

GSPC CSET consultation report – Online Survey open 10 – 31 May 2021

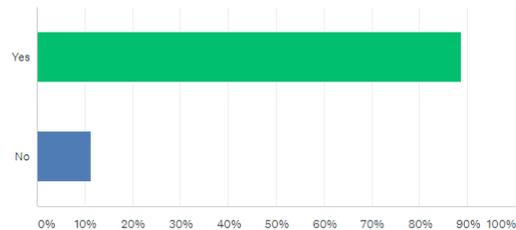
*Note, the symbol “~” denotes a percentage that has been rounded for simplicity.

Sample size and demographic

In total, the survey had 80 separate responders. ~11% live outside the Great Shelford parish, and instead are from Stapleford and Harston. A vast majority of responders (~82%) are over the age of 44, leaving only ~18% falling into the 18-44 range.

Do you live in the Parish of Great Shelford?

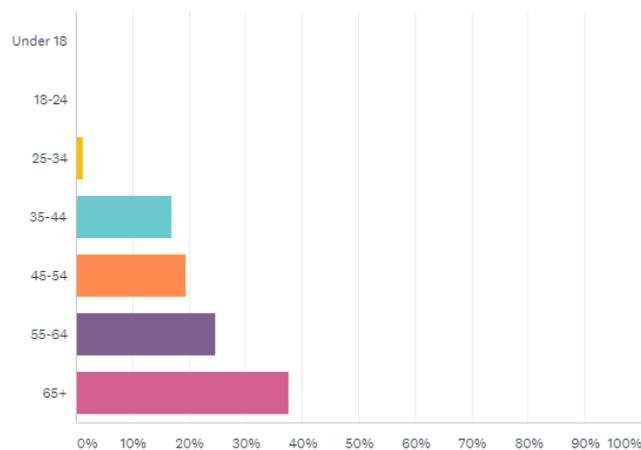
Answered: 80 Skipped: 0



ANSWER CHOICES	RESPONSES
▼ Yes	88.75% 71
▼ No	11.25% 9
TOTAL	80

In which range is your age?

Answered: 77 Skipped: 3



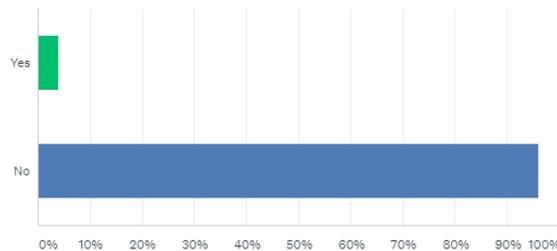
ANSWER CHOICES	RESPONSES
▼ Under 18	0.00% 0
▼ 18-24	0.00% 0
▼ 25-34	1.30% 1
▼ 35-44	16.88% 13
▼ 45-54	19.48% 15
▼ 55-64	24.68% 19
▼ 65+	37.66% 29
TOTAL	77

Question 1: Do you have any disability that impacts on your travel and transport needs?

In retrospect we should have probably left a text box for people to elaborate on what their disability entailed. However, only 3 (~4%) of responders replied yes to this question to begin with, so drawing useful conclusions may have been difficult regardless.

Do you have any disability that impacts on your travel and transport needs

Answered: 77 Skipped: 3



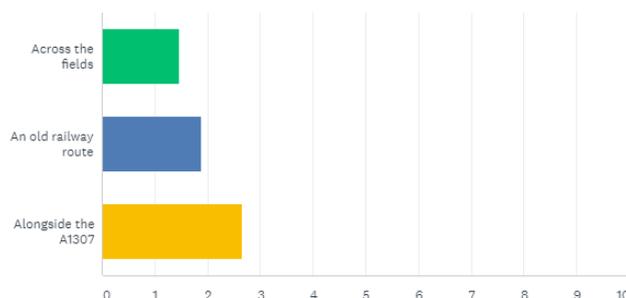
ANSWER CHOICES	RESPONSES	
Yes	3.90%	3
No	96.10%	74
TOTAL		77

Question 2: Balancing the advantages and disadvantages we've listed, please number these in order of preference with No 1 being you most preferred and No 3 your least.

