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Greater Cambridge Partnership
Cambourne to Cambridge Better Bus
Journeys: Phase One
Summary Report of Consultation Findings

Version 1

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Executive Summary

Between 13 November 2017 and 29 January 2018, the Greater Cambridge Partnership (GCP) held an extensive consultation on options to improve sustainable travel in the Cambourne to Cambridge area.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses for different groups shows that the **Greater Cambridge Partnership has delivered an effective and robust consultation.**
- Whilst the preference between the Park & Ride sites options was clear, this was not the case for the three transport route options. **Preference between the routes, in both the quantitative and qualitative response, being different depending on personal characteristics including age, place of residence and economic status.**
- The Greater Cambridge Partnership received a great number of detailed comments. From these it was clear that the **public wanted to see greater refinement** before any one of the three route options could be taken forward.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of more than 14,000 consultation brochures. In addition, the GCP commissioned a series of focus groups to obtain more detailed and qualitative feedback from a range of local residents.

Twenty-one drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers and consultants.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 2,049 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at road-shows, via email and social media and at other meetings. In addition, a series of focus groups and an LLF workshop were commissioned and are reported as part of Systra's qualitative report (see separate report).

This report summarises the core 2,049 responses and makes reference to wider material.

Key findings

Park & Ride

Quantitative

- **Question 1** asked participants which of the proposed Park & Ride sites they would prefer; 2022 respondents answered this question.
 - Just **over half of respondents supported the Scotland Farm site (54%)** with far fewer respondents supporting the Waterworks site (17.3%).
A fifth of respondents opposed any new Park & Ride site (20.3%) with 8.4% of respondents indicated they had no preference.
- Further analysis of the responses shows that:
 - Residents living close to Cambridge were more likely to oppose the development of a new Park & Ride Site (32.8%) compared to those elsewhere.
 - **42.7% of respondents indicated they would be 'very likely' or 'likely' to use any new Park & Ride site built at Scotland Farm** compared to 27.2% being 'very likely' or 'likely' to use any new Park & Ride site built at the Waterworks site.
- **Question 4** asked respondents for more detail on why they had chosen their preferred Park & Ride site; 1660 respondents answered this question. The responses were broken down by their choice in **question 1**.

Qualitative

- The additional qualitative focus groups carried out by Systra (see separate report) showed that *"Most residents preferred the Scotland Farm Park & Ride site, over the Waterworks site, due to its distance from the city centre, smaller visual and ecological impact and accessibility to the west of Cambridge."*
- In general submissions from **stakeholder groups indicate a preference for the Scotland Farm Site**.
- For respondents who preferred the **Scotland Farm site, the main themes** were; about being able to **access to the site** before congestion and from a main road; about the **distance** of the site to themselves; about the site's positive potential impact; the reasons for **disagreeing with the Waterworks site**; about the lower comparative **visual impact** compared to the Waterworks site; about the difference compared to the **Madingley Road Park & Ride**; about **journey times** along the proposed route.
- For respondents who preferred the **Waterworks site, the main themes** were; the **distance** of the site to themselves or from Cambridge; about the ease of **access** to the site from main roads; reasons for **disagreeing with the Scotland Farm site**; about the

congestion Scotland Road would create for Dry Drayton; about the length of journey **cycling** from Scotland Road compared to Waterworks into Cambridge.

Transport Route Choice

Quantitative:

- **Question 5** asked participants which overall route they would prefer from 'on-road route A', 'On-road route B' and 'Off-road route C (any variation)'; 2,020 respondents answered this question.
 - **'On-road route B' was preferred by 40%**
 - **'Off-road route C' was preferred by 32.5%**
 - **'On-road route A' was preferred by 17.6%**
 - **5.9% of the respondents did not like any of the routes and 4% did not know which route they preferred.**
- Further analysis of the responses shows:
 - There was an **age related difference** within the response to question 5. Of those **aged under 35 (386 respondents) 46% preferred route C**, 29% preferred on-road route B and 15% preferred on-road route A (the remainder had no preference). Of those over 55 (722 respondents) only 23% preferred route C compared to 45% preferring on-road route B and 22% preferring on-road route A.
 - Of those in employment 39.3% preferred the off-road route C compared to 34.2% preferring route B and 15.6% preferring route A.
 - Those respondents living to the **west of Cambourne (105 respondents) preferred the off-road route C (53.3%)** compared to the on road routes A&B (29.5%). Those **living in Cambourne and east to Barton (644 respondents) also preferred the off-road route C (47.2%)** compared to the on road routes A&B (41.2%). Those living closer to Cambridge (730 respondents) much preferred on-road routes A&B (68.9%) compared to off-road route C (22.2%).
- **Question 7** asked respondents how important improvements for pedestrians, cyclists and equestrians were for this project. 1943 respondents answered this question.
 - Over 3 quarters of respondents felt that these improvements were **'very important' or 'important' (77.6%)**, while **6.6% felt they were 'unimportant' or 'very unimportant'**.

- Under a fifth of respondents felt **'neutral' about the improvements (15.8%)**.

Qualitative

- The additional qualitative focus groups carried out by Systra (see separate report) showed that *“Residents were most likely to prefer Route C, compared to Routes A and B. The key reasons for this were the reliability of the service and the associated walking and cycling provisions”*. (this was based on focus groups with a random sample of residents living in the transport corridor).
- Submissions from **stakeholder groups indicate a strong local opposition to route C**.
- There was a question asking respondents about **why they chose the route option in Question 5**. 1208 respondents answered this question. The question was broken down by their choice in **question 5**.
 - For respondents who **preferred an on-road route, the main themes** were; about the **environment** and the impact the off-road route would have on it; about the **cost of building the route**; about the differences in **journey times** between the on-road and off-road routes; about the congestion on **Grange Road** and impact from the off-road routes; about making use of **existing infrastructure**; about the positive impact to congestion the on-road routes would make on **Madingley Road**; about the **community impact** the off-road routes would have; about **alternative suggestions** to the routes proposed; about where the **bus stop locations** would be in reference to the route and areas of work.
 - For respondents who **preferred an off-road route, the main themes** were; about the positive impact the off-road route would have on **congestion** and encouraging people to switch to public transport; about the unsuitability of **Madingley Road** for the on-road routes; about the improvements in **journey times** for the off-road route; about the improvements to **cycling**; about the **reliability** of services using the off-road route; about **future-proofing** travel infrastructure with the off-road route.
 - For respondents who **did not know which route they preferred, the main themes** were; about the importance of **cycling** provision; about the **reliability** of the bus service; about the **community impact** both on-road and off-road could have.
 - For respondents who **opposed all routes, the main themes** were; about **alternative suggestions** to the route options proposed; about the impact on the **environment**; about the effect of the routes and effect on the routes from **congestion**.
- **Question 8** asked respondents whether they had any additional comments they would like to make about walking, cycling and equestrian provision. 1196 respondents left comments to this question. These comments were broken down into comments related

to cycling, walking and equestrian provision.

- The **main themes** related to **cycling** were; about having **dedicated paths**, both from motorised traffic and other active travel users; about the quality and availability of **existing provision** for cycling; about the importance of **cycling safety** on these routes.
- The **main themes** related to **pedestrian** provision were; about having **segregated routes**, both from motorised traffic and other active travel users; about the importance of **safety** on these routes; about the potential loss of provision along **Madingley Road** from the on-road route development.
- The **main themes** related to **equestrian** provision were; about having **segregated routes**, both from motorised traffic and other active travel users; about equestrian provision being **not needed**, as it was a less used form of transport particularly for commuting; about the proximity to the **guided bus** for the off-road route.
- **Question 9** asked respondents if they felt there were any other measures outside of the proposals that could lead to better bus journeys between Cambourne and Cambridge. 1117 respondents left comments on this question.
 - The **main themes** were; about public transport and Park & Ride services running directly to **areas of employment** outside of central Cambridge; about managing the **cost** of the Park & Ride service; about the development of **alternative modes of public transport**, such as a light rail or underground service; about having **frequent, reliable, quick** bus journeys; about developing the **Girton Interchange** into a transport hub or Park & Ride site.
- **Question 10** asked respondents if they felt any of the proposals would affect people or groups, positively or negatively, that have protected characteristics under the Equality Act 2010. 405 respondents answered this question.
 - The main themes were; about the potential impact on those with a **disability** because of their access to nearby bus stops, potential loss of space on footpaths and proximity of the routes to residential property; about the potential negative impact on those with **age** related characteristics because of the potential loss of space on footpaths or proximity to the guided bus, their access to nearby bus stops and the proximity of routes to residential and academic properties.
- **Question 11** asked respondents to include any further comments or suggestions. 1063 respondents answered this question.
 - The **main themes** were; about the impact on the **environment**, particularly along the West Fields and on the Green Belt; about the **cost of development** for the off-road route; about the development of **alternative modes of public transport**; about the **bus stop locations** along the route and to areas of work outside of

central Cambridge; about the **consultation**, about how it worked with other long-term transport plans for the area, about the need for estimates on the costings with land acquisition and maintenance costs, and the perceived changes to 'option 6' from previous engagement sessions.

Introduction

Background

The Cambourne to Cambridge: Better Bus Journeys consultation ran from 13 November 2017 and 29 January 2018, this included a week's extension from the original 22 January end date and allowed a two week period to account for the Christmas holidays.

This consultation considers Phase 1: a bus, cycling and walking route from a Park & Ride site to the west of Cambridge and a dedicated bus route into the city. Phase 2, a route in the area from Cambourne to a Park & Ride site, is anticipated to follow next year. This consultation follows a consultation on initial ideas for Better Bus Journeys between Cambourne and Cambridge, which took place in autumn 2015 and continuing engagement with stakeholders including via the 'Cambourne to Cambridge and Western Orbital Local Liaison Forum'.

Objectives of the consultation were:

- to present options to the widest range of people and representative groups affected by them;
- to provide them with an opportunity to give their views;
- to give full consideration to the views received in reporting to aid the politicians reaching a decision on the proposed Park & Ride site and bus routes.

Please note that these objectives are separate to the high level scheme objectives and planning objectives, which can be found in the Options Appraisal Report, June 2014. The purpose of the consultation was to gain feedback on a choice of two proposed Park & Ride sites and three routes between Madingley Mulch Roundabout and Grange Road: on-road Route A, on-road route B and Route C, which contained various off-road routes.

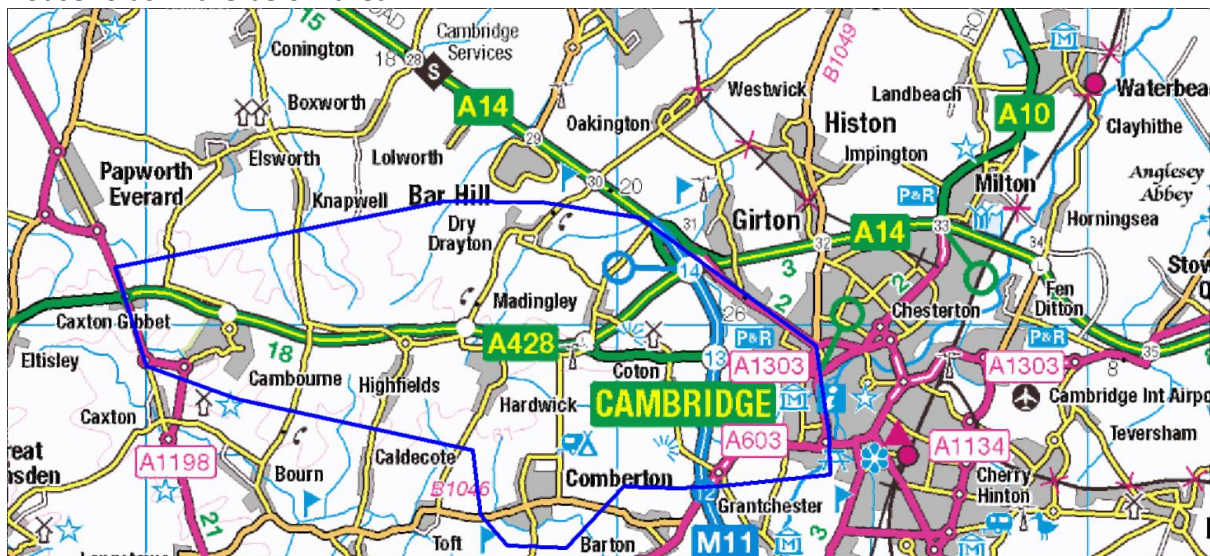
Every effort has been made to carry out the consultation to best practice guidance. The consultation complies with the accepted principles for central government, known as the Letwin principles. The survey questions put to the public and stakeholders were designed with input from the County Council's Research Team; they also provided quality assurance on the process and analysis of the results. External Quality Assurance was received throughout the consultation process from The Consultation Institute, of whom Cambridgeshire County Council and the Greater Cambridge Partnership are a member. The Institute is an independent not-for-profit organisation which offers advice and guidance on the best practice in public and stakeholder consultations.

Design and Delivery

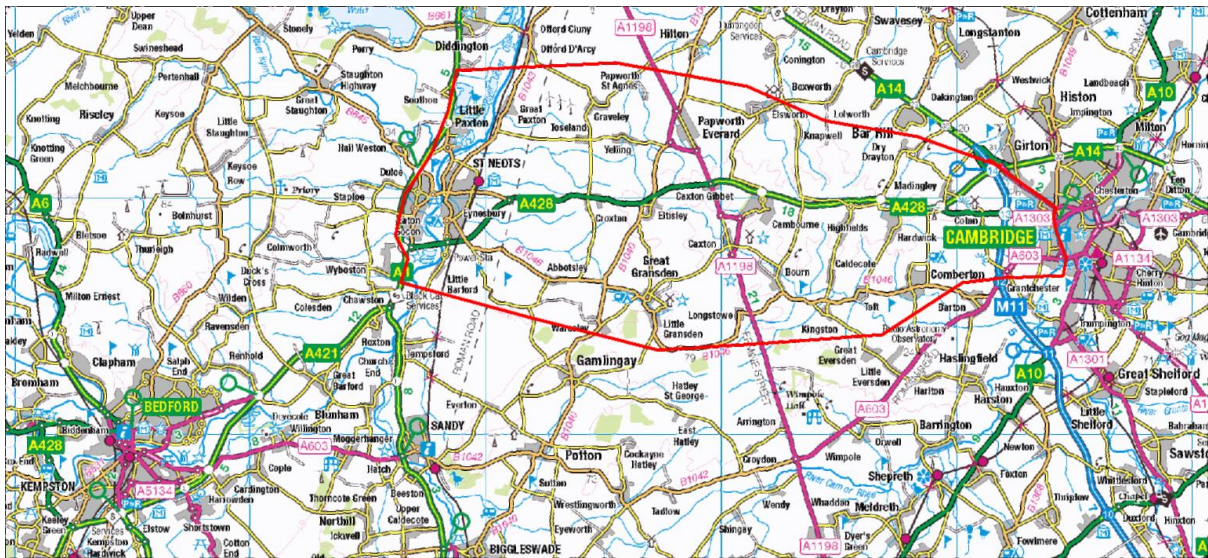
Publicity for the Cambourne to Cambridge consultation was led by the Greater Cambridge Partnership's Communication and Engagement Team, which devised an integrated and targeted multi-channel approach.

A consultation document was the principle paper-based mechanism for providing information about the consultation to people across the area. The leaflet included a questionnaire to invite comments on the level of support for each Park & Ride site proposed, for bus priority options as well as other relevant information such as whether respondents would use such a bus service and opinions on facilities cycling, walking and other non-motorised users. The questionnaire sought profile information in order to facilitate further analysis. The leaflet was made available in other formats on request. Two requests for large print information were received and actioned, no further requests were made.

The leaflet delivering area is shown below. Every effort was made to deliver to all households in the below area.



A wider target area was also identified, shown below.



Background documents were made available online with links to the consultation page and the project webpage sent electronically at the commencement of the consultation to stakeholders. The availability of further online information and the online survey was referenced in the leaflet.

Other means of publicity included events, earned media from news releases and distribution via the Partnership's owned channels both on and offline e.g. leaflets at the County's Park & Ride sites and information on South Cambridgeshire's website. Paid for media included Park & Ride bus screens and poster sites including city centre boards. Online promotion included targeted Facebook advertising across the wider identified area. Twitter posts encouraging retweets via local people and organisations' feeds. Information was also in online newsletters/digests e.g. Addenbrooke's Hospital's staff newsletter, Dry Drayton e-mailing list.

18 events were originally planned across the area and following a midpoint review into areas with lower than expected feedback three additional events were added in Newnham, Dry Drayton and at Cambourne. This was supported by postings to local area groups on Facebook e.g. Cambourne Information and further geographic and age targeted social media advertising.

In addition to the promotion of the paper and online survey, specialists in transport-focused opinion research, Systra, was commissioned to gain further qualitative feedback. Systra ran a series of focus groups with a cross-section of local residents from across the wider targeted area, as well as a workshop with Local Liaison Forum members.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Cambourne to Cambridge proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team and advice and guidance from The Consultation Institute¹. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was identified as residents of Cambridge and South Cambridgeshire, particularly those living within the Cambourne to Cambridge transport corridor or those who regularly travel along that route. Specific types of organisations were also identified such as parish councils and residents' groups and reference was also made to respondents from previous consultation rounds. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express a preference between two Park & Ride sites and three different transport routes) a twenty-eight page information document was produced, supplemented with additional online information.

This document explained the Greater Cambridge Partnership's strategy and the time-scales to which it was working and discussed the reasons why significant changes to transport

¹ <https://www.consultationinstitute.org/>

routes between Cambourne and Cambridge were being proposed. It also provided detailed maps and information on each of the options to enable residents to compare the pros and cons for each scheme.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. Helping people to understand and comment on both the Greater Cambridge Partnership's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the options for the Cambourne to Cambridge scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Cambourne to Cambridge scheme on various groups.

There was a slight risk of contradictory information being provided by respondents between questions 5 and 6. Question 5 asks the preferred route (A, B or C) then question 6 asks for detailed comments on each 'zone' of the route. People could therefore express contradictory opinions. This is noted as a possibility and managed during analysis with the route of people's opinions being shown and primacy given within the analysis to the answer given to question 5.

The main tool for gathering comments was an on-line survey and also a paper return survey attached to the consultation document. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore, the paper copies of the questions were widely distributed with road-shows and workshops held to collect responses face to face. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage. Previous experience has shown that there will be issues such as lighting, accessibility of payment options, availability of public lavatories, design of pathways and stops (as well as internal design of buses) in order for all people to travel independently.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status and disability (although not the nature of disability). A free text option provided opportunity for respondents to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.

- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - Duplicate Entries. Measures were in place to avoid analysing duplicated entries. The on-line survey software collects the timestamp / IP address of entries so patterns of deliberate duplicate entries can be spotted and countered. Similarly, data-entry staff were trained to spot duplicate entries from the paper / mail versions of the consultation.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.

- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.

- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.

- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes.

- The final report is then written to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

- A visual check of the raw data shows no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- IP address analysis showed no unusual patterns. There were some groups (less than 20 in each case) of responses from similar IP Addresses but these corresponded to the largest Cambridge employers. The pattern of these being consistent with of people responding from their work accounts rather than at home.
- Date/time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

Amendments Issued During Consultation

The following is a record of amendments, clarifications and additional communication issues during the consultation (note that the consultation commenced on the 13th November 2018).

- 14th November
An error in the layout of the leaflet required the correction of one row of information on page 18 of the leaflet explaining the 'Impact of Bus Routes on General Traffic' between Routes A and B. There was also the requirement to correct the information provided on 'Journey Times' for route C on the same page. Based on advice from the Consultation Institute and LGSS Legal, the following actions were taken:
 - Distribution of hard copy leaflets was halted to allow for the leaflet to be corrected and re-distributed to all households who had received a previous version, together with a letter of clarification. The updated leaflets were discretely marked with pen (within the 'o' of the title on page 23) allowing for quantification of responses based on the revised information.
 - There was also extensive communication of the error through the media and on social media, including via GCP accounts.
 - The online version was immediately corrected and the clarification noted in a prominent place on the consultation page.
 - All online respondents were contacted and offered the opportunity to resubmit their response.
- At this point the opportunity was also taken to answer questions posed by residents having read the material, particular around costs and the engineering challenges of each option It was agreed that during the QA process prior to analysis, responses received prior to the re-communication (about 350) would be checked to see if there was any material impact on the results.

- 17th November

A further error was reported with regard to information provided on the two alternative Park & Ride sites concerning their position within the Green Belt: the Water Works site was identified as being located within the Green Belt, the same information was omitted from the Scotland Farm information

The online material was immediately updated and there was extensive communication of the error through the media, and by letter to all households where leaflets were delivered and pro-active contact with all existing online respondents. The clarification letter was inserted at the relevant page in all remaining leaflets for distribution at events and supporting materials (e.g. roller banners) were corrected. The issue was highlighted for a QA check within the analysis.

- 8th November / 13th December

It was reported that a handful of the uncorrected leaflets were distributed at two consultation events. QA of 10 boxes of x 100 leaflets in stock found no uncorrected leaflets. This was managed through communication with participants.

Impact of Amendments

A check has been made to see if there was a material difference in the first 350 responses received.

