Cambridge are clear. Having lived in St.Ives prior to moving to Sawston our family used the St.Ives Busway almost daily, both for commuting to Addenbrookes and as a recreational pathway for jogging/walking/cycling. It was well used by the community, including disabled wheelchair users who are often excluded from countryside walks due to the terrain. I would see cyclists, dog walkers, horse riders, joggers, walkers, wheelchair athletes all using this busway on a regular basis, something a bus lane cannot provide
Sawston	Definitely		We need to get vehicles out of Cambridge
Sawston	Definitely	Probably Not	Option A is something I would use to get into Cambridge much faster than the current bus route. I don't think I would see any benefit from Option B.
Sawston	Definitely	Probably Not	option a is needed to relieve traffic going into/out of Cambridge and also helps with local contribution to reducing carbon footprint. Cambridge has grown dramatically and the infrastructure surrounding it now needs updating. Needs a frequent and reliable bus service to be useful/impactful.option b - can't see the point in the bus lane. The buses aren't the issue on the A1307 - the volume of car traffic going into Cambridge is. The number of buses going through the villages and to Haverhill etc has just been reduced so this wouldn't have much of an impact on travel levels or carbon footprint.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Sawston	Definitely	Probably Not	Good to have rail to Addenbrookes .
Sawston	Definitely	Probably	Living in South Sawston and having recently given up driving and cycling owing to I'll health, I would like to see much improved bus connections to multiple destinations in Cambridgeshire.
Sawston	Definitely	Definitely	Good thing for extra transport links
Sawston	Definitely	Not Sure	We are wholeheartedly in agreement with the plan for a guided busway from Babraham to CambridgeAs we only ever cycle to Cambridge from Sawston it would be great to keep off our busy roads and any increase in cycle routes would be welcomedHow can people say it would spoil the landscape when they are building large housing estates on the edge of Sawston. I would enjoy the rural views more with out the traffic!
Sawston	Definitely	Probably Not	There is very little information presented about the alternative e.g. journey times, and therefore I cannot support this option at this time.Option A has been well communicated and I believe is the better option.
Sawston	Definitely	Definitely Not	More public transport in Sawston is my preference. Particularly to access Babraham and Granta park.
Sawston	Definitely	Probably Not	I am a scientist living in Sawston. I currently work at Granta Park. I am also visually impaired, so I cannot drive and I rely on public transport for getting around. With no current direct transport options between Sawston and Babraham/Granta, what would be a 10 minute drive, becomes an over 1 hour journey traveling into Cambridge and then back out to the research parks.The busway would be extremely useful to me.
Sawston	Definitely	Definitely Not	Option a has much better access to the villages .
Sawston	Definitely	Probably	Other villages like Sawston and Shelford would benefit from public transport access to Babraham and Granta park
Sawston	Definitely	Definitely Not	Far too much congestion already on A1307
Sawston	Definitely		Cos I live in sawston and it male life easier to have a busway
Sawston	Definitely	Definitely Not	Great, quick transport link to Biomedical campus at Addenbrooke's and Cambridge city center that can be implemented quickly Will have a positive impact on the journey to/from work for many people as many residents in this area work in Biomedical campus at Addenbrooke's and Cambridge city center and many young people attend higher education in CambridgeGreat reduction in time of the journey (around 30 min now to around 10 min)Promotes well being, eco-friendly- likely to reduce number of people travelling by bus, allows for travel off road for cyclist and wheelchair usersWill not have significant impact on landscape (as it is a mostly horizontal structure) while will allow for many people to admire views while travellingCan be implemented quickly without much impact on residents (opposite to option B)
Shelford Bottom	Definitely	Probably Not	Lovely traffic free cycle way into town and traffic free public transport
Shelford Bottom	Definitely	Probably Not	A traffic free route will support sustainable modes of travel - walking, cycling and public transport
Shelford Bottom	Definitely	Definitely Not	The new proposed route will impact the countryside however it will provide jobs and access to surrounding villages thus improving the areas south of Cambridge. Option B would impact the Gogs even more as the route would need widening and create even more traffic on a section that is already too busy for the infrastructure. The queues would be dreadful on a section that already backs up from Addenbrookes to the Gogs.
Stapleford	Definitely	Definitely Not	That road already too congested.
Stapleford	Definitely		It would environmentally friendly, quiet, and a quick and efficient route into Cambridge.
Stapleford	Definitely	Probably Not	The GCP's proposal will have the least detrimental affect on already congested routes into Cambridge of all the options. It also provides access stops for inhabitants of Sawston, Stapleford and Shelford which the A1307 option does not. Dualling the A1307 and improving the Cambridge southern ring road or building a new ring road would be desirable in addition to the GCP's proposal.