“Alongside the A1307” was a consistently popular choice, with only ~3% ranking it as their least preferred and ~69% ranking it as their highest. Conversely, “Across the fields” was only top ranked by ~10% of responders, and ranked third by ~64%. “An old railway route” largely sat in the middle, with ~47% ranking it as their second choice.

Balancing the advantages and disadvantages we've listed, please number these in order of preference with No 1 being you most preferred and No 3 your least.

Answered: 63 Skipped: 17



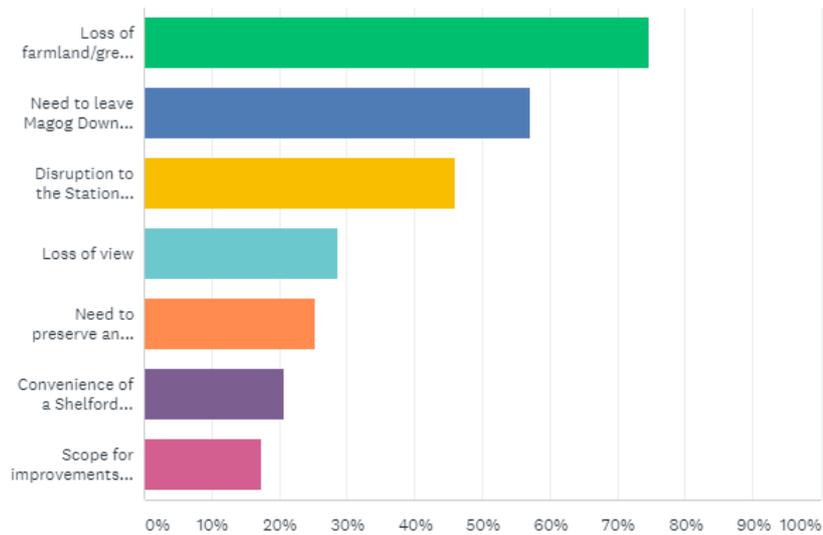
	1	2	3	TOTAL	SCORE
Across the fields	10.17% 6	25.42% 15	64.41% 38	59	1.46
An old railway route	20.97% 13	46.77% 29	32.26% 20	62	1.89
Alongside the A1307	69.35% 43	27.42% 17	3.23% 2	62	2.66

Question 3: Which factors were important to your choices in the previous question?

With ~74% of responders selecting it, “Loss of farmland/greenbelt and the opening up of the area for development” was by far the most frequently chosen tickbox. “Need to leave Magog Down untouched” and “Disruption to the Station Road and Chaston Road areas” were also frequently chosen, at ~57% and ~46% respectively.

Which factors were important to your choices in the previous question?

Answered: 63 Skipped: 17



ANSWER CHOICES	RESPONSES
▼ Loss of farmland/greenbelt and the opening up of the area for development	74.60% 47
▼ Need to leave Magog Down untouched	57.14% 36
▼ Disruption to the Station Road and Chaston Road areas	46.03% 29
▼ Loss of view	28.57% 18
▼ Need to preserve an off-road route for Sawston Greenway	25.40% 16
▼ Convenience of a Shelford Station busway stop	20.63% 13
▼ Scope for improvements to Shelford station	17.46% 11
Total Respondents: 63	

Question 4: If there are any additional factors not listed above that affected your rankings, please enter them here.

26 responders chose to leave additional notes.