- These were all received on-line at the early stages of the consultation. The main characteristics of this group were those who commuted regularly down the route, worked in Cambridge and lived in Cambourne or areas to the west.
 - Between the two Park & Ride sites 51% of people favoured Scotland Farm compared to 15% favouring the Waterworks site (the remainder selected don't know or no preference).
 - Between the different route options 48% preferred the Off-Road Route C compared to 40% preferring either of the On-Road Routes.

A comparison of these results, together with the results for people with similar characteristics who responded later in the consultation, **show no significant differences or unusual patterns. This is suggestive of the issuing of amendments having little impact on the outcome of the consultation.**

- An additional check was made on paper survey responses, particularly those early in the consultation (as being representative of the possible response from leaflets with the original material). The main characteristics of this group were those who were resident in South Cambridgeshire/Cambridge.
 - These also showed a strong preference for the Scotland Farm Park & Ride site

compared to the Waterworks site. A result consistent with the whole sample.

- These showed a strong preference for the on-Road Routes (65%) compared to the off-Road Route (22%)

A comparison of these results, together with the results for people with similar characteristics who responded later in the consultation, **show no significant differences or unusual patterns. This is, again, suggestive of the issuing of amendments having little impact on the outcome of the consultation.**

Impact of campaigns

Concern has been raised in regard to the distribution of a campaign leaflet that mirrored much of the graphics/look and feel of the official leaflet. No discernible impact of this on the responses could be identified.

Survey Findings

Respondent Profile

In total, 2049 residents responded to the consultation.

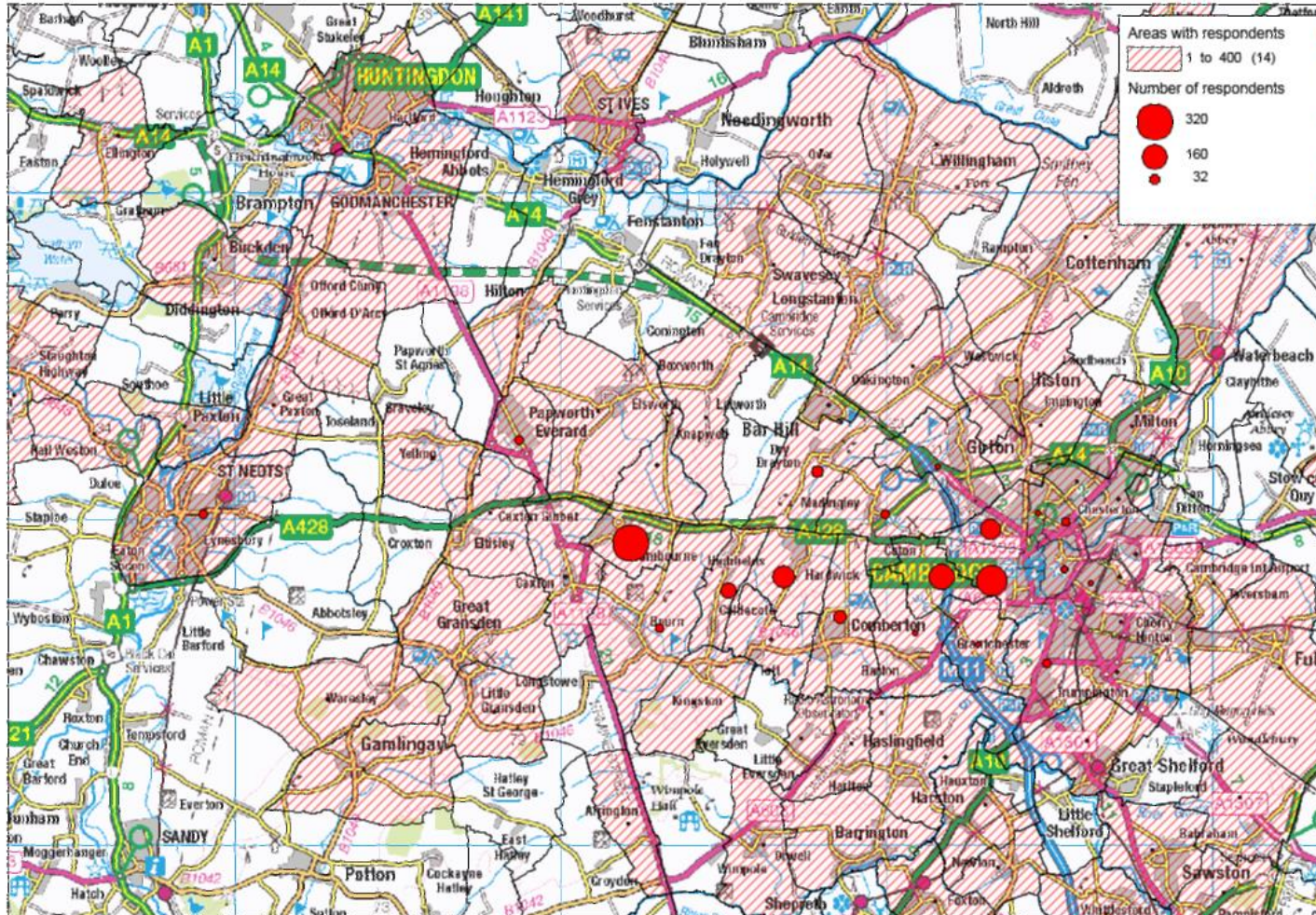
Respondent location

Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 1573 respondents entered recognisable postcodes while nearly a quarter did not (473 respondents). Based on postcode data provided by respondents, most respondents resided in Cambourne (15.28%), Newnham (11.76%), Coton (8.25%), Hardwick (6.69%) and Castle (5.47%). Other locations had too few responses to have statistical significance for further analysis. These postcodes were also used to categorise respondents into one of four categories; 'West of Cambourne' (covering 5.17% of respondents); 'Cambourne to Barton', for respondents along the proposed route up to Barton (covering 31.77% of respondents); 'Close to Cambridge', for respondents from Coton and east towards Cambridge (covering 11.52% of respondents); and 'Cambridge City' for respondents in Cambridge (covering 23.18% of respondents).

A full breakdown of respondent locations can be found in Appendix 2.

The following map shows the rate of response by parish/ward:

Figure 1: Map to show areas of response



Respondents were asked a series of questions about their personal circumstances and the results can be seen in the tables below. Please note that respondents did not have to enter information on these questions.

Respondent interest in project

1990 respondents answered the question on their interest in the project. Respondents could select multiple options for this question. The majority of respondents indicated they were a 'resident in South Cambridgeshire' (55.38%) and 'regularly travel in the A428/A1303 area' (49.35%). A fifth of respondents indicated that they were a 'resident in Cambourne' (21.36%). The amount of respondents indicating they reside in Cambourne (20.74%) differs here from the postcode data (15.28%). Some of the respondents who did not provide a recognisable postcode did answer this question. This may be due to the more generalised location of this response than a full postcode, as a similar increase can be seen from postcodes related to South Cambridgeshire. Fewer respondents indicated they were a 'resident elsewhere' (14.52%) or 'occasionally travel in the A428/A1303 area' (11.51%). Few respondents were a 'local business owner/employer' (5.08%). Although 12.21% of respondents indicated they had an 'other' interest in the project, comments left by respondents simply gave more detailed locations of residence or employment.

Resident in Cambourne	425	21.36%
Resident in South Cambridgeshire	1102	55.38%
Resident elsewhere	289	14.52%
Local business owner/employer	101	5.08%
Regularly travel in the A428/A1303 area	982	49.35%
Occasionally travel in the A428/A1303 area	229	11.51%
Other	243	12.21%
	Total	1990

Respondent usual mode of travel on the A428/A1303

1966 respondents answered this question. The majority of respondents indicated they travelled by car (65.01%), significantly more than by bicycle (14.19%) or bus (7.93%).

Car	1278	65.01%
Passenger in car	104	5.29%
Van or lorry	4	0.20%
Powered two wheeler	6	0.31%
Bus	156	7.93%
Bicycle	279	14.19%
Foot	28	1.42%
Not applicable	111	5.65%
	Total	1966

Respondent usual destination when travelling on the A428/A1303

1651 respondents answered this question. Nearly half of respondents usually travelled to Cambridge city centre (44.82%). Over a quarter of respondents travel to other employment sites around Cambridge (26.16%). Just over a tenth of respondents travel West from Cambridge, towards Cambourne or St Neots (10.6%). 'Other' responses included villages along the route and places outside of Cambridgeshire, such as London and Milton Keynes. It should be noted that there were numerous responses indicating areas in central Cambridge.

Cambourne	119	7.21%
Cambridge Business/Science Parks	108	6.54%
Cambridge Biomedical Campus (incl Addenbrookes)	136	8.24%
Cambridge city centre	740	44.82%
North West Cambridge site	25	1.51%
St Neots	56	3.39%
West Cambridge site	163	9.87%
Other	304	18.41%
	Total	1651

Respondent age range

1992 respondents answered this question. Average working ages, from 15-24 to 55-64, were well represented.

Under 15	7	0.35%
15-24	146	7.33%
25-34	233	11.70%
35-44	349	17.52%
45-54	449	22.54%
55-64	314	15.76%
65-74	299	15.01%
75 and above	128	6.43%
Preferred not to say	67	3.36%
	Total	1992

Respondent employment status

1979 respondents answered this question. Respondents could choose multiple answers to this question. The majority of respondents indicated they were in employment (56.49%). A fifth of respondents indicated they were retired (19.76%). Those in education (10.26%) and were self-employed (9.04%) had similar levels of representation.

In education	203	10.26%
Employed	1118	56.49%
Self-employed	179	9.04%
Unemployed	4	0.20%
A home-based worker	47	2.37%
A stay at home parent, carer or similar	35	1.77%
Retired	391	19.76%
Preferred not to say	62	3.13%
Other	35	1.77%
	Total	1979

Respondent disability status

1967 respondents answered this question. 6.15% of respondents indicated they had a disability that influences how they travel.

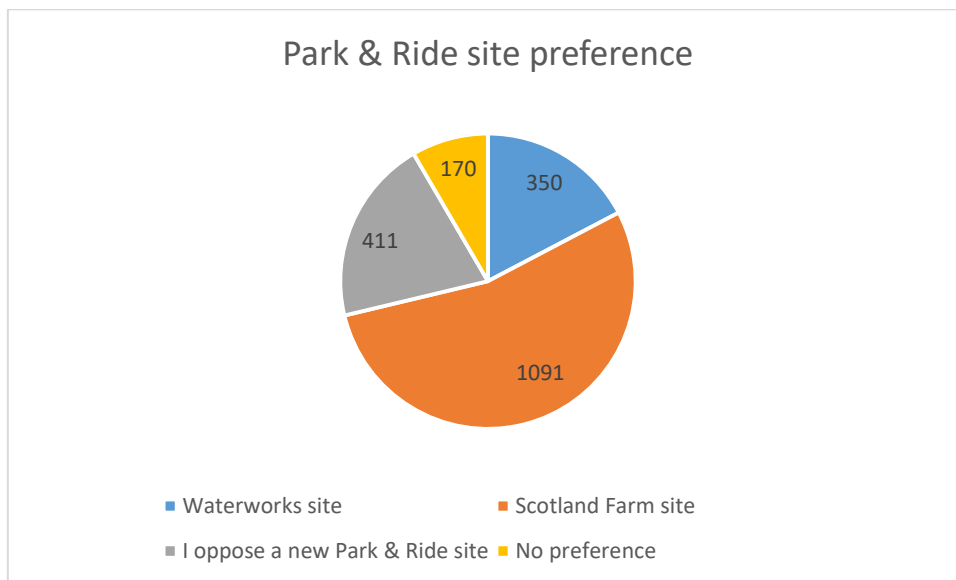
Yes	121	6.15%
No	1748	88.87%
Prefer not to say	98	4.98%
	Total	1967

Question 1: Which new Park & Ride site would you prefer?

Question 1 asked respondents which of the proposed Park & Ride sites they would prefer. 2022 respondents answered this question. The majority of respondents supported the Scotland Farm site (54%). A fifth of respondents opposed a new Park & Ride site (20.3%) with fewer respondents supporting the development of the Waterworks site (17.3%). 8.4% of respondents indicated they had no preference.

Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
350 (17.3%)	1091 (54%)	411 (20.3%)	170 (8.4%)	2022

Figure 2: Park & Ride site preference



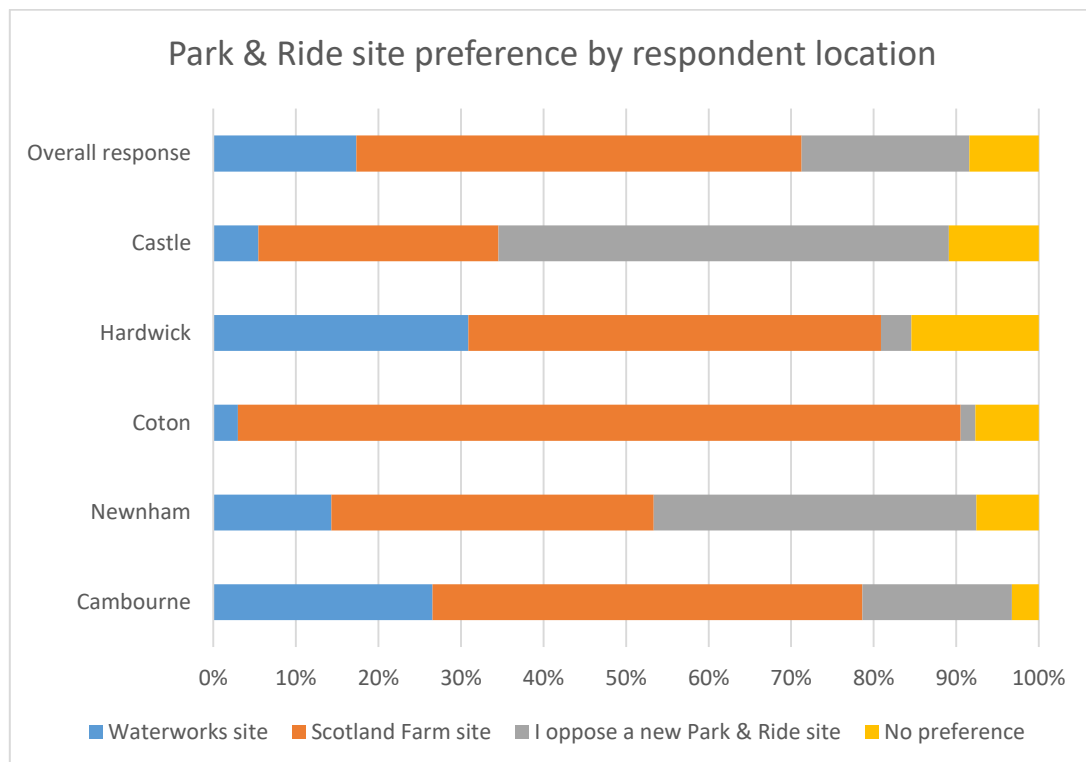
The Waterworks site had more support than average from respondents from Cambourne (26.5%) but the majority of respondents preferred the Scotland Farm site (52.1%). Much less support for the Waterworks site came from Coton (3%) and Castle (5.5%).

The Scotland Farm had more support from a high majority of respondents from Coton (87.6%). Less support for the Scotland Farm site came from Castle (29.1%) and Newnham (39.1%).

More opposition to a new Park & Ride site came from respondents from Newnham (39.1%) and the majority of respondents from Castle (54.5%).

Location	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
Cambourne	82 (26.5%)	161 (52.1%)	56 (18.1%)	10 (3.2%)	309
Newnham	34 (14.3%)	93 (39.1%)	93 (39.1%)	18 (7.6%)	238
Coton	5 (3%)	148 (87.6%)	3 (1.8%)	13 (7.7%)	169
Hardwick	42 (30.9%)	68 (50%)	5 (3.7%)	21 (15.4%)	136
Castle	6 (5.5%)	32 (29.1%)	60 (54.5%)	12 (10.9%)	110

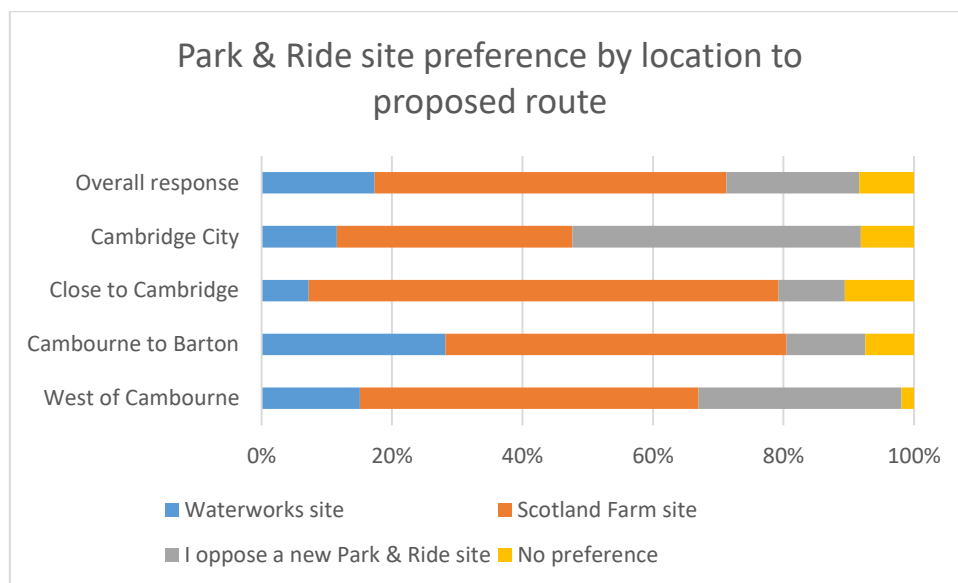
Figure 3: Park & Ride site preference by respondent location



The majority of respondents across the whole of the proposed routes preferred the Scotland Farm site. Those who lived around the route, from ‘Cambourne to Barton’, were more supportive of the Waterworks site (28.2%) than the overall response. Opposition to the Park & Ride sites were higher than the overall response if respondents were ‘West of Cambourne’ (31.1%) or in ‘Cambridge City’ (44.2%).

	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
West of Cambourne	16 (15.1%)	55 (51.9%)	33 (31.1%)	2 (1.9%)	106
Cambourne to Barton	18 (28.2%)	338 (52.3%)	78 (12.1%)	48 (7.4%)	646
Close to Cambridge	17 (7.2%)	170 (72%)	24 (10.2%)	25 (10.6%)	236
Cambridge City	54 (11.5%)	169 (36.1%)	207 (44.2%)	38 (8.1%)	468

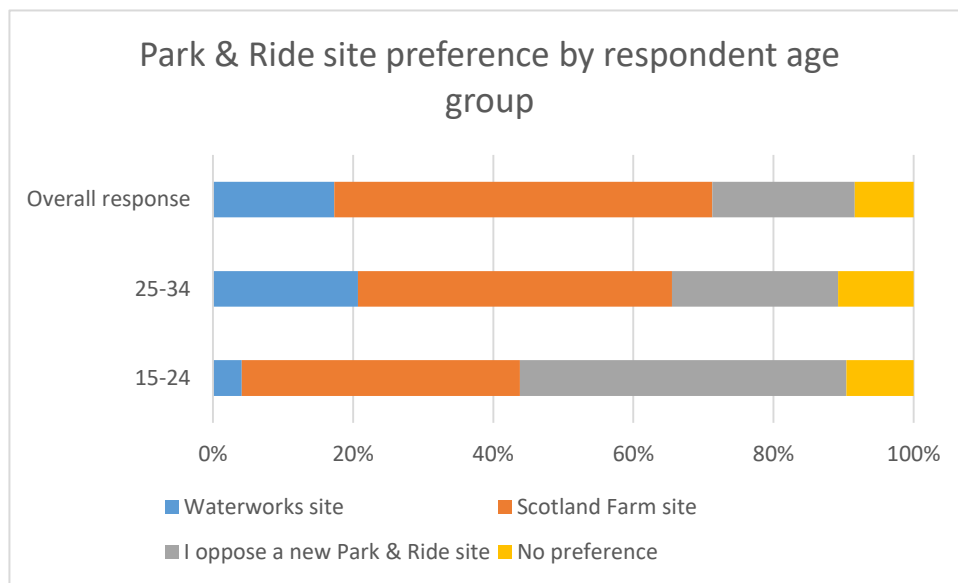
Figure 4: Park & Ride site preference by location to proposed routes



Respondents aged 15-24 differed the most from the overall response to the Park & Ride sites. The majority were opposed to a new Park & Ride site (46.6%), with 39.7% supporting the Scotland Farm site and 4.1% supporting the Waterworks site. Those aged between 25-34 were slightly less supportive of the Scotland Farm site (44.8%) than the overall response but was still the response the majority of respondents chose.