Stapleford	Definitely	Probably Not	Anthony, first of thanks for doing this. I was on the local Pariah Council and resigned due to constant opposition to pretty much anything. Opposition to the Biomedical Campus growing, opposition to any new housing, opposition to new transport and a general attitude that all previous growth was fine but new growth or catering for old growth is wrong. Cambridge is ideal for Trams but somehow they have embraced busways. New train lines are extremely expensive and will not be delivered soon. We need to embrace this as the transport is urgently needed. Our roads are clogged and also delapidated. A new busway is sorely needed
Stapleford	Definitely	Definitely Not	The surveyed route will cause minimal disruption and the gradients are very sensible A route alongside the A1307 will cause years of construction chaosNew bus technology, electric buses, and hybrid Overhead power (trolley buses and early trams and induction charging could be introduced making it very greenAt present the local farmers overspray and over nitrogenate, so any reduction in these close to Stapleford and Shelford would be welcome With good tree planting landscaping the busway would not be intrusive and the aim of planting more trees instead of killing a lot off as Gog Magog Trust did a few years ago would be a carbon gainThe house building problem is a totally different political decision
Stapleford	Definitely	Probably Not	It seems to me based on friends experiences of guided busways e.g. Luton, that busways once built are well used and popular and effective at avoiding congested roads so mitivate people to use public transport and/or cycle more. Reducing traffic on the A1307 would benefit the wildlife reserves that straddle it at the top of the hill. A park and ride off the A11 would help relieve the traffic into Cambridge that backs up traffice on the M11 obstructing freight movements. Buslanes would be less effective because they would still share parts of the congested roads
Stapleford	Definitely		It is the most viable route mostly using the line of an old railway.
Stapleford	Definitely		Fully support this, will be an asset especially if connected to the new hospital train station.....great cycle route too!.... also any road crossing with help slow speeding cars through Staplefordwill also reduce cars on the road.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Stapleford	Definitely		The Green route is far less damaging environmentally to the countryside and nature and would massively alleviate vehicle emissions in the villages on yellow route busway crossings
Stapleford	Definitely	Definitely Not	We need infrastructure
Stapleford	Definitely	Definitely Not	1. Option A would be a useful, fast and green route into Cambridge for residents of Sawston, Stapleford and Great Shelford.2. Option B is a 'nimby' solution, with the route pushed too far away from these villages to be any use as a transport option for their residents.3. The bigger picture is that Option A is part of a larger scheme to reduce the use of cars in and out of Cambridge, and should be supported for that reason alone.4. Option A is a relatively green option, using hybrid and presumably later fully electric vehicles. It would hopefully reduce traffic along the A1307, noise and pollution of which at the moment detract from enjoyment of Magog Down. 5. Option B would increase traffic congestion and noise near Magog Down and Wandlebury. 6. The route of Option A is far enough away so as not to affect enjoyment of Magog Down and Wandlebury, and would probably enhance it because of the hoped-for reduction of traffic along A1307. 7. 7. The proposed busway stops at Stapleford and Great Shelford are minimally intrusive on the landscape (no car parks) and would encourage greener travel (bike racks).
Swavesey	Definitely	Definitely	I think new busway links are vital as workers cannot afford to live near their workplace. Busways have less environmental impact than a standard road and enable timely cost effective public transport. And enables people to get out and about instead of having roads and cars around them. Busways are a safe alternative travel option for bikes etc aswell
Swavesey	Definitely	Not Sure	The St Ives - Cambridge Busway is excellent and has caused very little disturbance to the countryside or wildlife. Far better to keep it separate from normal traffic.
Trumpington	Definitely	Probably	I prefer the idea of off road cycling walking and running
Trumpington	Definitely	Definitely Not	To get people out of cars we need to have a rapid transport system. Putting it on the A1307 would put too much traffic on an already busy and dangerous road as well as making it subject to delays.
Trumpington	Definitely	Not Sure	I don't really care for the busway and would be unlikely to use it. However, I very much like the planned cycling route away from cars, and so I support option A for this reason.
Upper Cambourne	Definitely	Definitely Not	dedicated bus lanes on A1307 will add to congestion
Upper Cambourne	Definitely	Definitely Not	We need bus links ASAP. Postponing them is of no help.
Upper Cambourne	Definitely	Not Sure	I trust GCP experts to have done their homework. They put forward many good proposals so far, that will actually help people leave their cars behind and limit emissions. Unfortunately there is too much of "not in my back yard" thinking and most of "countryside" is in fact just fields/agricultural land. Your email and wording of this consultation is very political and leading towards an answer you like to hear - please keep an open mind about this.