- The use of the old railway route would be much more favourable if the link were rail or light-rail, and could therefore make use of existing railway track north of Stapleford.
- We love our small village station and frequently enjoy going to Zara. We already miss our coffees and pizza at the deli, and would hate for Zara to close too. Also if car park for business park is used to extend station, then parking in the surrounding streets will be a nightmare. I live right opposite and dread having cars parked along our street all day. My garden backs onto the railway, we do not want more trains adding to the noise we have already and the amount of time the level crossing is down which cuts us off from the village
- Risk of 'over complicating' Station precinct, loss of Zara restaurant, adverse impact alongside Babraham Rd.
- The whole project needs to be reviewed in the light of likely reduced demand for public transport now that Covid 19 is anticipated to become endemic in the UK. The business case was very marginal before Covid, and must now be very weak.
- Strongly opposed to using existing railway. We live in Leeway Avenue so this railway runs at bottom of garden, we do not want more traffic of any kind making more noise pollution than there already is. Also any works to the level crossing/station area will cut us off from the village centre. We get injured deer in our garden already from the railway, we do not want any more traffic which could injure more of our gentle deer neighbours.
- The old railway route and across fields are not an option for me
- I would rather have a relatively unobtrusive busway than a massive wide 'multi-transport corridor'
- It's a stupid idea to have a busway that is too far for many people to walk to and further than most people will walk.
- I find it impossible to see how only one house gets demolished in Chaston Road. Surely this route impacts more than one house, and other properties, offices, office parking? If this route is selected I think it would be death of Shelford Station, and for trains, the village would have to use Cambridge South. The cross field route will have major impacts on traffic congestion. Granhams road already backs up to the 1301 when the train barrier is down. Add in a busway crossing further along - the problem/congestion is made worse. The cross field option will also cut across the DNA path - so cyclists and other users of the path will have to cross the busway. It's basically at commuter service, and in my view should follow the existing (road) commuter route into the hospital and Cambridge beyond.
- I'm unhappy with both field & Old railway but I cannot vote both 3.
- Yes, a light rail option is also possible if RailFuture secures the funds for the study.
- Avoid new or 'doubled-up' crossings of routes out of village
- noise
- Noise pollution. I feel this is a project that doesn't benefit our village at all, so I would opt for minimum intrusion, but Sorry if the Magog Downs are impacted - can this be avoided?
- The agricultural fields that would be lost do not, as far as I know, hold great value for biodiversity. Cambridgeshire contains vast areas of rather sterile 'prairie' that has been subjected to herbicide, pesticide and fertilizer use for decades. Mitigation measures would afford the opportunity to increase biodiversity, depending on what was put in place and how it is managed..

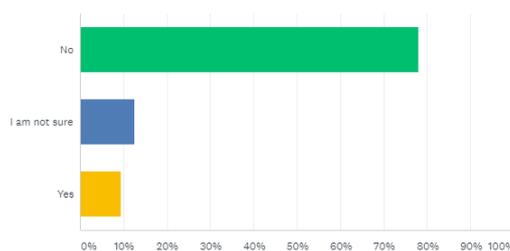
- The main purpose of the busway is to get traffic of the roads and passengers quickly into Cambridge. They will not use the busway if it is too slow or clogged by other traffic. It was never intended to be a new route for Shelford residents. Existing buses and trains would continue to provide that. But it was intended to take traffic of the main road through Shelford.
- The elderly and young people are far more likely to use the busway if the route runs through the village, rather than outside it
- The priority is for a fast NON CAR transport route to Addenbrookes & Cambridge - the need for convenience to Great Shelford is not really applicable
- Along the old railway route will take more car off of the A1301, Cambridge Road
- The busway offers no advantages at all to Shelford residents.
- People would park on the streets near the stops, impeding people parking at their own houses. The busway and buses do make a noise, and this factor hasn't been looked in to enough.
- Allow reopening of old line to Haverhill
- Primarily, not destroying green belt land.
- Although small, the old railway line route would result in the loss of one farm, belonging to my neighbour (who has written to the PC explaining this)
- Main issue is surely why is it even being considered at all? eventual Cherry Hintonisation of Abington/Linton/ Sawston?
- Expected diminution of demand

Question 5: Would you be likely to use the busway from the Hinton Way stop on the cross-field route? (Note: limited parking provision is envisaged for people with mobility issues).

This would seem to not be a popular idea, with ~78% of responders choosing “No” as a response.

Would you be likely to use the busway from the Hinton Way stop on the cross-field route? (Note: limited parking provision is envisaged for people with mobility issues)

Answered: 64 Skipped: 16



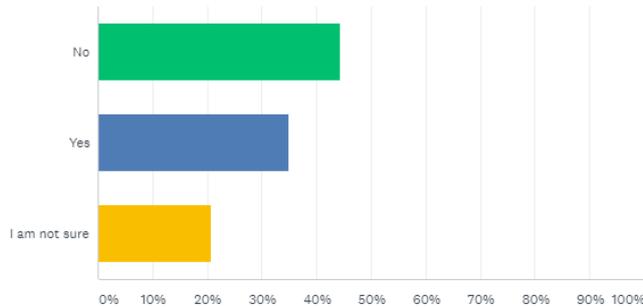
ANSWER CHOICES	RESPONSES	
▼ No	78.13%	50
▼ I am not sure	12.50%	8
▼ Yes	9.38%	6
TOTAL		64

Question 6: Would you be likely to use the busway from the Shelford station stop on a route using the former Haverhill railway?