Age	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
15-24	6 (4.1%)	58 (39.7%)	68 (46.6%)	14 (9.6%)	146
25-34	48 (20.7%)	104 (44.8%)	55 (23.7%)	25 (10.8%)	232

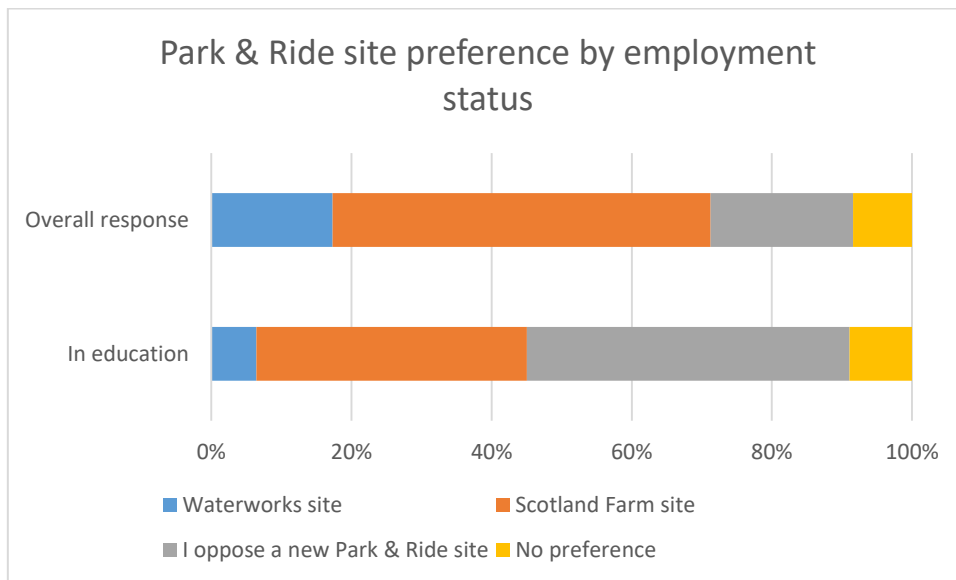
Figure 5: Park & Ride site preference by respondent age group



Respondents in education differed the most from the overall response, with the majority of respondents opposing a new Park & Ride site (46%).

Employment status	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
In education	13 (6.4%)	78 (38.6%)	93 (46%)	18 (8.9%)	202

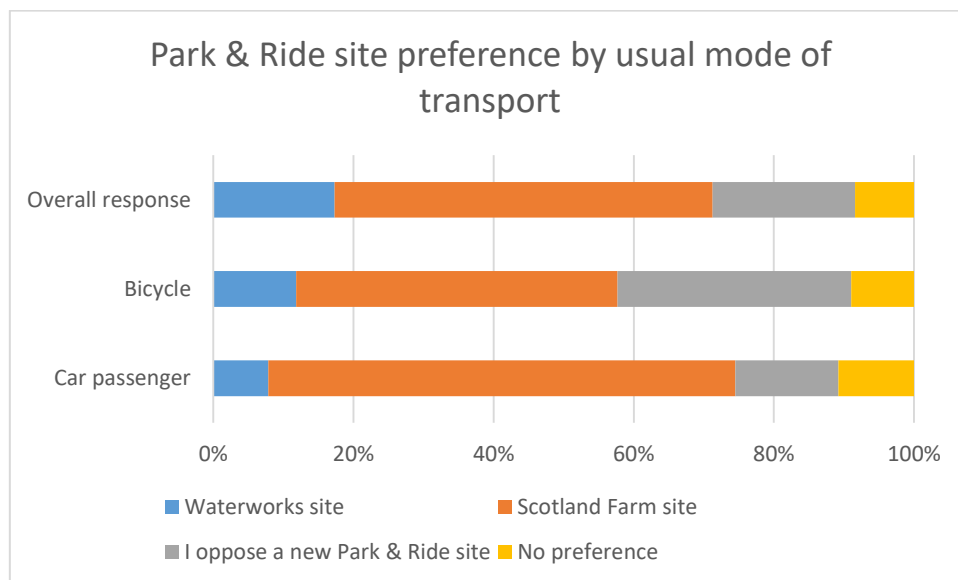
Figure 6: Park & Ride site preference by employment status



Respondents who usually travel on the A428/A1303 by bicycle were more opposed to a new Park & Ride site (33.3%) than the overall response. Cyclists had less preference for the Waterworks site (11.8%) and the Scotland Farm site (45.9%) than the overall response but the majority of cyclists preferred the Scotland Farm site. Car passengers showed more preference for the Scotland Farm site (66.7%) than the overall response and less preference for the Waterworks site (7.8%).

Usual mode of travel	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
Car passenger	8 (7.8%)	68 (66.7%)	15 (14.7%)	11 (10.8%)	102
Bicycle	33 (11.8%)	128 (45.9%)	93 (33.3%)	25 (9%)	279

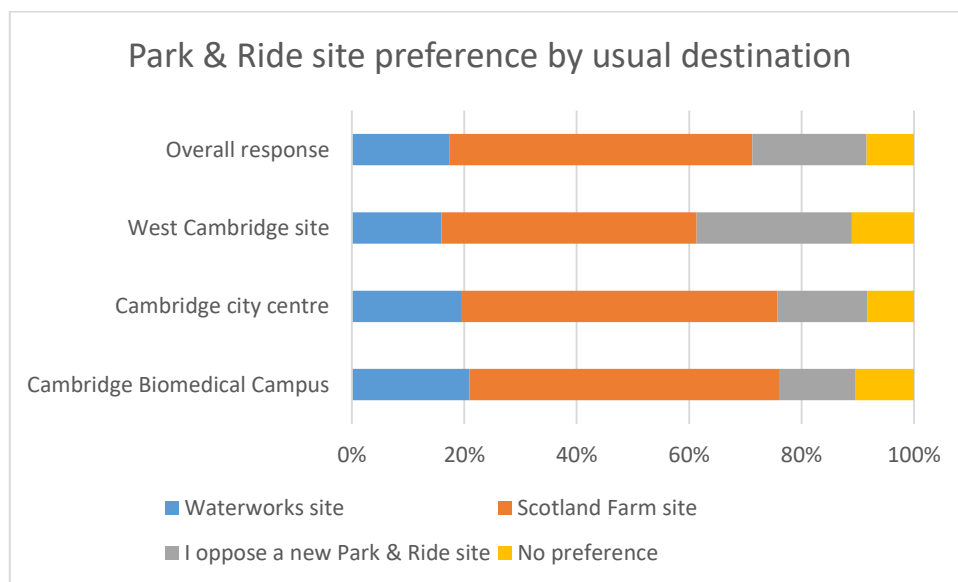
Figure 7: Park & Ride site preference by usual mode of travel



Fewer respondents who usually travel to the Cambridge Biomedical Campus were opposed to a new Park & Ride site (13.4%) than the overall response. There were more respondents opposed to a new Park & Ride site who usually travel to a West Cambridge site (27.6%) than the overall response. Scotland Farm was preferred by the majority of respondents who usually travel to a North West Cambridge site (45.5%) or a West Cambridge site (45.4%), however this was lower than the overall response.

Usual destination	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Total
Cambridge Biomedical Campus	28 (20.9%)	74 (55.2%)	18 (13.4%)	14 (10.4%)	134
Cambridge city centre	142 (19.4%)	412 (56.3%)	117 (16%)	61 (8.3%)	732
West Cambridge site	26 (16%)	74 (45.4%)	45 (27.6%)	18 (11%)	163

Figure 8: Park & Ride site preference by usual destination



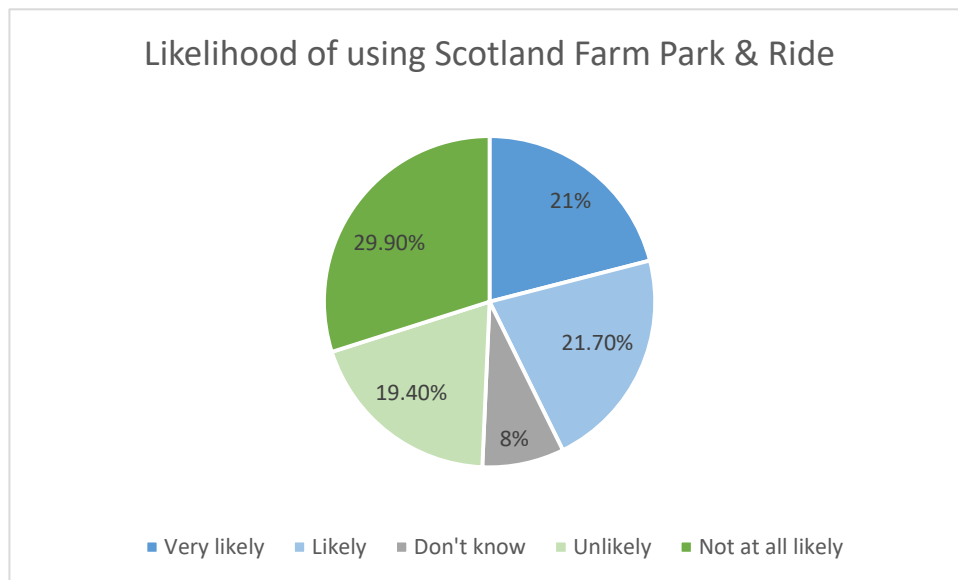
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 2: In principle, how likely or unlikely are you to use the new proposed Park & Ride site at Scotland Farm?

Question 2 asked respondents how likely they were to use the Park & Ride proposed for the Scotland Farm site. 1980 respondents answered this question. 49.3% of respondents indicated they would be 'unlikely or 'not at all likely' to use the Scotland Farm Park & Ride, with 29.9% indicating they would be 'not at all likely'. 42.7% of respondents indicated they would 'very likely' or 'likely' to use the Scotland Farm Park & Ride site, with 21% indicating they would be very likely using the site. 8% of respondents did not know if they would use the site.

Very likely	Likely	Don't know	Unlikely	Not at all likely	Grand Total
416 (21%)	429 (21.7%)	158 (8%)	385 (19.4%)	592 (29.9%)	1980

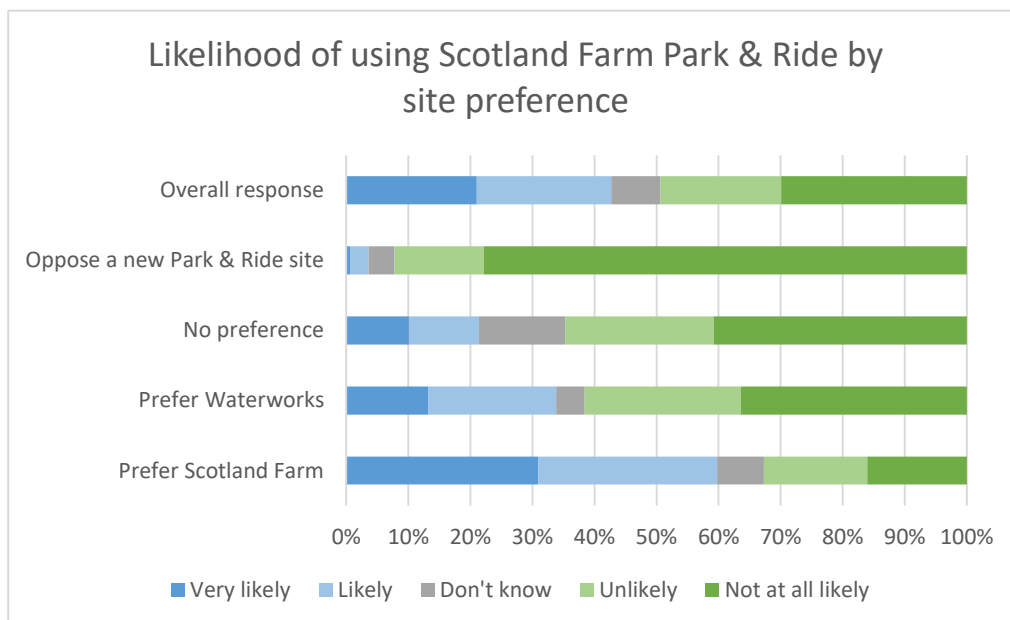
Figure 9: Likelihood of using Scotland Farm Park & Ride



This question was open to everyone, including those who responded that they opposed a new Park & Ride site and those that preferred the Waterworks site. More respondents who had said they would prefer the Scotland Farm site in question 1 said they would be 'very likely' or 'likely' to use the site (59.7%), with 30.9% indicating they would be 'very likely' to use it. More respondents who preferred the Waterworks site in question 1 felt they would be 'unlikely' or 'not at all likely' to use the Scotland Farm site (61.6%), with 36.4% feeling they would be 'not at all likely'. These respondents were also less likely to not know (4.6%) whether they would be using the site or not. More respondents who had no preference to the Park & Ride site in question 1 also felt they would be 'unlikely' or 'not at all likely' to use Scotland Farm (64.7%), with 40.8% feeling they would be 'not at all likely' to use it.

Site Preference	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Scotland Farm site	328 (30.9%)	306 (28.8%)	80 (7.5%)	177 (16.7%)	170 (16%)	907
Waterworks site	46 (13.2%)	72 (20.6%)	16 (4.6%)	88 (25.2%)	127 (36.4%)	349
No preference	40 (10.1%)	45 (11.3%)	55 (13.9%)	95 (23.9%)	162 (40.8%)	397
Oppose a new Park & Ride site	1 (0.6%)	5 (3%)	7 (4.2%)	24 (14.4%)	130 (77.8%)	167

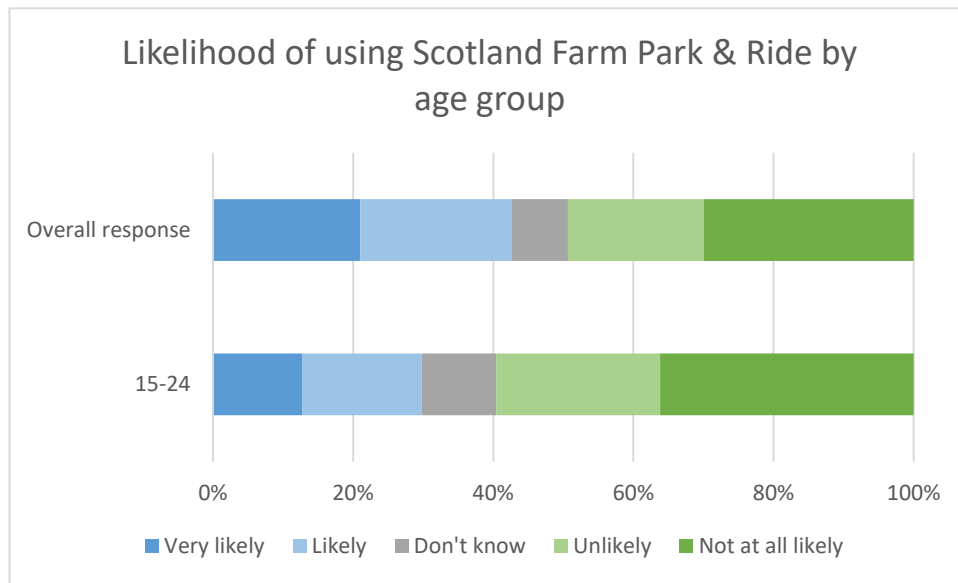
Figure 10: Likelihood of using Scotland Farm Park & Ride by site preference



More of those aged between 15-24 responded that they would be 'not at all likely' to use the Scotland Farm site (36.2%) than the overall response and were also less responses of 'very likely' (12.8%) than the overall response.

Age	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
15-24	18 (12.8%)	24 (17%)	15 (10.6%)	33 (23.4%)	51 (36.2%)	141

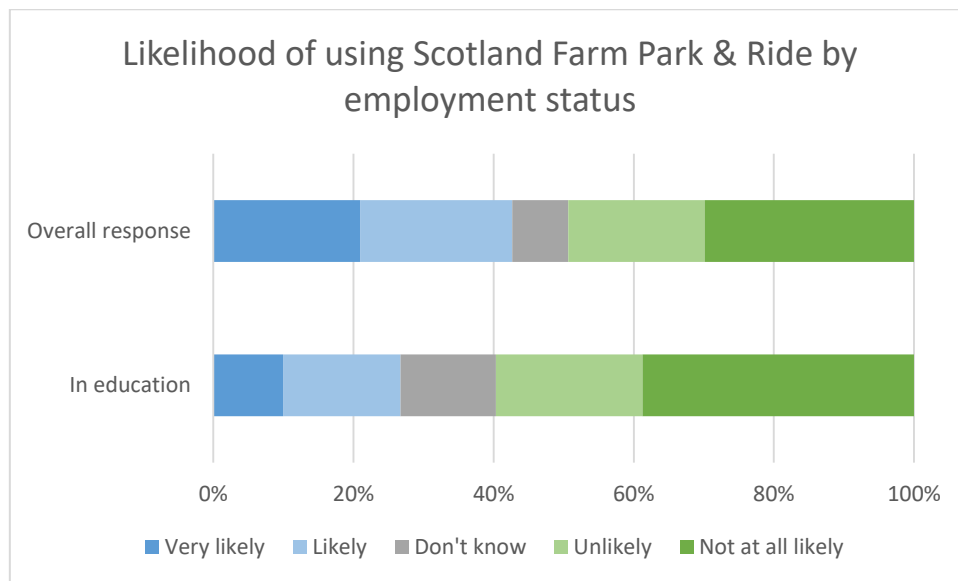
Figure 11: Likelihood of using Scotland Farm Park & Ride by age group



More respondents who are in education responded as 'not at all likely' to use the Scotland Farm site (38.7%) than the overall response, resulting in the majority indicating they would be 'unlikely' or 'not at all likely' to use the Scotland Farm site (59.6%). Less of those in education selected 'very likely' (9.9%) as their response to using the Scotland Farm site.

Employment status	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
In education	19 (9.9%)	32 (16.8%)	26 (13.6%)	40 (20.9%)	74 (38.7%)	191

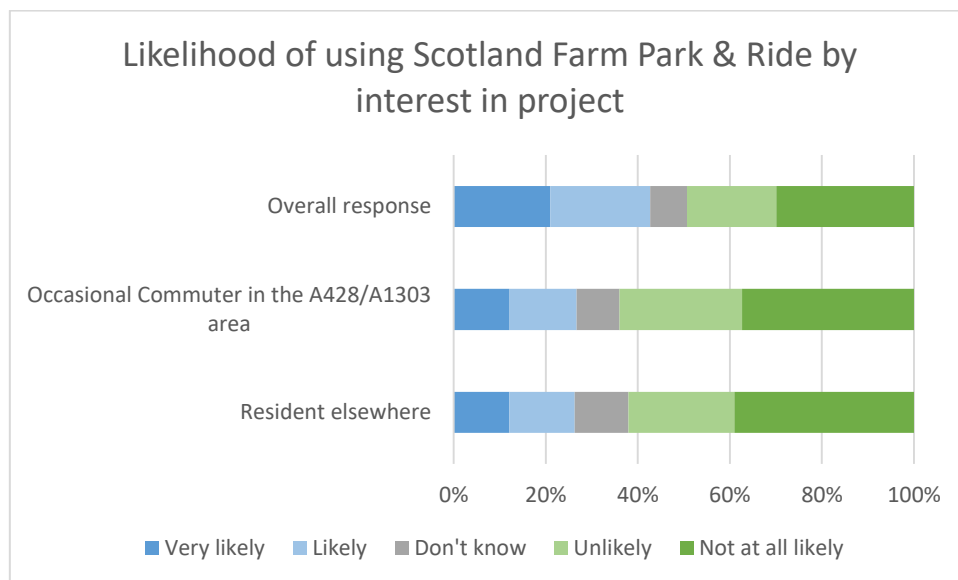
Figure 12: Likelihood of using Scotland Farm Park & Ride by employment status



Respondents who indicated they were an ‘occasional commuter in the A428/A1303 area’ differed the most from the overall response. More of these respondents indicated they would be ‘unlikely’ (26.7%) or ‘not at all likely’ (37.3%) to use the Scotland Farm site. Fewer of these respondents indicated they would be ‘very likely’ (9.2%) or ‘likely’ (15%) to use the site. More respondents who indicated they were ‘residents elsewhere’ selected ‘not at all likely’ (39%) than the overall response and fewer of this group selected ‘likely’ (14.2%).