Upper Cambourne	Definitely	Probably	It's important to connect Babraham and Biomedical campus. More pressure on the existing infrastructure should be avoided, so Plan A is better than Plan B.
Vawser Way	Definitely	Definitely Not	There was an earlier survey when the majority agreed with the new busway. The alternative will not cope with the huge greater demand into the biomedical campus
Whittlesford	Definitely	Probably Not	Seems to be the best option for the busway. It shouldn't affect the existing road network too much and will give the optimum result
Whittlesford	Definitely	Probably Not	Enough mess has been created in and around Cambridge by trying to cram bus lanes down the side of roads that are clearly not wide enough. Hills Road, Histon Road and Milton Road spring to mind. Whilst not popular with some people a new road is a far better idea if done properly in my opinion.
Wimpole	Definitely	Definitely Not	Putting more buses onto the roads and extending bus lanes means the roads will be slow for months whilst construction is underway and increases the risks to cyclists and other road users from increased bus traffic. A guided busway keeps the buses separate and allows the roads to flow better.
Cambridge		Definitely	Option B will cause less damage to the green belt, cost less and be delivered more quickly
Caxton		Probably	the cost for a dedicated busway will be prohibitive
Dry Drayton		Probably	It makes sense to use existing travel corridors rather than destroy south Cambridgeshire countryside which is already under threat from the EW railway and building. In addition, concrete is extremely high in CO2 and as it is not porous is also associated with increased flooding.
Girton			I do not know these areas well. I rarely use that route. I cannot add anything useful.
Great Shelford		Definitely	Do not want countryside destroyed with option A
Great Shelford		Definitely	Option B should provide the additional capacity needed without spoiling the countryside north of Great Shelford and Stapleford. Option A will spoil the existing fields, make infill development more likely, cost a lot of money and provide no advantages at all to Gt Shelford or Stapleford
Great Shelford		Probably	Uses existing transport route. Less impact on countryside. Less impact on traffic in Great Shelford (traffic lights on Hinton way)
Great Shelford		Probably	Not even sure a new bus lane is required. Could this money not be spent on existing infrastructure? Public transport is too expensive at present, so will people even use it?
Great Shelford		Definitely	This route best serves Sawston, Stapleford, Shelford, there is already a bus service to Haverhill, seems like pointless duplication. The plan should to keep as many cars off the road as possible, this option seems the most sensible. A train link to Haverhill is a great idea, don't see it happening in my life time.
Great Shelford		Definitely	I agree with the concerns raised by Cambridge Past, Present, and Future
Great Shelford		Definitely	a) Cost, particularly important for the next few years b) Overall benefit, to all affected communities, taken with the introduction of road use provisions and electric bus use. c) Protection of bio-diversity and green belt.



Village	Level of support for Option A	Level of support for Option B	In your own words, can you explain the reason for your answers to question 2 (above)
Great Shelford		Definitely	I don't like the idea of going through the pure countryside which will separate farmers fields. I would rather see the route run parallel with the A1307 as this will have less impact on our countryside.
Great Shelford		Probably	Unacceptable loss of countryside with no direct benefit to the residents of Stapleford and Great Shelford.
Haslingfield		Probably Not	We are losing enough of our countryside around the city with buildings
Pampisford		Definitely	Option A would be ridiculously expensive and disruptive and would take a long time to complete Option B would be relatively cheap and could be achieved quickly
Sawston		Probably	I'm quite simply fed up of losing our countryside to development. And as i no longer trust the government or any MP I know my voice won't be heard . My struggle is to care for my local wildlife and to do what I can to help them. And also to preserve the green country that my parents worked for.
Sawston		Definitely	I do not see the need to lose green belt. It is too disruptive to existing villages. The proposed stop for Sawston is in a useless place for the village
Sawston		Definitely	Quicker route, less cost giving same result meeting up with existing systems
Sawston		Definitely	It would seem to offer the best value for money with the most convenience for users.
Stapleford		Definitely	To protect the green belt.
Stapleford		Definitely	No true cost comparison has been put forward to justify the destruction of the countryside. And who are the GCP ?Are they an elected group ?Who is funding them?
Stapleford		Definitely	GCP's offering appears locally to be backed by interests of businesses which would profit from land-capture created by this scheme. Their scheme would irreparably damage valuable ecology and landscapes in this valuable environment. These should be protected for all of us, not spent for the few
Wimpole		Definitely Not	I don't think the need outweighs the damage that this would do to prime arable land in a time when we need to be "resilient" with food production. In addition, using the existing road and paralleling it with a bus lane is a much better option. The council seem to be very happy to spend buckets of money providing cycle tracks alongside existing roads which appear to have little overall value (e.g. from Papworth to Caxton gibbet roundabout) why not do so for bus lanes which will be infinitely more useful!