Responses to this question were fairly evenly split. ~44% selected “yes”, ~35% selected “no” and the remaining ~21% selected “I am not sure”. Given the sample size, this is a fairly inconclusive result.

Would you be likely to use the busway from the Shelford station stop on a route using the former Haverhill railway?

Answered: 63 Skipped: 17



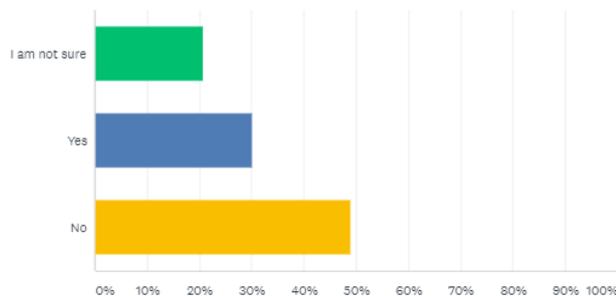
ANSWER CHOICES	RESPONSES
▼ No	44.44% 28
▼ Yes	34.92% 22
▼ I am not sure	20.63% 13
TOTAL	63

Question 7: Would using the stop mentioned above reduce your number of car journeys?

“No” was the most popular choice, with ~49% of responders selecting it. However, as with the previous question, the limited sample size (only 53 of our 80 responders answered this question to begin with) and abundance of “I am not sure” responses makes it difficult to draw anything too conclusive from this data.

Would using the stop mentioned above reduce your number of car journeys?

Answered: 53 Skipped: 27



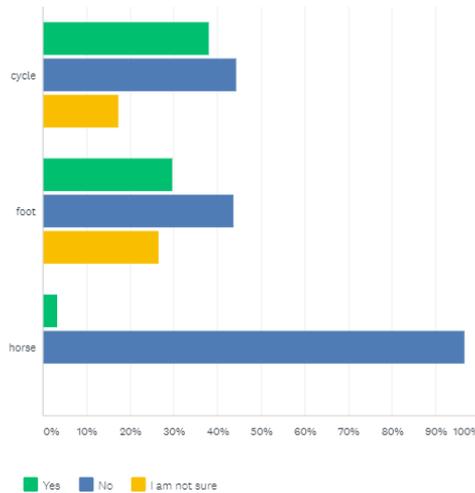
ANSWER CHOICES	RESPONSES
▼ I am not sure	20.75% 11
▼ Yes	30.19% 16
▼ No	49.06% 26
TOTAL	53

Question 8: Would you be likely to use the foot/cycle/horse path alongside the cross-fields route?

“No” was the most popular choice across all 3 categories of path, however there was only a ~6% margin of difference between “yes” and “no” selections for the cycle path, making it roughly equal at this sample size. Only 2 responders selected “yes” for the horse path. This may be reflective of the number of riders or a rejection of the busway by those that do ride.

Would you be likely to use the foot/cycle/horse path alongside the cross-fields route?

Answered: 65 Skipped: 15



	YES	NO	I AM NOT SURE	TOTAL	WEIGHTED AVERAGE
cycle	38.10% 24	44.44% 28	17.46% 11	63	1.79
foot	29.69% 19	43.75% 28	26.56% 17	64	1.97
horse	3.45% 2	96.55% 58	0.00% 0	60	1.97

Question 9: Do you have any other comments you think would be useful for the Parish Council on this issue?

25 responders chose to leave a comment. The majority of which questioned the need for any scheme, preferring to utilise/improve existing road and transport provision.