Interest in project	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Resident elsewhere	34 (12.1%)	40 (14.2%)	33 (11.7%)	65 (23%)	110 (39%)	282
Occasional Commuter in the A428/A1303 area	27 (12%)	33 (14.7%)	21 (9.3%)	60 (26.7%)	84 (37.3%)	225

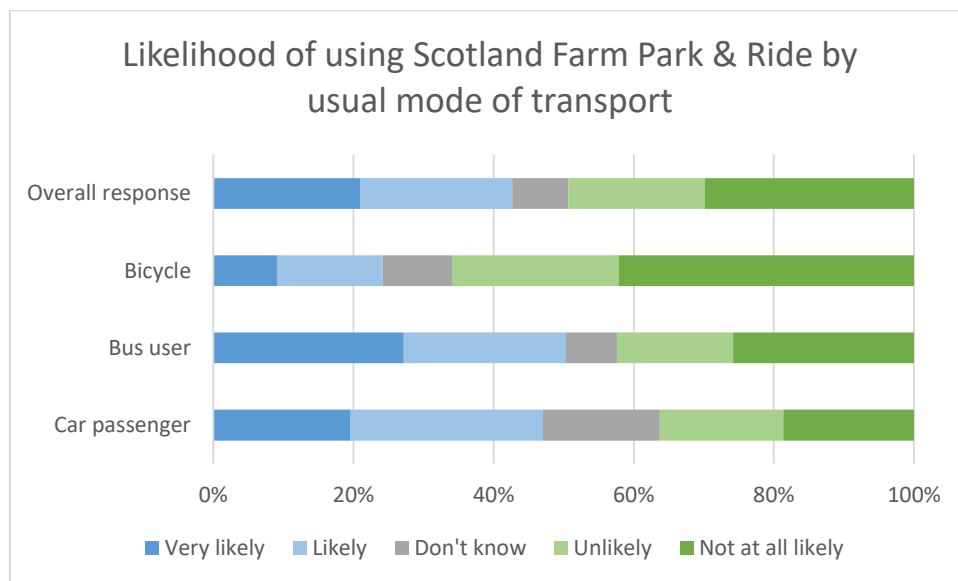
Figure 13: Likelihood of using Scotland Farm Park & Ride by interest in project



Those who indicated their usual mode of transport was a bicycle had more responses indicating they would be 'not at all likely' (42.1%) to use the site. This group also had fewer responses indicating they would be 'very likely' (9.2%) or 'likely' (15%) to use Scotland Farm. More bus users indicated they would be 'very likely' (27.2%) to use Scotland Farm. More car passengers indicated they would be 'likely' (27.5%) to use the site, while fewer of this group indicated they would be 'not at all likely' (18.6%) to use Scotland Farm. More respondents who indicated they were car passengers felt that they did not know whether they would use the site (16.7%) than the overall response.

Usual mode of travel on A428/A1303	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Car passenger	20 (19.6%)	28 (27.5%)	17 (16.7%)	18 (17.6%)	19 (18.6%)	102
Bus user	41 (27.2%)	35 (23.2%)	11 (7.3%)	25 (16.6%)	39 (25.8%)	151
Bicycle	25 (9.2%)	41 (15%)	27 (9.9%)	65 (23.8%)	115 (42.1%)	273

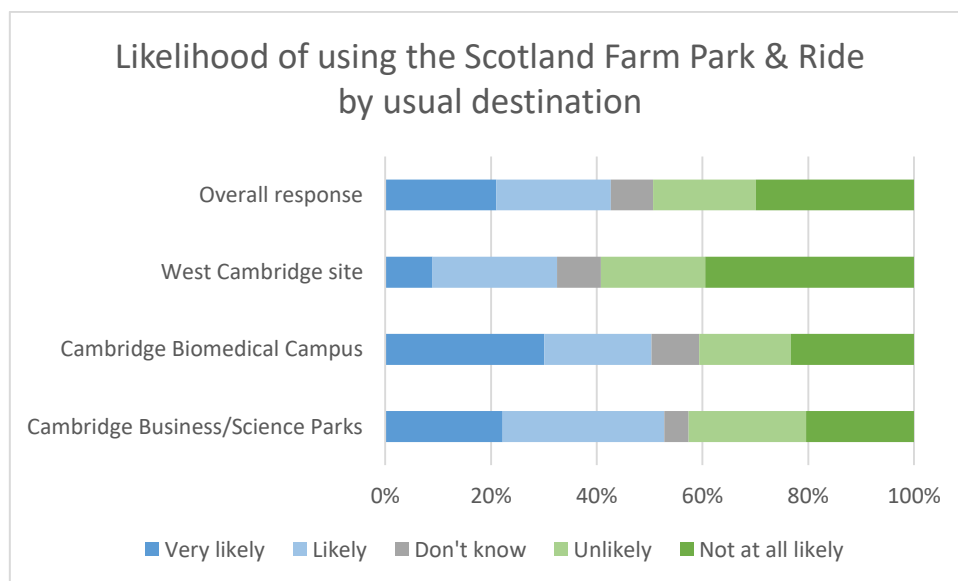
Figure 14: Likelihood of using Scotland Farm Park & Ride by usual mode of transport



More respondents indicated they would be 'very likely' to use the Scotland Farm site if they had also indicated their usual destination was the Cambridge Biomedical Campus (30.1%). Fewer respondents than the overall response indicated they would be 'not at all likely' to use the site if their usual destination was the Cambridge Biomedical Campus (20.4%) or the Cambridge Business/Science Parks (20.4%). Those that indicated the Cambridge Business/Science Parks were their usual destination had more responses to being 'likely' to use the Scotland Farm site (30.6%). More respondents who indicated a West Cambridge site was their usual destination indicated they would be 'not at all likely' (39.5%) to use the Scotland Farm site, while fewer of these respondents indicated they would be 'very likely' (8.9%) to use the site than the overall response.

Usual destination	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Cambridge Business/Science Parks	24 (22.2%)	33 (30.6%)	5 (4.6%)	24 (22.2%)	22 (20.4%)	108
Cambridge Biomedical Campus	40 (30.1%)	27 (20.3%)	12 (9%)	23 (17.3%)	31 (23.3%)	133
West Cambridge site	14 (8.9%)	37 (23.6%)	13 (8.3%)	31 (19.7%)	62 (39.5%)	157

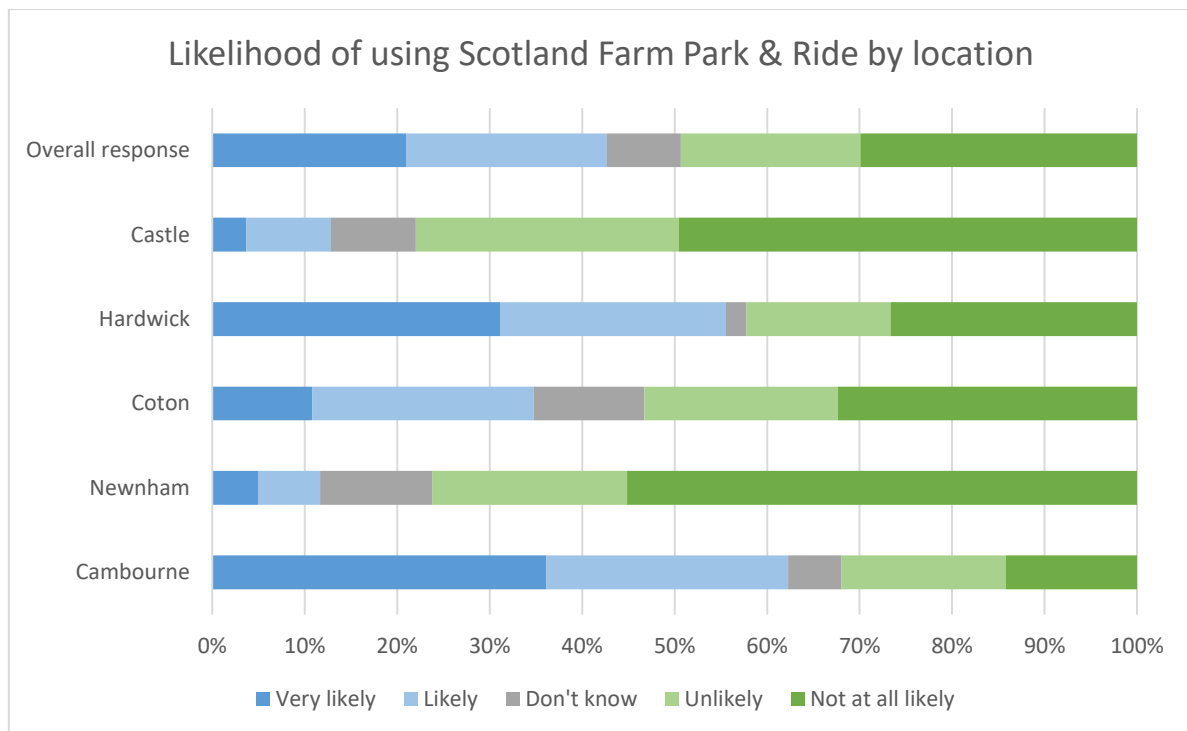
Figure 15: Likelihood of using the Scotland Farm Park & Ride by usual destination



More respondents whose postcode indicated they resided in Cambourne felt they would be 'very likely' (36.1%) to use the Scotland Farm than the overall response and those respondents that indicated they lived in Cambourne based on the 'about you' section of the survey (27.2%). As previously discussed, more respondents indicated they lived in Cambourne through the survey question than gave applicable postcodes. There were more respondents who felt they were 'very likely' or 'likely' to use the Scotland Farm who resided in: Cambourne (62.2%) or Hardwick (55.5%). There were more respondents who felt they would be 'unlikely' or 'not at all likely' to use the site from: Newnham (76.3%), Coton (53.3%) and Castle (77.9%).

Location	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Cambourne	112 (36.1%)	81 (26.1%)	18 (5.8%)	55 (17.7%)	44 (14.2%)	310
Newnham	11 (4.9%)	15 (6.7%)	27 (12.1%)	47 (21.1%)	123 (55.2%)	223
Coton	18 (10.8%)	40 (24%)	20 (12%)	35 (21%)	54 (32.3%)	167
Hardwick	42 (31.1%)	33 (24.4%)	3 (2.2%)	21 (15.6%)	36 (26.7%)	135
Castle	4 (3.7%)	10 (9.2%)	10 (9.2%)	31 (28.4%)	54 (49.5%)	109

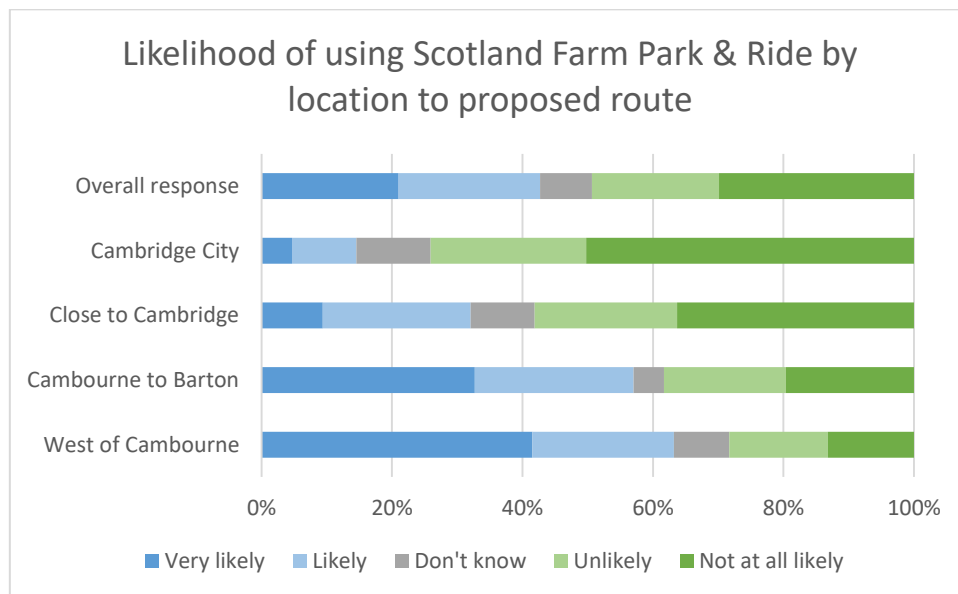
Figure 16: Likelihood of using Scotland Farm Park & Ride by location



The majority of respondents indicated they would be 'very likely' or 'likely to use' the Scotland Farm site if they were West of Cambourne (63.2%) or from Cambourne to Barton (57%). The majority of respondents indicated they would be 'unlikely' or 'not at all likely' to use the site if they were 'close to Cambridge' (58.1%) or from Cambridge City (74.1%).

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
West of Cambourne	44 (41.5%)	23 (21.7%)	9 (8.5%)	16 (15.1%)	14 (13.2%)	106
Cambourne to Barton	210 (32.7%)	156 (24.3%)	30 (4.7%)	120 (18.7%)	126 (19.6%)	642
Close to Cambridge	22 (9.4%)	53 (22.6%)	23 (9.8%)	51 (21.8%)	85 (36.3%)	234
Cambridge City	21 (4.7%)	44 (9.8%)	51 (11.4%)	107 (23.9%)	225 (50.2%)	448

Figure 17: Likelihood of using the Scotland Farm Park & Ride by location to proposed route



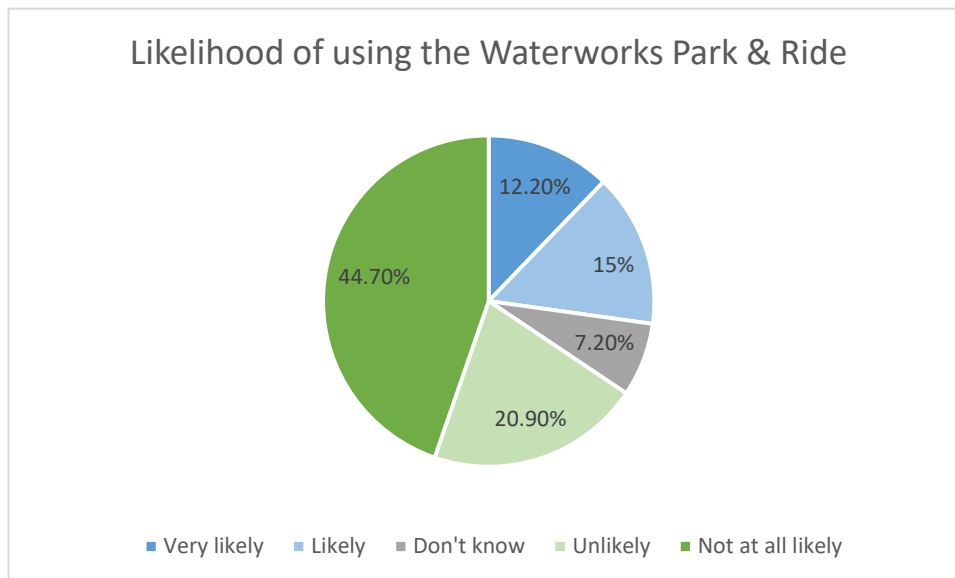
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 3: In principle, how likely or unlikely are you to use the new proposed Park & Ride site at the Waterworks?

Question 3 asked respondents how likely they would be to use the proposed Park & Ride site located at Waterworks. 1975 respondents answered this question. 65.6% of respondents felt they would be 'unlikely' or 'not at all likely' to use the Waterworks site, with nearly half of respondents feeling they would be 'not at all likely' to use it (44.7%). Over a quarter of respondents felt they would be 'very likely' or 'likely' to use the site (27.2%), with 12.2% feeling they would be 'very likely' to use it. 7.2% of respondents did not know whether they would use the Waterworks site.

Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
240 (12.2%)	297 (15%)	143 (7.2%)	413 (20.9%)	882 (44.7%)	1975

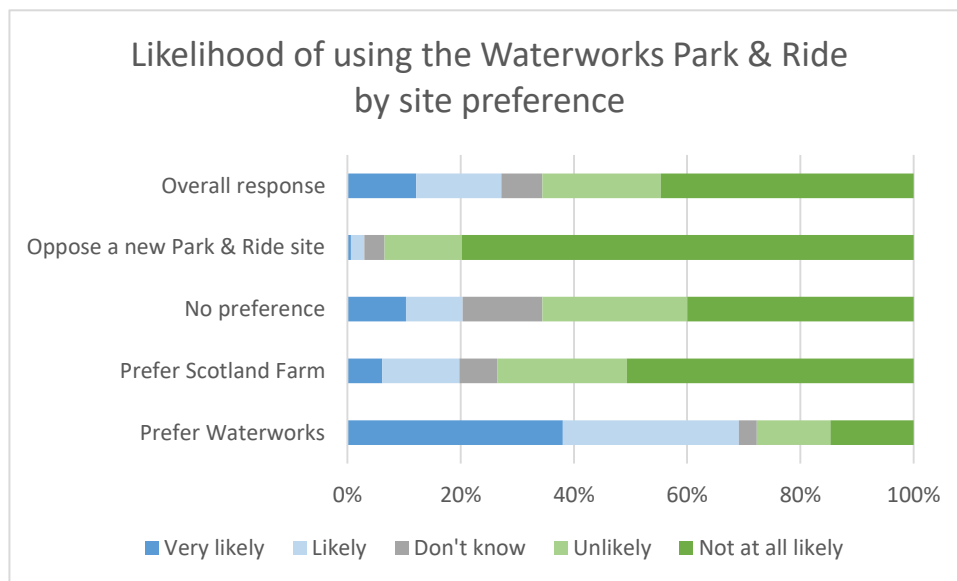
Figure 18: Likelihood of using the Waterworks Park & Ride



Nearly three quarters of respondents who preferred the Waterworks site in question 1 felt they would be 'very likely' or 'likely' to use the site (69.1%), with 38% feeling they would 'very likely' use the site. 27.7% felt they would be 'unlikely' or 'not at all likely' to use it. Nearly a fifth of respondents who preferred the Scotland Farm site felt they would be 'very likely' or 'likely' to use the Waterworks site, while nearly three quarters felt they would be 'unlikely' or 'not at all likely' to use it (73.6%). More respondents who had no preference to the Park & Ride site in question 1 felt they would be 'unlikely' or 'very unlikely' to use the Waterworks site (65.5%), with a fifth feeling they would be 'very likely' or 'likely' to use it (20.4%). 14.1% of these respondents did not know if they would use it or not.

Site preference	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Prefer Waterworks	132 (38%)	108 (31.1%)	11 (3.2%)	45 (13%)	51 (14.7%)	347
Prefer Scotland Farm	65 (6.2%)	144 (13.6%)	70 (6.6%)	242 (22.9%)	535 (50.7%)	1056
No preference	41 (10.3%)	40 (10.1%)	56 (14.1%)	102 (25.6%)	159 (39.9%)	398
Oppose a new Park & Ride site	1 (0.6%)	4 (2.4%)	6 (3.6%)	23 (13.7%)	134 (79.8%)	168

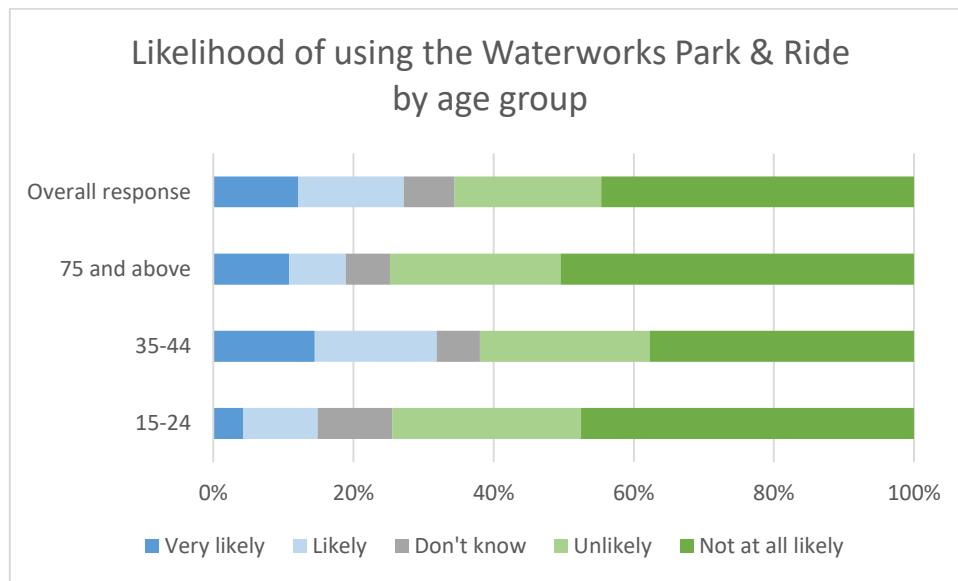
Figure 19: Likelihood of using the Waterworks Park & Ride by site preference



More respondents aged 15-24 felt they would be 'unlikely' to use the Waterworks site (27%) and less felt they would be 'very likely' (4.3%). Less respondents aged 35-44 felt they would be 'not at all likely' to use the site (37.8%), while less respondents aged 75 and above felt they would be 'likely' to use it (8.1%).

Age	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
15-24	6 (4.3%)	15 (10.6%)	15 (10.6%)	38 (27%)	67 (47.5%)	141
35-44	49 (14.5%)	59 (17.4%)	21 (6.2%)	82 (24.2%)	128 (37.8%)	339
75 and above	12 (10.8%)	9 (8.1%)	7 (6.3%)	27 (24.3%)	56 (50.5%)	111

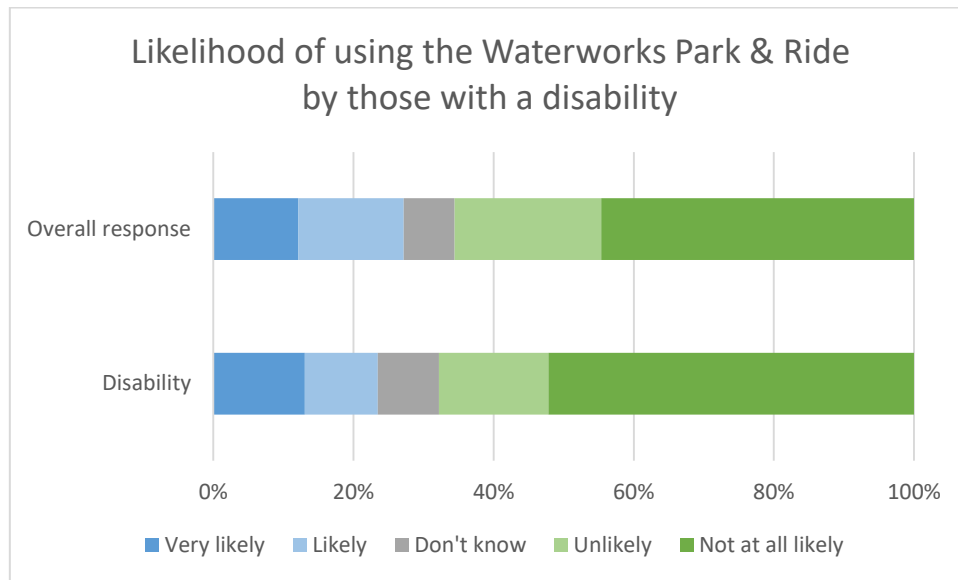
Figure 20: Likelihood of using the Waterworks Park & Ride by age group



More respondents who indicated they have a disability felt they would be 'not at all likely' to use the Waterworks site (52.2%).

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Disability	15 (13%)	12 (10.4%)	10 (8.7%)	18 (15.7%)	60 (52.2%)	115

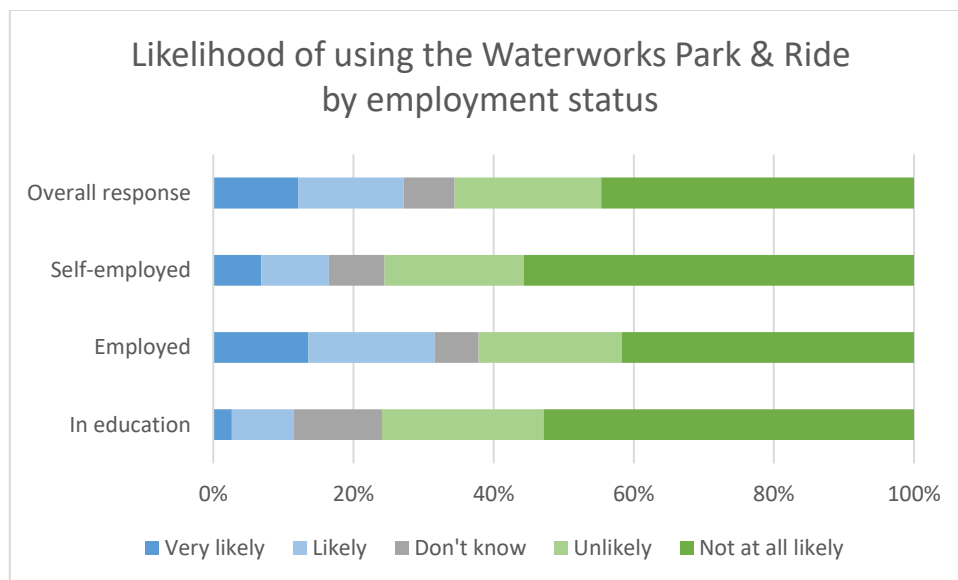
Figure 21: Likelihood of using the Waterworks Park & Ride by those with a disability



More respondents in education felt they would be 'not at all likely' to use the Waterworks site (52.9%), while fewer of these respondents felt they would be 'very likely' (2.6%) or 'likely' (8.9%) to use the site. This is similar to the response to the Scotland Farm site and respondents from this group were the most opposed to a new Park & Ride site being built. More self-employed respondents felt they would be 'not at all likely' (55.7%) to use the Waterworks site, while fewer of these respondents felt they would be 'very likely' (6.8%) or 'likely' (9.7%) to use the site.

Employment status	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
In education	5 (2.6%)	17 (8.9%)	24 (12.6%)	44 (23%)	101 (52.9%)	191
Employed	150 (13.6%)	200 (18.1%)	69 (6.2%)	226 (20.4%)	462 (41.7%)	1107
Self-employed	12 (6.8%)	17 (9.7%)	14 (8%)	35 (19.9%)	98 (55.7%)	176

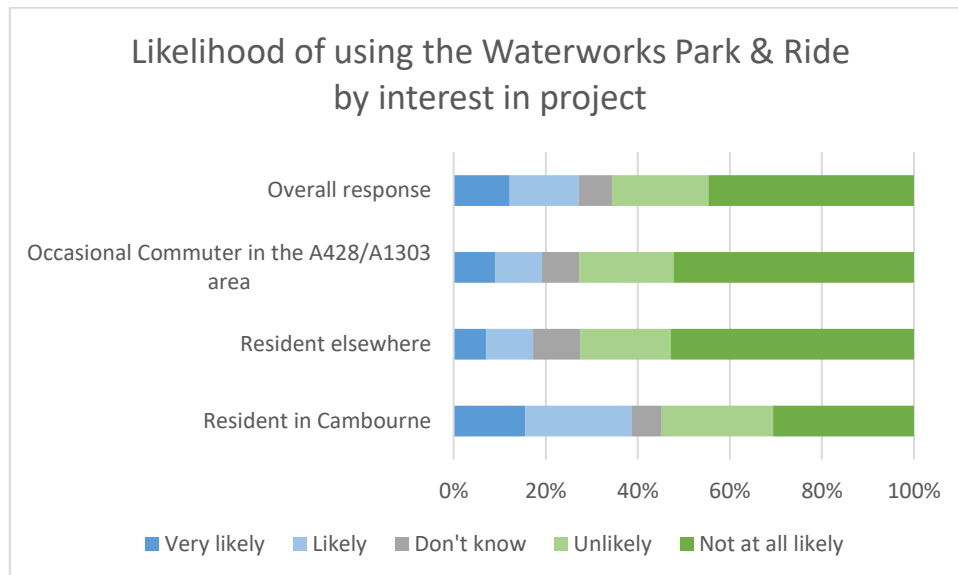
Figure 22: Likelihood of using the Waterworks Park & Ride by employment status



More respondents who indicated they were a resident in Cambourne felt they would be 'likely' to use the Waterworks site (23.2%), while fewer of these respondents felt they would be 'not at all likely' to use it (30.6%). More respondents who indicated they were a 'resident elsewhere' felt they would be 'not at all likely' to use the Waterworks site (52.8%), as were those who indicated they were an occasional commuter in the A428/A1303 area (52.2%).

Interest in project	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Resident in Cambourne	65 (15.6%)	97 (23.2%)	27 (6.5%)	101 (24.2%)	128 (30.6%)	418
Resident elsewhere	20 (7%)	29 (10.2%)	29 (10.2%)	56 (19.7%)	150 (52.8%)	284
Occasional Commuter in the A428/A1303 area	20 (8.9%)	23 (10.3%)	18 (8%)	46 (20.5%)	117 (52.2%)	224

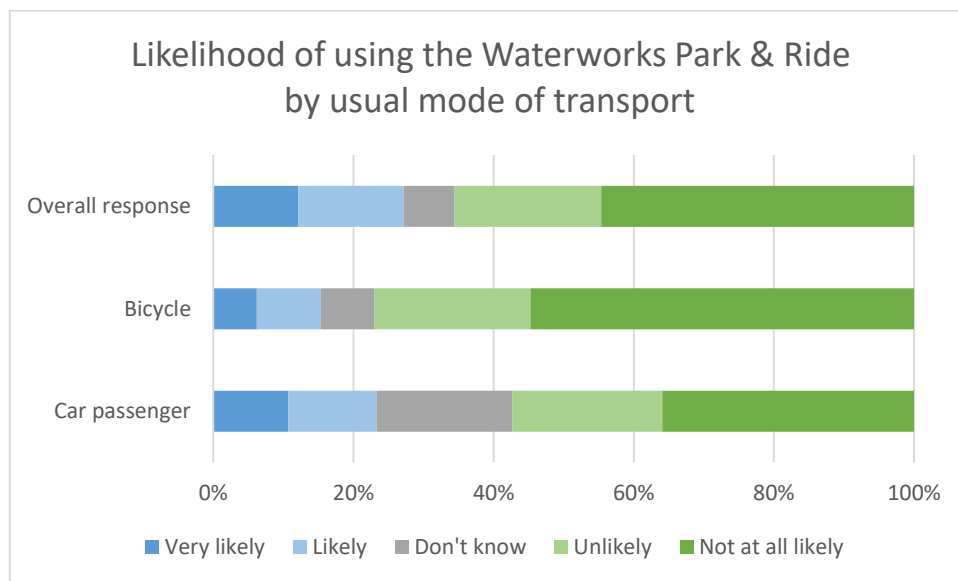
Figure 23: Likelihood of using the Waterworks Park & Ride by interest in project



More respondents who indicated they usually travelled on the A428/A1303 as a car passenger did not know whether they would use the Waterworks site (19.4%). Fewer of these respondents felt they would be 'not at all likely' to use it (35.9%). Fewer of these respondents felt they would be 'not at all likely' to use it (35.9%). More respondents who indicated they travel by bicycle felt they would be 'not at all likely' to use the site (54.7%), while fewer of these respondents felt they would be 'very likely' (6.2%) or 'likely' (9.1%) to use it.

Usual mode of transport	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Car passenger	11 (10.7%)	13 (12.6%)	20 (19.4%)	22 (21.4%)	37 (35.9%)	103
Bicycle	17 (6.2%)	25 (9.1%)	21 (7.7%)	61 (22.3%)	150 (54.7%)	274

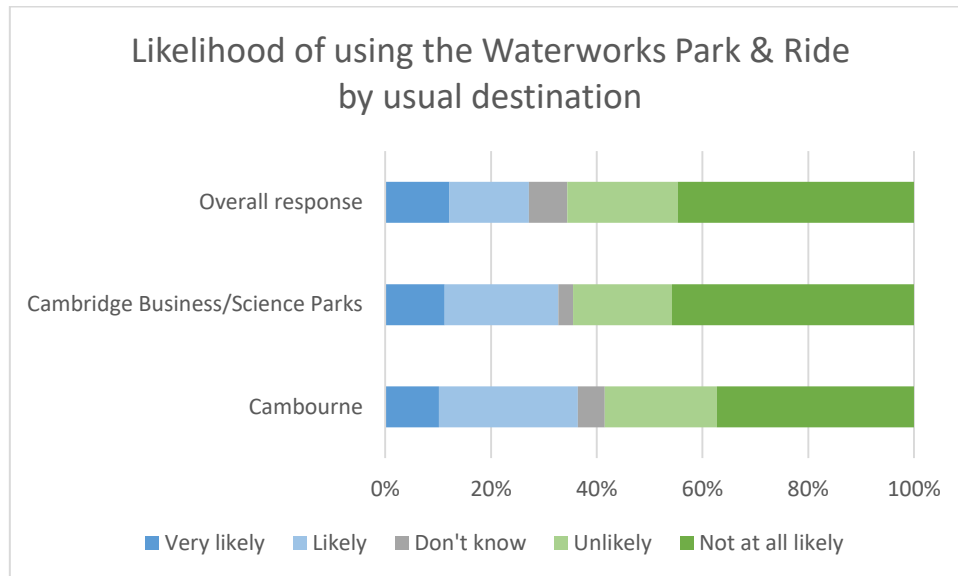
Figure 24: Likelihood of using the Waterworks Park & Ride by usual mode of transport



More respondents who indicated they would be 'likely' to use the Waterworks site if their usual destination was Cambourne (26.3%) or the Cambridge Business/Science Parks (21.5%).

Usual destination	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Cambourne	12 (10.2%)	31 (26.3%)	6 (5.1%)	25 (21.2%)	44 (37.3%)	118
Cambridge Business/Science Parks	12 (11.2%)	23 (21.5%)	3 (2.8%)	20 (18.7%)	49 (45.8%)	107

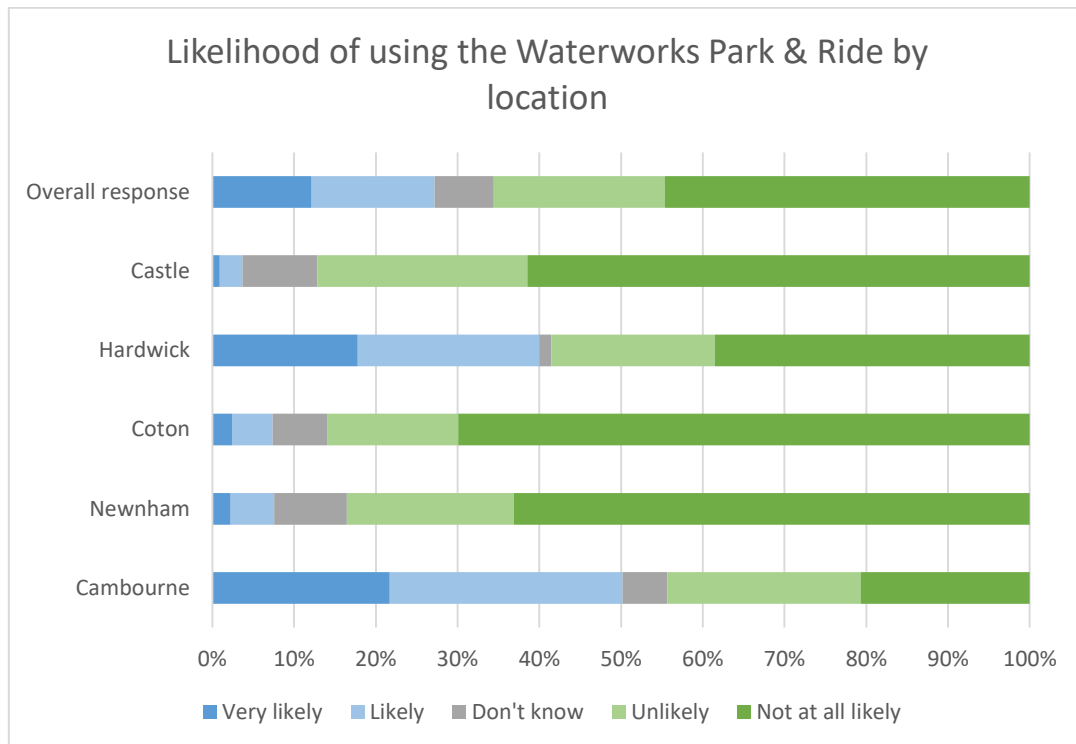
Figure 25: Likelihood of using the Waterworks Park & Ride by usual destination



More respondents from the following locations felt they would be 'very likely' or 'likely' to use the Waterworks site from Cambourne (50.2%). This indicates that fewer respondents from Cambourne felt they would be 'very likely' or 'likely' to use Waterworks when compared to Scotland Farm (62.2%). More respondents who come from the following locations felt they would be 'unlikely' or 'not at all likely' to use the Waterworks Site: Newnham (83.5%), Coton (85.9%), Hardwick (58.5%) and Castle (87.2%).

Location	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
Cambourne	67 (21.7%)	88 (28.5%)	17 (5.5%)	73 (23.6%)	64 (20.7%)	309
Newnham	5 (2.2%)	12 (5.3%)	20 (8.9%)	46 (20.4%)	142 (63.1%)	225
Coton	4 (2.5%)	8 (4.9%)	11 (6.7%)	26 (16%)	114 (69.9%)	163
Hardwick	24 (17.8%)	30 (22.2%)	2 (1.5%)	27 (20%)	52 (38.5%)	135
Castle	1 (0.9%)	3 (2.8%)	10 (9.2%)	28 (25.7%)	67 (61.5%)	109

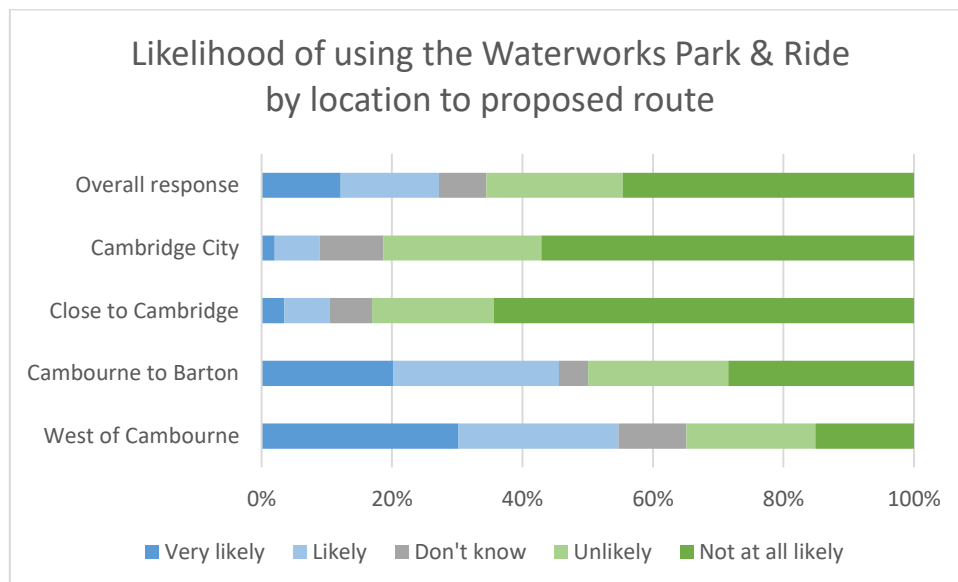
Figure 26: Likelihood of using the Waterworks Park & Ride by location



The majority of respondents west of Cambourne indicated that they would be 'very likely' or 'likely' to use the Waterworks site (54.7%). The majority of respondents indicated they would be 'unlikely' or 'not at all likely' to use the site if they were along the route from Cambourne to Barton (50%), 'close to Cambridge' (83%) or from Cambridge City (81.3%).

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Total
West of Cambourne	32 (30.2%)	26 (24.5%)	11 (10.4%)	21 (19.8%)	16 (15.1%)	106
Cambourne to Barton	130 (20.2%)	163 (25.3%)	29 (4.5%)	138 (21.5%)	183 (28.5%)	643
Close to Cambridge	8 (3.5%)	16 (7%)	15 (6.5%)	43 (18.7%)	148 (64.3%)	230
Cambridge City	9 (2%)	31 (6.9%)	44 (9.8%)	109 (24.2%)	257 (57.1%)	450

Figure 27: Likelihood of using the Waterworks Park & Ride by location to proposed route



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 4: Referring to your response to Questions 1 to 3, what is your reason for this response?

This question asked respondents to enter comments on why they responded the way they did for questions 1 to 3. 1660 respondents left comments.

Waterworks Park & Ride preference

Of those who chose the Waterworks Park & Ride site as their preferred site in question 1, there were comments:

Main themes

- About the **distance** of the Waterworks site to them or to Cambridge. This was one of the main themes for these respondents. Respondents who lived close to the Waterworks site, such as those living in Coton, felt the site appealed more as it was within reasonable walking or cycling distance to them. Other respondents indicated they lived easterly of the Scotland Farm site and so the Waterworks site would reduce their car usage, as it would save them needing to drive further out from Cambridge. Respondents also felt that the Waterworks site being nearer to Cambridge would result in more reliable bus journeys, as there would be less traffic to contend with, and may encourage more cycling uptake as it would require cyclists to cover less distance.
- About **access to the site**. This was one of the main themes for these respondents. The Waterworks site was felt to have good access from main roads including the M11, to business sites in Dry Drayton and some respondents also felt the Waterworks site had better links with employment sites to the South of Cambridge. **Cycle and pedestrian access** was felt by some respondents to be better at this site.
- About **congestion**. Many respondents discussed this theme. Respondents felt that Dry Drayton already struggles with congestion so would not be able to handle more traffic generated by accessing the Scotland Farm site. Other respondents felt that the Waterworks site was located away from more residential buildings and so traffic coming into the site would affect fewer people. Respondents also commented that the area around the Waterworks site is where congestion tends to begin, so having a site near to this may encourage drivers off the road and into the Park & Ride. Some respondents felt that the site would attract users and so help ease congestion.
- About **disagreeing with the Scotland Farm site**. Many respondents discussed this theme. For some respondents this was because of location of the site, being in the wrong direction of travel for them. Others felt the site was too far away from Cambridge, resulting in too long a journey on the bus or by bicycle. Some respondents were concerned about the impact it would have on the traffic and living conditions around Dry Drayton. Respondents who indicated they lived near the proposed Scotland Farm site were worried about the proximity to residential buildings and suitability of the roads to be used for accessing the site.
- About **cycling**. Many respondents discussed this theme. Respondents felt that the Waterworks site was either close enough to cycle to and use the bus into the city centre or close enough to the city centre to Park & Cycle from.

- About **why they would not use it**. Many respondents discussed this theme, who indicated they would not be using the Park & Ride site, generally because of their location from the site. For some there were other factors involved such as cost, necessity of car access for work or due to a lack of employment. Many of these respondents indicated the reasons they felt the site would be preferable in principle.