Necessity

- Unfortunately all these transport schemes are all designed to make transport into Cambridge easier and Shelford just happens to be in the way. I doubt many Shelford residents will use any of these disruptive transport routes as we already have a perfectly good rail station in the village!
- Environmental factors should be of utmost importance ie maintenance of wildlife corridors, and the peace and quiet and outlook for local residents which make our village a good place to live. I believe the 1307 route would achieve these aims better than the other two options. However I am unconvinced by the need for this project until all travel schemes are considered as a whole. The busway proposals cannot be treated on their own without reference to the EWR and probably defunct metro scheme.
- Please leave our beautiful village alone! This is very stressful for us, having the railway line at the bottom of our garden. We do not want any more traffic or widening of this line. Also the more the level crossing barriers are down, the more we are cut off from the village. We also don't want to lose our village identity and get swallowed up by Cambridge City

- In general I think that the busway is unnecessary. If the Biomedical Campus requires a new park and ride then the busses could run along the A1307. It seems unlikely that many residents of the villages would use the busway regularly with the current positioning of the stations.
 - Are any of these options necessary given the current change in working patterns.
 - Pls improve current roads trains and buses rather than create new public transport paths
 - I really cannot see why the Citi 7 route is beefed up. Too simple perhaps
 - Infrastructure development in Cambridge has typically been done without comprehensive impact assessments of traffic in the locality, subsequently creating unforeseen negative outcomes. I would challenge this particular project to consider traffic flows on Hinton Way and the impact on the wider area as a result of including a further junction, destination, and car traffic. I would strongly suggest that (in combination with EWR & Cambridge North Station development) opportunities to enhance Shelford Station and improve traffic flows in the area could be realised - there is little sense in creating separate transport interchanges - to provide maximum benefit transport modes should be as accessible from each other as possible.
 - Bringing a new busway into Shelford would only slow down the journey from further afield and would discourage existing car commuters from using it thus perpetuating and increasing the number of cars going through Great Shelford.
 - Hopefully the new mayor will quash this anyway. He's said as much this week on TV interviews, and wants to utilise buses on roads instead.
 - We need bus access in the village, not beyond.
 - Cross field route has catastrophic longer term consequences for the over development of the SE side of Cambridge - unless of course that is the actual plan
 - I use the currently available cycleway all the time. there's no benefit to placing another other than to developers who can then point to the already present links as a case for them to build.
- Environment**
- Please keep as much of our green spaces intact - we need them and owe them to the next generation
 - We need to do all we can to preserve nature, and the countryside. We must not become another HS2 disaster for our countryside and health. The established trees must be saved
 - The only one of the many transport projects involving the village I feel enthusiastic about is the Sawston Greenway. I think the green link it will provide from the centre of the village to Dernford Reservoir will be very beneficial for the community, many of whom still don't know the reservoir exists. Given that the village has a railway station and is on a bus route, I feel that it is more important for the busway to meet its objectives of serving Babraham and Granta Park, than Great Shelford.
- Infrastructure**
- The busway offers no advantages at all to Shelford residents. Improving traffic flows into Cambridge can best be achieved by an extra lane on the A1307 and a combination of park and ride services plus congestion charging.
 - I think there is no justification for the cross fields route and the destruction to the greenbelt that it will cause.
 - Public transport needs to connect communities, rather than being built as cheaply as possible out in the fields! This is not rocket science!
 - Leave our current station alone! It's a perfect village station and Zara is well placed to collect a takeaway on my way home.
 - Cambridge PPF (of which I am a member) and the Magog Down Trust have opposed the cross-field route because of the predicted blight of the view (e.g. from the boardwalk). As a regular user of 'the Gogs' I can appreciate the view but really think that if/when complete, the cross-field route would not seriously spoil the view, particularly if mitigation steps like hedgerow planting were implemented. I am not convinced that the busway itself results in serious loss of greenbelt, but set against this is the risk of it stimulating further development of housing.
 - I would be strongly in favour of reopening the Haverhill line as a rail or light-rail line, where it can then merge with the Liverpool Street line tracks just south of Stapleford, and not require new channels through Stapleford or Shelford. The scheme as it stands is just a glorified park and ride, and only pushes the congestion problem out by a few miles. A longer distance railway would permit broader use of rail for the bigger part of commutes.

- It would be better to reinstate the Haverhill branch line, even if it stops a little short of Haverhill itself, and I would not support any solution that reduced the likelihood of this. The people of South Cambs need to think more broadly, less Nimbyism. Closing down our two main access roads to 30moph has opened the door for developers, removing a significant obstacle, and we have to live with the inevitable consequences of that.

General

- Would have been happier answering with pen and paper !
- Please don't become NIMBYs