Minor themes

- About the **cost of Park & Ride**. Some respondents felt that having a parking charge to use the site would put people off using the site. Others felt the cost of the bus journey was too expensive, particularly for those who would car share who felt that parking in Cambridge would be cheaper than paying for several bus tickets. Respondents indicated that they would use the site if they felt it was affordable, with some respondents feeling the Waterworks site being closer to Cambridge would result in cheaper bus tickets.
- About **journey times**. Some respondents felt the Waterworks site would improve journey times across all modes of transport. This was linked with the congestion on the A428 that respondents felt the bus would avoid by being located here and that cyclists would be able to get around.
- About the **Madingley Road Park & Ride**. Some respondents indicated that they currently use this site and felt the Waterworks site would be closer along their journey and would have to contend with less traffic. Some respondents felt that the Madingley Road site should remain open as it was easier to access for them and they preferred to use it.
- About the **visual impact**. Some respondents felt that the visual impact of both Waterworks and Scotland Farm was similar. A few respondents felt the Scotland Farm site would be intrusive to nearby residential properties.
- About **a lack of public transport**. Some respondents commented on the need to drive from villages along the route as public transport was limited. Respondents were concerned about the potential loss of the citi 4 bus service.
- About the **stop locations**. Some respondents felt that the Park & Ride service only running into the centre of Cambridge was dissuading some people from using the service, as journeys to locations, such as the Science Park, required much longer journey times than driving there.
- Some respondents felt that **either site would work** in reducing congestion and would be accessible for them to use.
- About the **cost**. A few respondents felt the Waterworks site was more cost effective.
- About **usage**. A few respondents indicated they chose the site due to the higher predicted usage in the brochure.

Scotland Farm Park & Ride site preference

Of those who chose the Scotland Farm Park & Ride site as their preferred site in question 1, there were comments:

Main themes

- About **access to the site**. This was one of the main themes for respondents. The Scotland Farm site was felt to be easier to access than the Waterworks site, as it had better road connectivity and was situated before congestion hotspots. It was also felt to be more accessible to areas west of Cambridge, such as Cambourne. **Cycle and pedestrian access** was felt by some respondents to be better at this site who wished to cycle or walk to the site to use the bus service. Some respondents indicated that access for bicycles and pedestrians would be good so long as there was good cycle/pedestrian path provision away from the main roads.
- About the **distance** of the Scotland Farm site to them. This was one of the main themes for these respondents. Respondents who lived close to the Scotland Farm site, felt the site appealed more as it was within reasonable walking or cycling distance to them.
- About **congestion**. Many respondents discussed this theme. Respondents felt the Scotland Farm site was better due to the high amounts of congestion located near to where the Waterworks site would be located. There were concerns the Waterworks site would increase this congestion, particularly around the Madingley Mulch roundabout with people queuing to use the site. Scotland Farm was felt to be better situated to remove traffic before congestion would begin to build up.
- About why they **disagreed with the Waterworks** site. Many respondents discussed this theme. Respondents felt that the Waterworks site was too close to Cambridge and may result in drivers deciding to make the final part of the journey by car rather than using it. The area the site was located in was also linked with existing heavy congestion and respondents felt this would make accessing the site difficult and result in the buses having difficulty leaving the site in a timely manner. Respondents who indicated they lived nearby felt the site would negatively impact on the area, increasing traffic and pollution. The Waterworks site was also felt to have a higher visual impact due to the site's position and height. Some respondents also felt the site would have a serious negative impact on the environment and the Green Belt. Respondents also commented on how the increased journey needed by personal vehicle to get to the Waterworks site would not be as effective at reducing environmental damage from the amount of vehicles in the area.
- About the **visual impact**. Many respondents discussed this theme. Scotland Farm was felt to have less of a visual impact on the surrounding areas.
- About the **Madingley Road Park & Ride**. Many respondents discussed this theme. Respondents indicated that they currently use this site and felt the Waterworks site would be located too close to the current site to be effective. Some respondents felt that the Madingley Road site should remain open as it was easier to access for them and they preferred to use it.

- About **journey times**. Many respondents discussed this theme. Respondents felt that the congestion on this route was increasing their journey times and the Scotland Farm site would alleviate this. Some respondents were concerned the service would be unreliable as they had experienced this in the past.

Minor themes

- About **why they would not use it**. Some respondents discussed this theme. Some respondents indicated they would not be using the Park & Ride site which, for many, was due to their location being close to Cambridge. For some there were factors involved such as cost, necessity of car access for work or lack of employment. Some respondents commented on the potential for bus traffic to get caught up in city centre traffic still and that this would need to be resolved before they would make use of Park & Rides. Many of these respondents indicated the reasons they felt the site would be preferable in principle.
- About **alternative sites**. Some respondents felt that the Park & Ride would be better located elsewhere. Suggestions included: Newnham, Caxton, the Girton Interchange, where the A603 enters Cambridge or Cambourne. Some respondents also suggested the use of alternative modes of public transport, such as a light rail system, shuttle bus system or underground instead.
- About the **stop locations**. Some respondents felt that the Park & Ride service only running into the centre of Cambridge was dissuading some people from using the service, as journeys to locations, such as the railway station, required much longer journey times than driving there. Respondents felt more location options should be offered for the site to be effective as well as longer operating hours.
- About **their current use of public transport**. Some respondents indicated that they already use public transport in the area. Some of these respondents were concerned about the potential loss of the citi 4 bus service.
- About the **cost**. Some respondents chose the Scotland Farm site as the cost of building was not felt to be as significant as the Waterworks site. Some respondents felt that there would need to be redevelopment of the area around the Waterworks site, such as the Madingley Mulch roundabout, that would add to the building cost.
- Some respondents felt that **either site would work** in reducing congestion and would be accessible for them to use.
- About the **cost of Park & Ride**. Some respondents discussed this theme. Respondents felt that having a parking charge to use the site would put people off using the site. Others felt the cost of the bus journey was too expensive, particularly for those who would car share who felt that parking in Cambridge would be cheaper than paying for several bus tickets. Respondents indicated that they would use the site if they felt it was affordable.
- About **accessibility**. A few respondents indicated that they had some form of mobility issue and were unable to use the bus or had concerns about the accessibility of buses for mobility aids.
- About **driverless vehicles**. A few respondents commented on the potential future use of driverless vehicles and how this may negate the need for Park & Ride sites.

No Park & Ride site preference

Of those had no preference on Park & Ride site in question 1, there were comments:

Main themes

- About the **distance** of the sites to them. This was one of the main themes for these respondents. These respondents indicated they lived in the wrong areas of Cambridge, so were unsure which of these sites would be best for people, but felt they needed to be built.
- About **cycling**. This was one of the main themes for these respondents. Those respondents who indicated they cycle felt that either site would be of benefit to them as it would reduce motorised traffic. Some felt that a safe, segregated route would be beneficial along the route as well.
- About **their current use of public transport**. Many respondents indicated that they already use public transport in the area. Some of these respondents were concerned about the potential loss of the citi 4 bus service.

Minor themes

- About the **stop locations**. Some respondents felt that the Park & Ride service only running into the centre of Cambridge was dissuading some people from using the service, as journeys to locations, such as the railway station or the Science Park, required much longer journey times than driving there. Respondents felt more location options should be offered for the site to be effective as well as longer operating hours.
- About the **cost of Park & Ride**. Some respondents discussed this theme. Respondents felt that having a parking charge to use the site would put people off using the site.
- About the **Madingley Road Park & Ride**. Some respondents indicated that getting to this site was difficult due to congestion and either of the proposed Park & Ride sites would solve this issue.
- About **alternative sites**. Some respondents felt that the Park & Ride would be better located elsewhere. Suggestions instead that the site should be located at Cambourne or junction 12 of the M11. Some respondents felt there needed to be better links to sites across Cambridge from St Neots.
- About **Scotland Farm**. Some respondents felt that the Scotland Farm site would be better as it was located away from the main areas of congestion, however others felt that the site was located too far away indicating it would not attract all of those causing the congestion. Some respondents who indicated they would cycle felt the site was too far away from Cambridge to make use of Park & Cycle facilities if they were made available, while others felt it was close enough to them to cycle to and use public transport from.
- About the **Waterworks site**. Some respondents felt that this site was more convenient for them. However, as with those who mentioned Scotland Farm, both sites were felt to be useful and have benefits.

- About the **environment**. Some respondents were concerned about the amount of pollution from congestion and felt the Park & Ride proposals would help alleviate this. Others were concerned about the impact on the environment from building the sites.
- A few respondents suggested the use of **alternative modes of public transport**, such as a light rail system, shuttle bus system or underground instead.
- That **either site would work** in reducing congestion and would be accessible for them to use. A few respondents discussed this theme.
- About **accessibility**. A few respondents indicated that they had concerns about the accessibility of buses for mobility aids and buggies.

Oppose a new Park & Ride

Of those opposed to a new Park & Ride site in question 1, there were comments:

Major themes

- About the **environment**. This was the main theme for these respondents. These respondents were concerned about the impact on the environment from building the sites. Some highlighted the use of Green Belt land and felt this was inappropriate.
- About the **Madingley Road Park & Ride**. Many respondents discussed this theme. Respondents indicated that they already used this site and felt it provided adequate provision already.
- About **cycling and pedestrian access**. Many respondents discussed this theme, who felt the sites did not have adequate access for those using bicycles or walking. Some respondents felt these sites would make cycling dangerous.
- About the **reliability of the Park & Ride services**. Many respondents felt that using the Park & Ride sites increased their journey time to an unacceptable level.
- About the **cost of Park & Ride sites**. Many respondents felt that the cost for parking and individual bus tickets made the service unattractive to them. Some respondents felt it was cheaper to drive into Cambridge and park there.
- About **alternative sites**. Many respondents felt that the Park & Ride would be better located elsewhere. Suggestions instead that the site should be located at Cambourne, as part of the Bourn Airfield development, Eddington, the Girton Interchange or at St Neots with better public transport links to Cambridge.

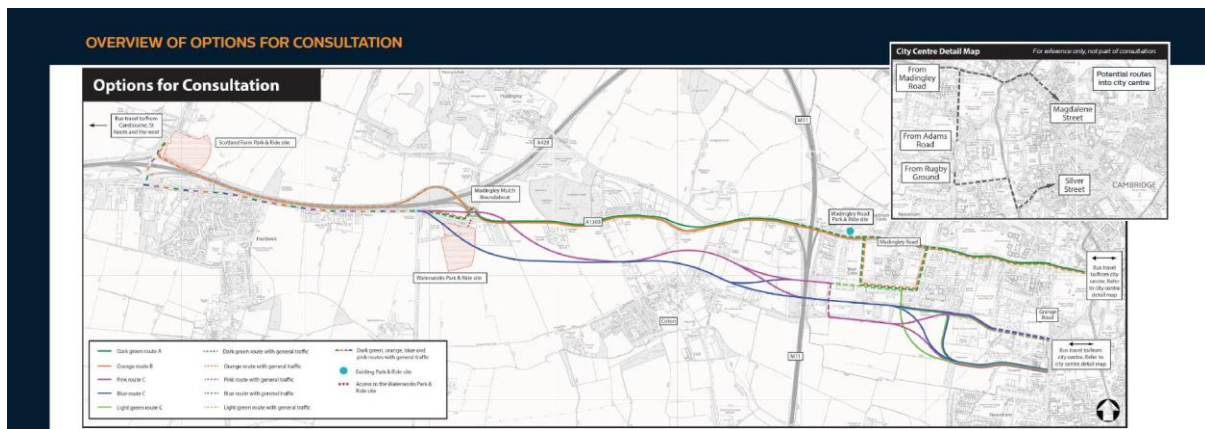
Minor themes

- About the **Waterworks site**. Some respondents discussed this theme. Respondents felt this site would have an adverse effect on the environment have a negative visual impact on Cambridge. They felt the site would be difficult to access with the congestion at the Madingley Mulch roundabout.
- About the **Scotland Farm site**. Some respondents discussed this theme. Respondents felt that this area of Dry Drayton was already suffering with congestion and would be made worse with a site placed there.
- About the **stop locations**. Some respondents felt that the Park & Ride service only running into the centre of Cambridge was not useful to many people who travel to

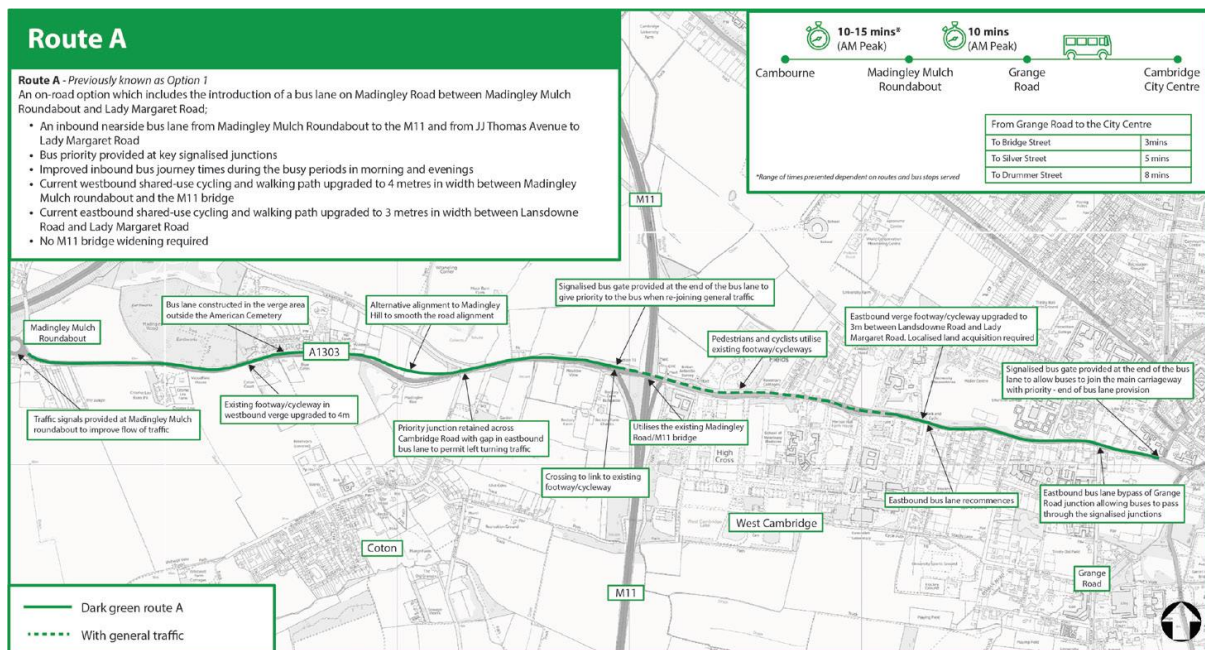
other areas of Cambridge, such as the Science Park. Some respondents felt the service did not run late or early enough.

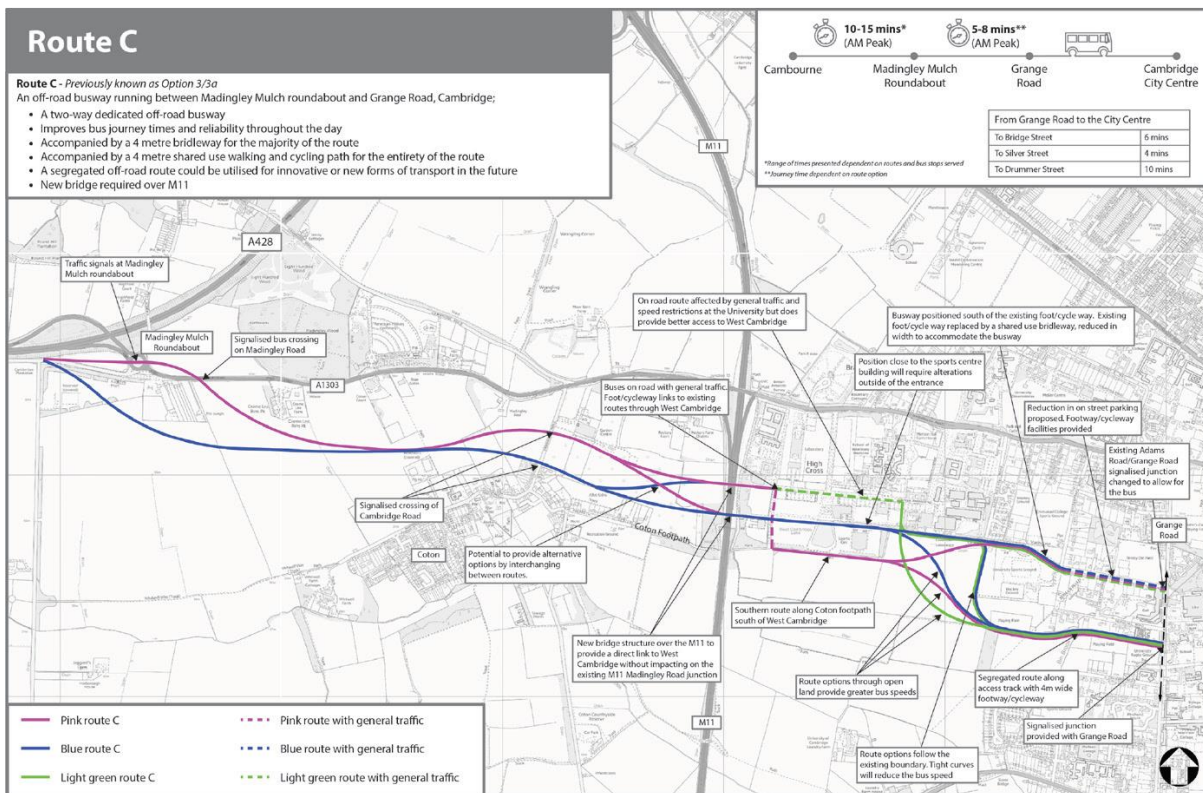
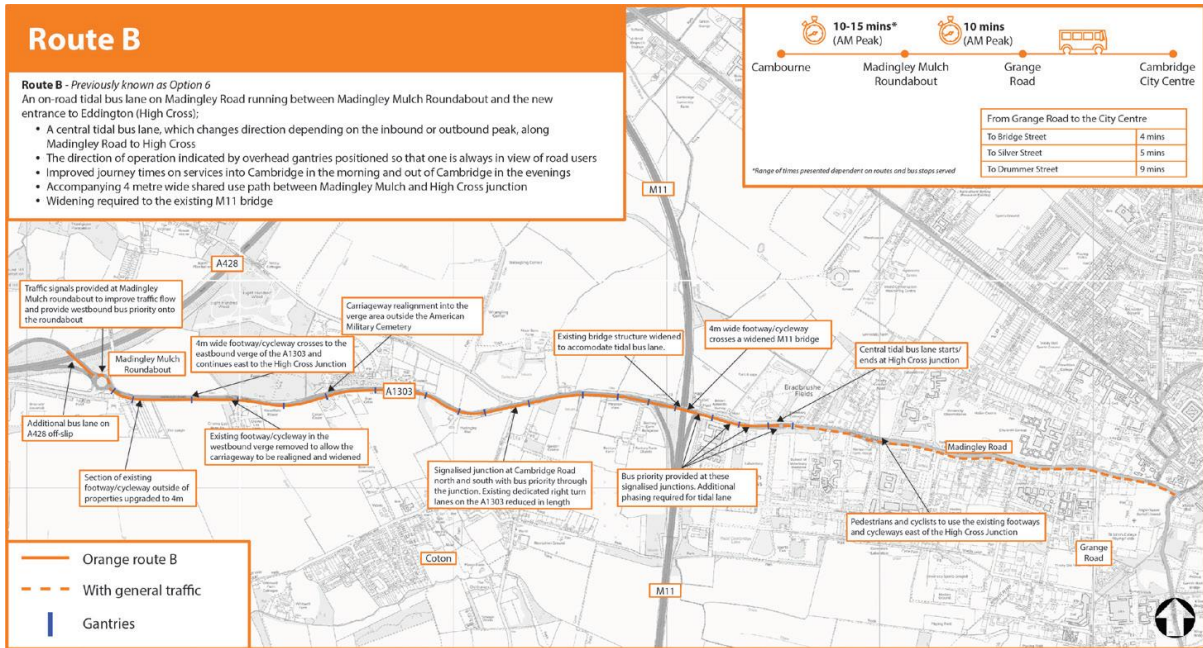
- About the **cost**. A few respondents felt it was a waste of money to develop new Park & Ride sites. Respondents felt the money could be better spent on other things around Cambridgeshire, such as improvements to street lighting or other public transport provision.
- A few respondents suggested the use of **alternative modes of public transport**, such as a light rail system, shuttle bus system or underground instead.
- About the **building work**. A few respondents were concerned that the building of these sites would cause disruption on already congested routes.

Question 5: Referring to the route plan, please indicate which overall route would be your preferred choice.



Question 5 asked participants which overall route they would prefer from 'on-road route A', 'On-road route B' and 'Off-road route C (any variation)'. 2020 respondents answered this question.

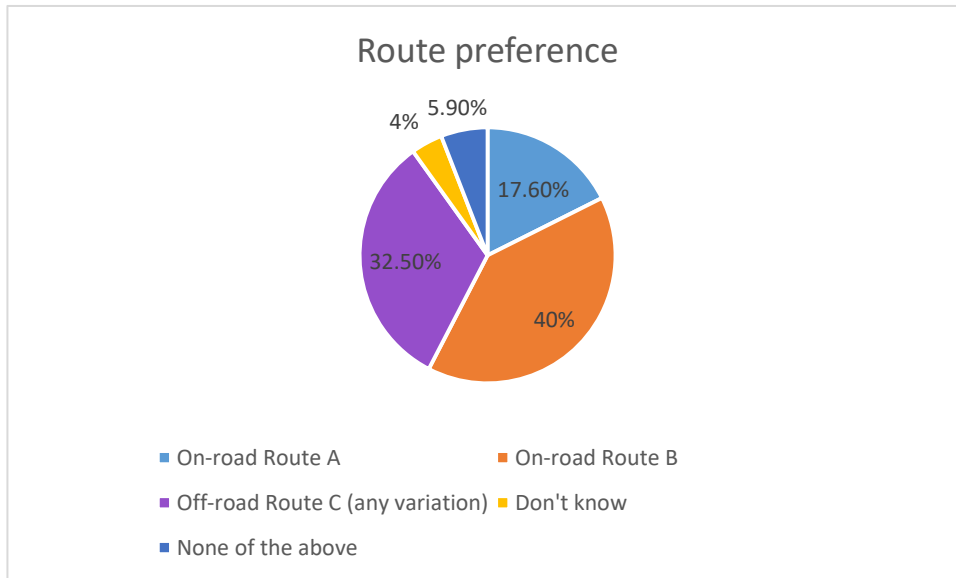




‘On-road route B’ was the most preferred route, with 2 fifths of respondents (40%) choosing this. Nearly as many respondents preferred ‘Off-road route C’, with 32.5% of respondents choosing this option. Nearly a fifth of respondents (17.6%) preferred ‘On-road route A’. 5.9% did not like any of the routes and 4% did not know which route they preferred. 57% of respondents preferred one of the two on-road options.

On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
356 (17.6%)	808 (40%)	656 (32.5%)	80 (4%)	120 (5.9%)	2020

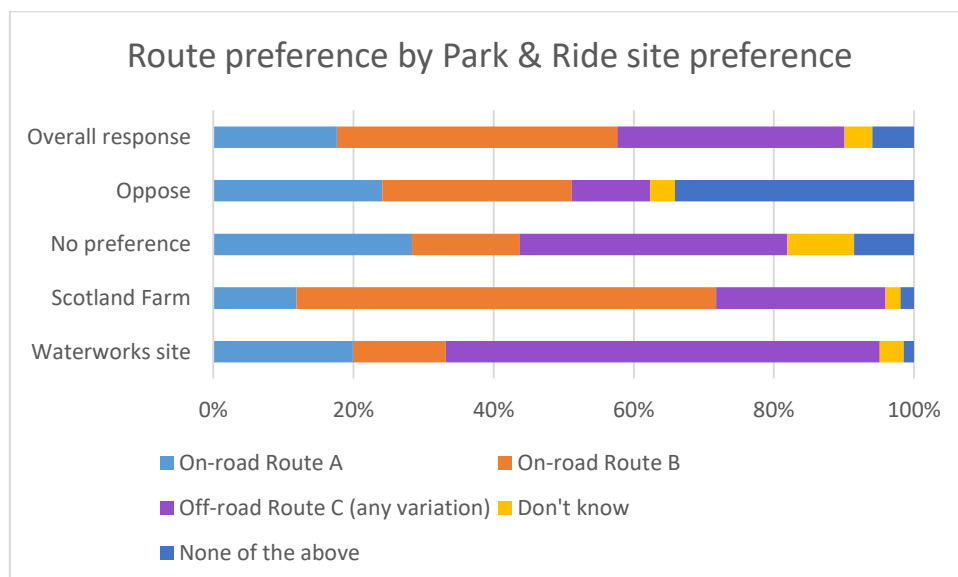
Figure 28: Route preference



The majority of the respondents who chose the Waterworks site in question 1 preferred the off-road route (62%). Some of these respondents left comments in question 4 about their preference for the Waterworks site as it appeared to have better access to the off-road route. 'On-road route A' was preferred (19.9%) over 'on-road route B' (13.3%). The majority of respondents who chose the Scotland Farm site in question 1 preferred an on-road route (71.8%). The majority of these respondents preferred 'on-road route B' (59.9%) over 'on-road route A' (11.9%). A slightly higher majority of respondents who had no preference to the proposed Park & Ride sites in question 1 preferred the on-road routes (43.8%) over the off-road route (38.1%). These respondents preferred 'On-road route A' (28.4%) over 'On-road route B' (15.4%). The majority of those respondents who opposed a new Park & Ride in question 1 preferred the on-road routes (51.2%) over the off-road route (11.2%), with only a small difference in preference between 'on-road route A' (24.1%) and 'on-road route B' (27.1%). Nearly 2 fifths of these respondents chose 'none of the above' (34.1%), indicating many of these respondents oppose both changes.

Park & Ride preference	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Waterworks site	69 (19.9%)	46 (13.3%)	215 (62%)	12 (3.5%)	5 (1.4%)	347
Scotland Farm	129 (11.9%)	651 (59.9%)	263 (24.2%)	23 (2.1%)	21 (1.9%)	1087
No preference	116 (28.4%)	63 (15.4%)	156 (38.1%)	39 (9.5%)	35 (8.6%)	409
Oppose	41 (24.1%)	46 (27.1%)	19 (11.2%)	6 (3.5%)	58 (34.1%)	170

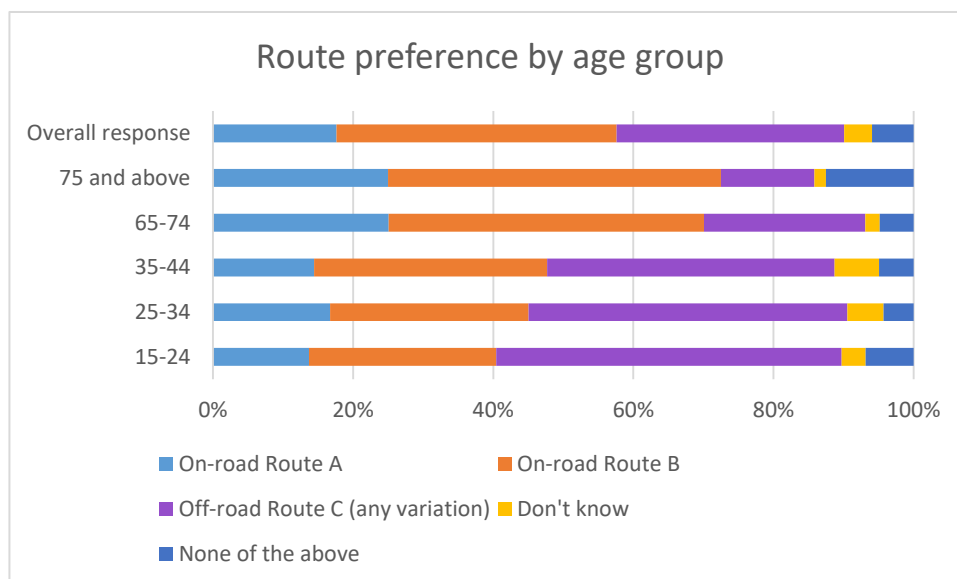
Figure 29: Route preference by Park & Ride site preference



Respondents aged 75 and above differed the most from the overall response. The majority of these respondents still preferred 'On-road route B' but closer to half off all this group of respondents chose this option (47.5%). A quarter of these respondents preferred 'On-road route A' (25%) with just over a tenth preferred 'Off-road route C' (13.3%). This group had the most respondents who did not like any of the routes, with just over a tenth choosing this option (12.5%). Respondents aged 65-74 also preferred 'On-road route A' (25.1%) over 'Off-road route C' (23%) but there was still more overall preference for 'On-road route B' (45%) from this age group. Some age groups had the majority of respondents preferring 'Off-road route C', 15-24 (49.3%), 25-34 (45.5%) and 35-44 (41%). However 47.7% of those aged 35-44 preferred an on-road route. These respondents had more preference for 'On-road route B' (33.2%) than 'On-road route A' (14.5%).

Age group	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
15-24	20 (13.7%)	39 (26.7%)	72 (49.3%)	5 (3.4%)	10 (6.8%)	146
25-34	39 (16.7%)	66 (28.3%)	106 (45.5%)	12 (5.2%)	10 (4.3%)	233
35-44	50 (14.5%)	115 (33.2%)	142 (41%)	22 (6.4%)	17 (4.9%)	346
65-74	73 (25.1%)	131 (45%)	67 (23%)	6 (2.1%)	14 (4.8%)	291
75 and above	30 (25%)	57 (47.5%)	16 (13.3%)	2 (1.7%)	15 (12.5%)	120

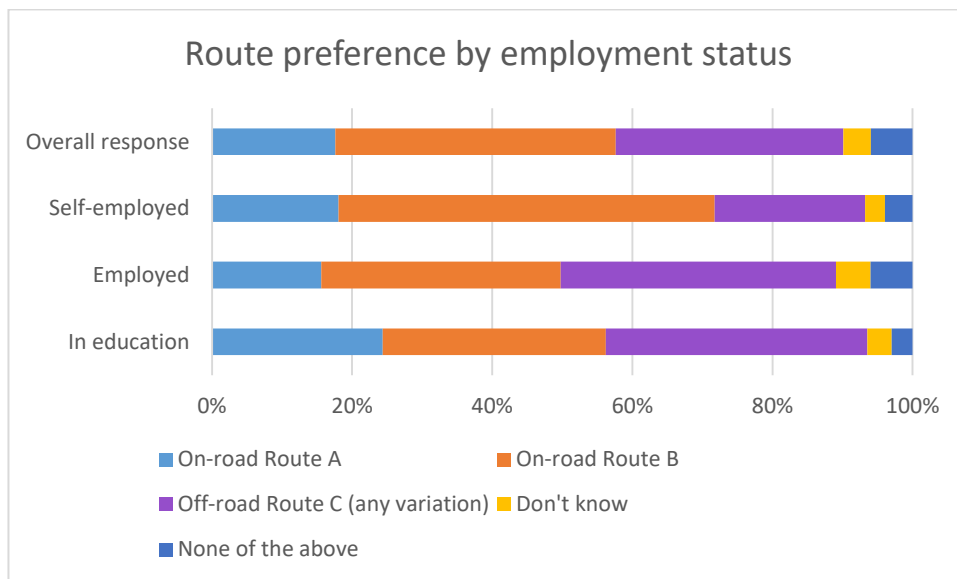
Figure 30: Route preference by age group



Employment status made a difference in route preference. 'Off-road route C' was preferred more by respondents in education (37.3%) or who were employed (39.3%). However the majority of these respondents preferred an on-road route, with 56.2% of those in education and 49.8% of those who were employed choosing on-road options. 'On-road route B' was the next most preferred route by these respondents, with 31.8% of those in education and (34.2%) of those who were employed choosing this option. More respondents than the overall response preferred 'On-road route B' if they were self-employed (53.7%). 'Off road-route C' was the next preferred route of these respondents (21.5%).

Employment status	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
In education	49 (24.4%)	64 (31.8%)	75 (37.3%)	7 (3.5%)	6 (3%)	201
Employed	174 (15.6%)	381 (34.2%)	438 (39.3%)	5 (4.9%)	67 (6%)	1115
Self-employed	32 (18.1%)	95 (53.7%)	38 (21.5%)	5 (2.8%)	7 (4%)	177

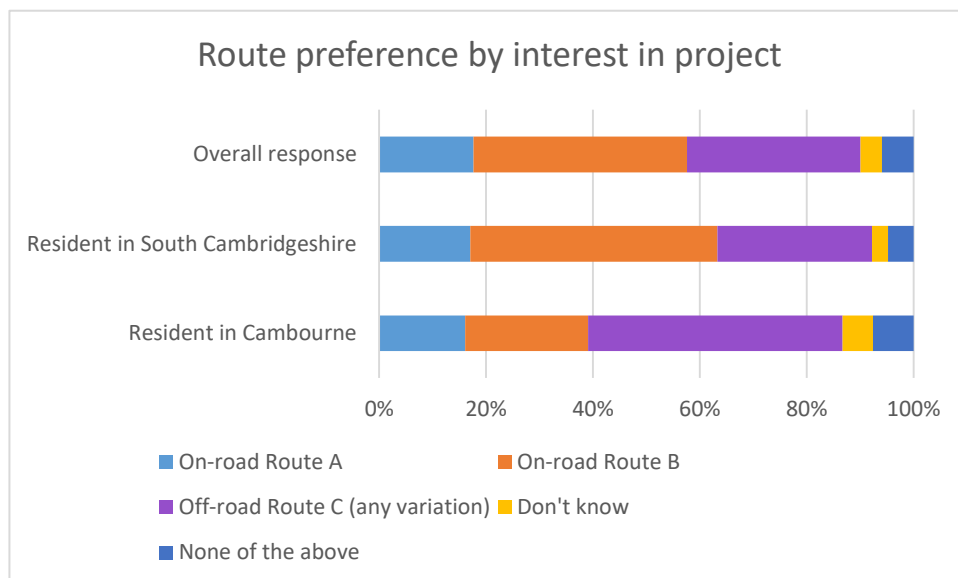
Figure 31: Route preference by employment status



Many of the respondents who indicated their interest in the project was because they were residents in Cambourne preferred 'Off-road route C' (47.6%). These respondents preferred 'On-road route B' (23%) over 'On-road route A' (16.1%). Respondents who indicated they were residents in South Cambridgeshire preferred 'On-road route B' slightly more than the overall response (46.2%). These respondents preferred 'Off-road route C' (29%) over 'On-road route A' (17.1%).

Interest in project	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Resident in Cambourne	68 (16.1%)	97 (23%)	201 (47.6%)	24 (5.7%)	32 (7.6%)	422
Resident in South Cambridgeshire	185 (17.1%)	501 (46.2%)	314 (29%)	32 (3%)	52 (4.8%)	1084

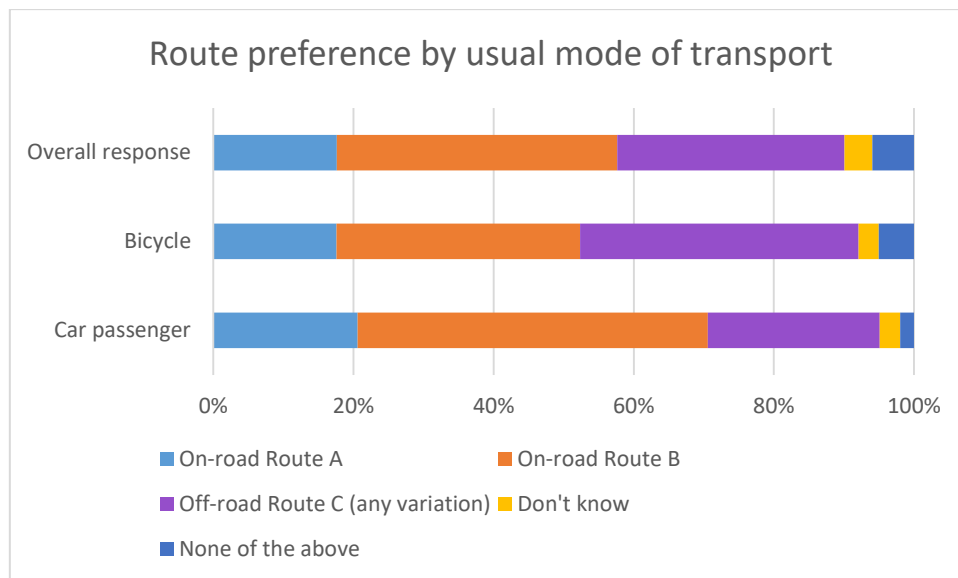
Figure 32: Route preference by interest in project



'Off-road route C' was preferred by the many of respondents who usually travel on the A428/A1303 by bicycle (39.8%). 52.4% of respondents who travel by bicycle preferred an on-road route, preferring 'On-road route B' (34.8%) over 'On-road route A' (17.6%). 'On-road route B' was preferred by more respondents who usually travel as car passengers (50%) than the overall response. These respondents preferred 'Off-road route C' (24.5%) more than 'On-road route A' (20.6%).

Usual mode of transport	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Car passenger	21 (20.6%)	51 (50%)	25 (24.5%)	3 (2.9%)	2 (2%)	102
Bicycle	49 (17.6%)	97 (34.8%)	111 (39.8%)	8 (2.9%)	14 (5%)	279

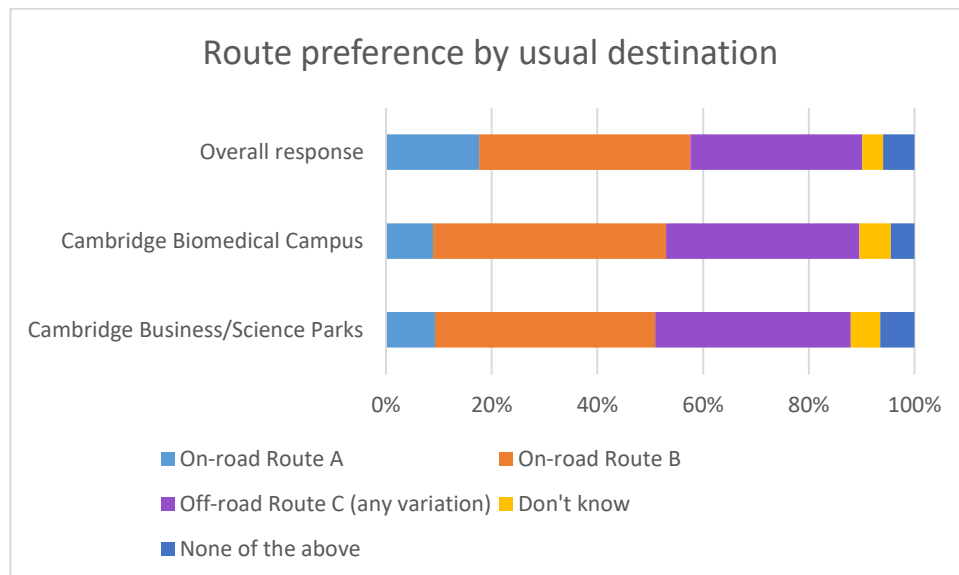
Figure 33: Route preference by usual mode of transport



Fewer respondents preferred 'On-road route A' than the overall response if their usual destination was the Cambridge Business/Science Parks (9.3%) or Cambridge Biomedical Campus (9%).

Usual destination	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Cambridge Business/Science Parks	10 (9.3%)	45 (41.7%)	40 (37%)	6 (5.6%)	7 (6.5%)	108
Cambridge Biomedical Campus	12 (9%)	59 (44%)	49 (36.6%)	8 (6%)	6 (4.5%)	134

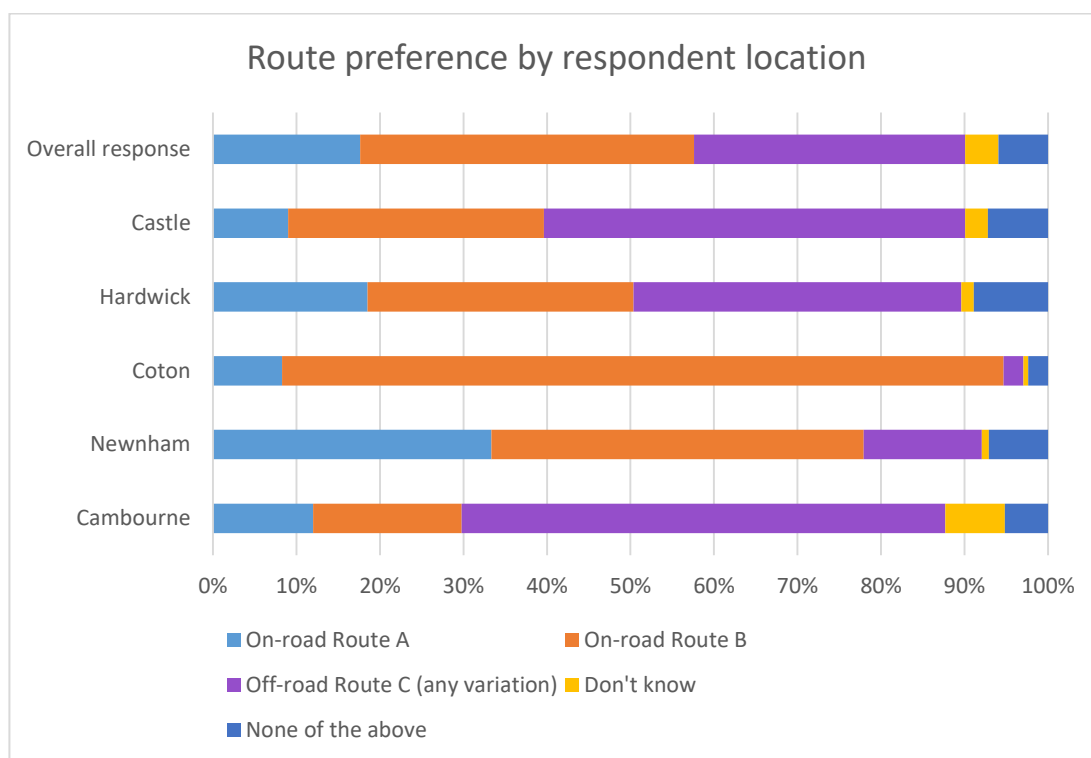
Figure 34: Route preference by usual destination



'Off-road route C' was preferred by more respondents from Cambourne (57.9%), Hardwick (39.3%) and Castle (50.5%). The majority of respondents from Coton preferred 'On-road route B' (86.4%), as did respondents from Newnham (44.6%). 'On-road route A' was preferred over 'Off-road route C' by respondents from Newnham (33.3%) and Coton (8.3%).

Location	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
Cambourne	37 (12%)	55 (17.8%)	179 (57.9%)	22 (7.1%)	16 (5.2%)	309
Newnham	80 (33.3%)	107 (44.6%)	34 (14.2%)	2 (0.8%)	17 (7.1%)	240
Coton	14 (8.3%)	146 (86.4%)	4 (2.4%)	1 (0.6%)	4 (2.4%)	169
Hardwick	25 (18.5%)	43 (31.9%)	53 (39.3%)	2 (1.5%)	12 (8.9%)	135
Castle	10 (9%)	34 (30.6%)	56 (50.5%)	3 (2.7%)	8 (7.2%)	111

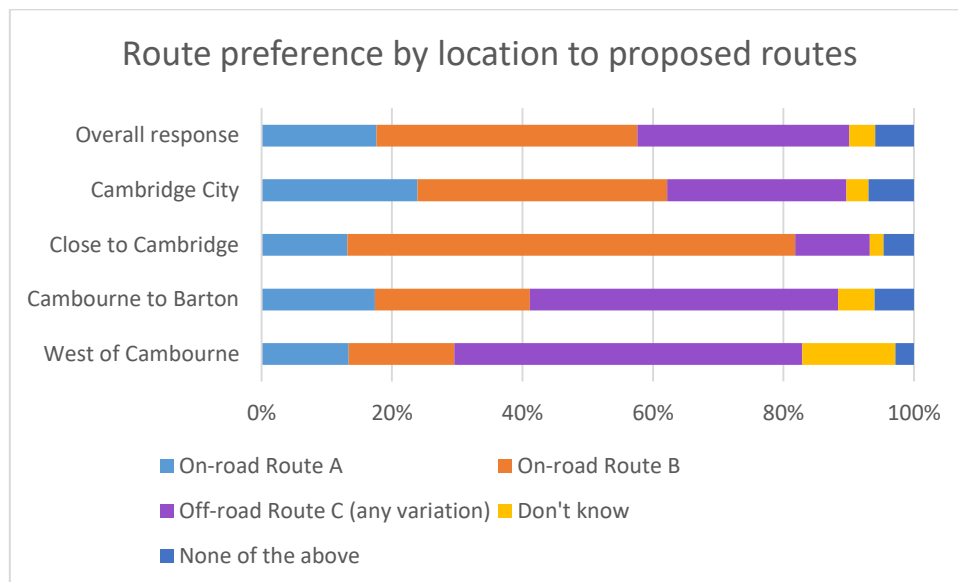
Figure 35: Route preference by respondent location



The majority of respondents preferred the off road option if they were west of Cambourne (53.3%) or along the proposed route, from Cambourne to Barton (47.2%). The majority of respondents who are close to Cambridge preferred the on road options (68.9%), with more preference for 'on-road route B' (48.5%).

	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Total
West of Cambourne	14 (13.3%)	17 (16.2%)	56 (53.3%)	15 (14.3%)	3 (2.9%)	105
Cambourne to Barton	112 (17.4%)	153 (23.8%)	304 (47.2%)	36 (5.6%)	39 (6.1%)	644
Close to Cambridge	31 (13.1%)	162 (68.6%)	27 (11.4%)	5 (2.1%)	11 (4.7%)	236
Cambridge City	113 (23.9%)	181 (38.3%)	130 (27.5%)	16 (3.4%)	33 (7%)	473

Figure 36: Route preference by location to proposed routes



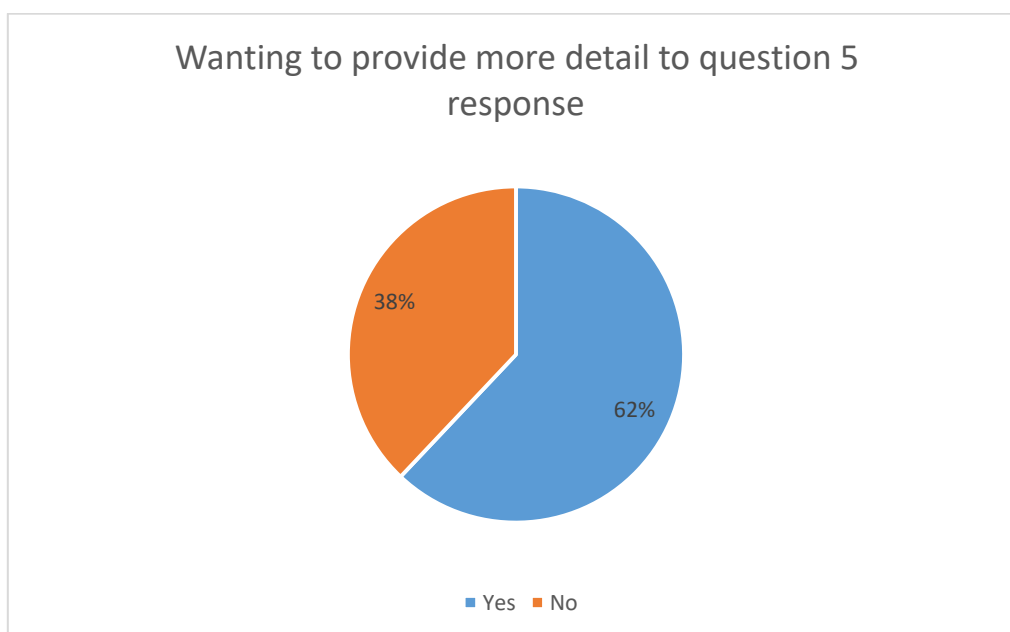
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Would you like to provide more detail on your response to Question 5?

This question asked respondents whether they wanted to provide more detail to their response on question 5. Those who answered 'no' were redirected to question 7. 2000 respondents answered this question. The majority of respondents responded 'yes' to this question (62%).

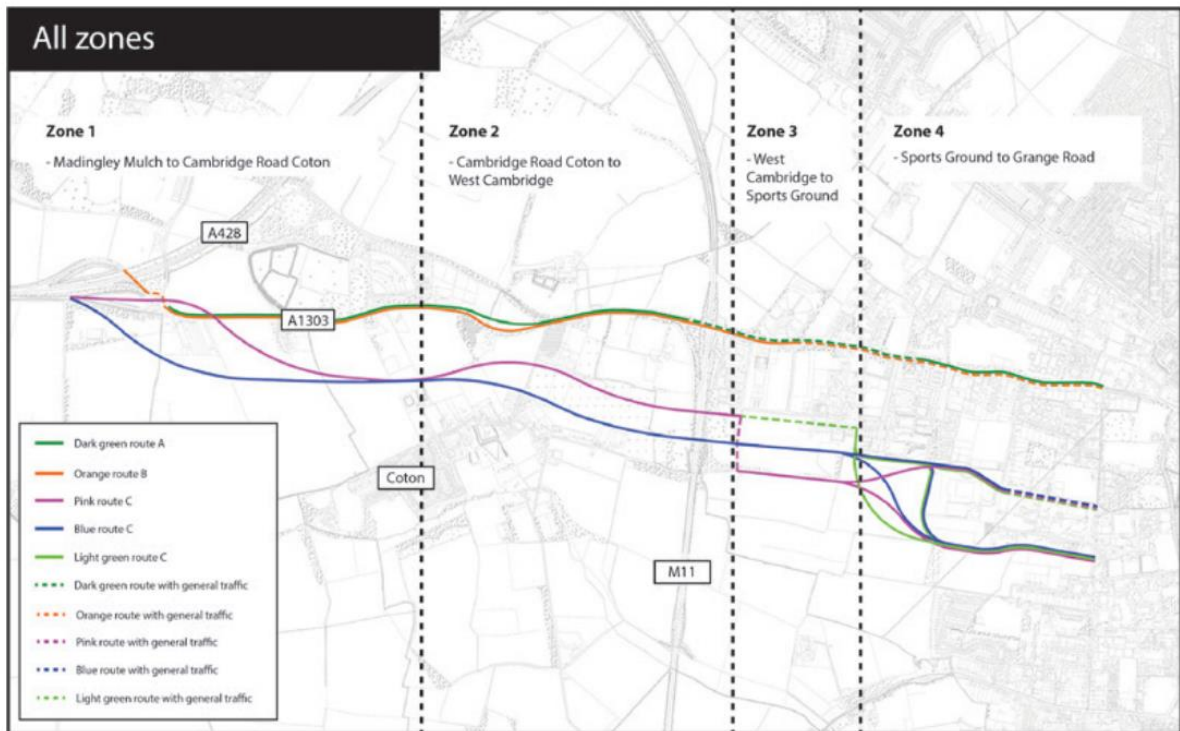
	Yes	No	Total
All respondents	1241 (62%)	759 (38%)	2000

Figure 37: Wanting to provide more detail to question 5 response



The majority of responses were similar across respondent profiles. A full breakdown of the responses by the respondent profile can be found in Appendix 2.

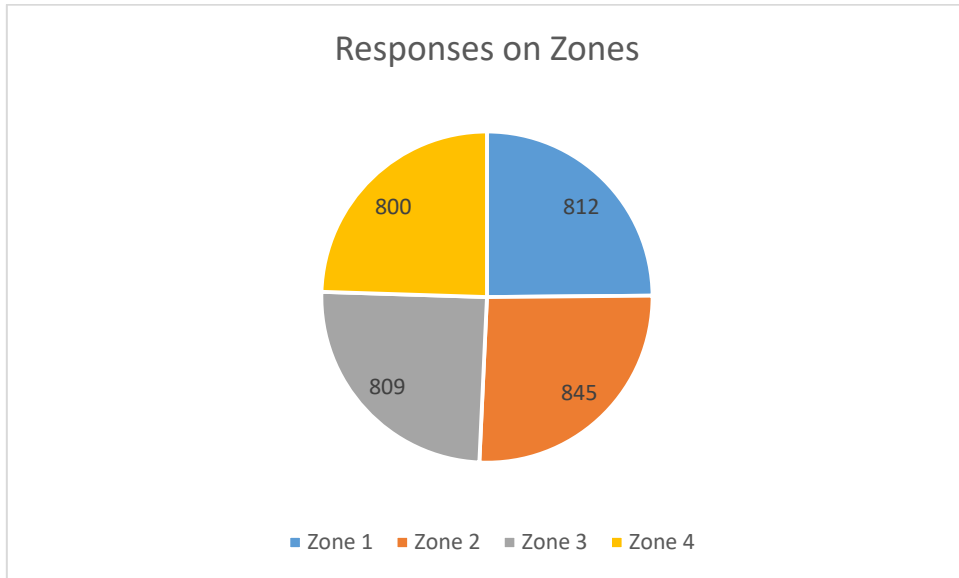
Question 6a: We have divided the route into zones. My comments are on:



This question asked respondents which zones on the above map their comments would be on for the following question. Respondents could pick multiple responses. 1241 respondents answered this question. Slightly more respondents indicated they wanted to comment on Zone 2 (68.1%) but each of the 4 zones had a similar response rate, with 65.4% indicating comments were on Zone 1, 65.2% on Zone 3 and 64.5% on Zone 4.

Zone 1	Zone 2	Zone 3	Zone 4	Grand total
Yes	Yes	Yes	Yes	
812 (65.4%)	845 (68.1%)	809 (65.2%)	800 (64.5%)	1241

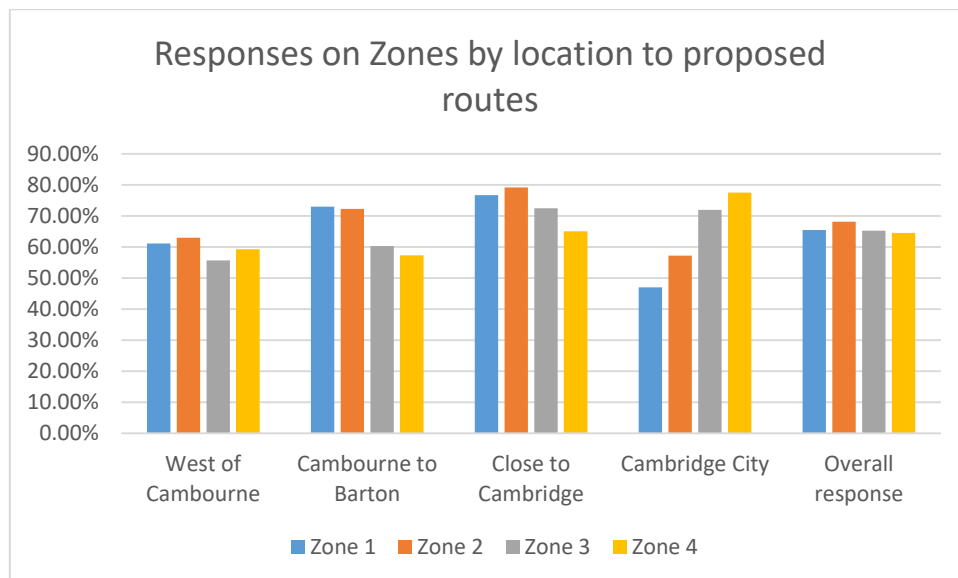
Figure 38: Responses on Zones



Slightly more respondents west of Cambourne and along the proposed route from Cambourne to Barton indicated they wanted to leave comments about Zones 1 and 2 and slightly less respondents wanted to comment on Zones 3 and 4 from these areas. More respondents close to Cambridge wanted to comment about every Zone while more of those respondents in Cambridge city wanted to comment on Zones 3 and 4 and less wanted to comment on Zones 1 and 2.

	Zone 1	Zone 2	Zone 3	Zone 4	Grand total
West of Cambourne	33 (61.1%)	34 (63%)	30 (55.6%)	32 (59.3%)	54
Cambourne to Barton	270 (73%)	267 (72.2%)	223 (60.3%)	212 (57.3%)	370
Close to Cambridge	125 (76.7%)	129 (79.1%)	118 (72.4%)	106 (65%)	163
Cambridge City	134 (47%)	163 (57.2%)	205 (71.9%)	221 (77.5%)	285

Figure 39: Responses on Zones by location to proposed routes



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 6b: Referring to your response to Question 5, why have you chosen this route?

This question asked respondents about why they chose the on-road or off-road options. 1208 respondents left comments for this question.

On-road preference

Of those that chose 'On-road route A' or 'On-road route B' there were comments:

Main themes

- About the **environment**. This was the most significant theme for these respondents. These respondents were concerned about the impact 'Off-road route C' would have on the environment. They felt protecting the Green Belt, biodiversity and farmland was more important than the small improvement in journey times. The quality of life benefits of the Green Belt were of high importance to these respondents and many felt it was what made Cambridge attractive to people and businesses. A few respondents indicated that the West Fields is a flood plain that they felt would be negatively impacted by the introduction of an off-road route. A few respondents felt that an off-road route would open up the areas it passes through to further development and wished to avoid this.
- About the **cost of building the route**. This was also a significant theme for these respondents. Respondents felt that the off-road option was too expensive. Some respondents felt that there were not enough benefits over the on-road routes to justify the increased cost. Some respondents felt that the cost of maintaining an off-road route had not been included for consideration and that this would make it financially unviable. These respondents commented on the cost of previous off-road schemes. Some of these respondents felt that the money not spent on this project should be saved for other solutions. Those respondents who chose 'On-road route B' and discussed the cost of building did so in the context of 'off-road option C'. Some of those who chose 'On-road route A' indicated that this route was chosen because it was the cheapest while others discussed in the context of the cost of 'off-road option C'.
- About the **journey times**. Many respondents discussed this theme. Respondents felt the journey time differences between the on-road and off-road routes was negligible. Some of these respondents felt that the journey time saved in Zones 2 and 3 would be lost upon entering the city, as the options for the off-road route would result in the bus becoming stuck in Cambridge traffic. Some respondents felt an on-road route would be easier to access and use for existing bus services so improve journeys for those who use public transport. Some respondents felt the Park & Ride bus would terminate at Grange Road for the off-road route while others questioned the route the bus would take from that location to central Cambridge. These respondents felt this would negatively impact on journey time compared to the on-road routes.
- About **congestion on Grange Road**. Many respondents discussed this theme. Respondents felt that Grange Road was too narrow for buses with significant

congestion from nearby school and college access. This was felt to make the route difficult for large vehicles such as buses which would result in an unsafe route for the children and cyclists who currently use it. Some respondents questioned how the bus route would continue from this location. A few respondents felt there would be similar issues with Adams Road, Silver Street and around the rugby grounds.

- About **using existing infrastructure**. Many respondents discussed this theme. These respondents felt that making the best use of existing roads and infrastructure should be a priority over building new roads or infrastructure.
- About **Madingley Road**. Many respondents discussed this theme. Madingley Road was felt by these respondents to be a main area of congestion which the on-road routes would help ease. This was also felt to be a good area to access the rest of Cambridge. There was some debate amongst participants about whether there was space on Madingley Road for a bus lane. Some respondents felt that the verges and housing placement indicated there would be enough room while others felt there was not. Some respondents questioned whether the walking or cycling provision along this road would be negatively impacted and felt it was important to have a segregated route for walking and cycling here. A few of the respondents that chose 'on-road route A' indicated they did so as it appeared to improve cycle routes in this area.
- About **community impact**. Many respondents discussed this theme. Respondents felt that the off-road routes would have a negative impact on the areas the route would pass through. They were concerned about the increased noise and pollution from the buses. They were also concerned about the loss of green space around the city which was felt to be important to quality of life. Respondents discussed Coton and Clare Hall as the main areas of concern, with those who chose 'on-road route B' feeling Coton was the biggest area of concern and those who chose 'on-road A' feeling Clare Hall was the biggest area of concern. Those who discussed Coton felt the routes would not be accessible to them and so would negatively affect them without any benefit to the community. A few of the respondents who discussed Clare Hall felt that both 'off-road option C' and 'on-road option B' would have a negative impact on Clare Hall.
- About **alternative suggestions**. Many respondents discussed this theme. Some respondents felt that the Girton Interchange should be improved and used as a transport hub, as it has links to multiple major roads around Cambridge with access to work sites to the North and South of Cambridge. Some respondents felt the routes should link up with the St Ives busway as it provides better access to sites around Cambridge. Some respondents felt the tidal bus lane should be opened to other motorised traffic, particularly car sharing. Some respondents suggested introducing restrictions on personal vehicles in the city, through schemes such as congestion charging, as they felt this would reduce congestion and negate the need for more buses. A few respondents felt that all three options for bus routes should be used in some way, for example by using the off-road route for some of the journey before becoming on-road further out of Cambridge than proposed. A few respondents felt that improvements to traffic signalling could help alleviate problem areas of congestion and improve bus journey times by giving them priority.
- About the **bus stop locations**. Many respondents discussed this theme. Respondents felt that the routes should avoid focusing on just going into the city centre. They

indicated that many work sites are located to the north and south of Cambridge which would require changing buses in order to reach, negating any time saving benefits for using the service. Some of these respondents also indicated that the bus service does not run early or late enough for them to use. Some respondents felt that the bus service from the Park & Ride sites should make stops at villages along the route, as this would allow people in these locations to avoid using personal vehicles at all. A few respondents questioned whether this could be achieved with 'on-road route B'.

Minor themes

- About the **M11 bridge**. Some respondents discussed this theme. These respondents felt that widening the M11 bridge or adding a bridge for the off-road route would cause too much disruption during building. A few respondents who chose 'on-road option B' felt that widening the M11 bridge was unnecessary. Those who chose 'on-road option A' indicated that they chose this option to avoid construction around the M11.
- About **cycling**. Some respondents discussed this theme. Respondents indicated they wanted a segregated route for cyclists and pedestrians. A few respondents indicated that they felt the off-road route put them too close to buses. A few respondents were concerned about where the off-road routes join general traffic again, feeling these roads were small and would make cycling unsafe there. Some respondents felt that the off-road route would negatively impact on the Coton Footpath and indicated this was a well-used route for pedestrians and cyclists already. Some respondents questioned if there would be enough room for a dedicated cycleway. These respondents felt that ensuring this was the case should be a priority. Respondents who chose 'on-road route A' discussed the cycle path crossing the road in Zone 1 for 'on-road route B' and felt this would be unsafe. These respondents spoke positively about the width of the cycle paths in Zone 4.
- About the **gantries**. Some respondents who chose 'on-road route B' discussed this theme and a few respondents who chose 'on-road route A' did as well. Some of the respondents who chose 'on-road route B' felt that overhead gantries were unnecessary and visually unappealing. A few respondents felt that other approaches to segregating the lane should be investigated, such as using low barriers. Others felt that gantries could be avoided by making the lane in-bound only rather than tidal. Some of the respondents who chose 'on-road route A' indicated they did so because of the gantries.
- About **rush hour traffic**. Some respondents discussed this theme. Respondents who chose 'on-road route A' felt that congestion was only an issue during morning rush hour which an inbound bus lane would help ease. Respondents who chose 'on-road route B' felt that congestion was an issue during both morning and evening rush hour requiring a tidal lane. A few of these respondents felt that the lane could be used by other traffic outside of rush hour.
- About **alternative modes of transport**. Some respondents discussed this theme. Respondents felt that 'off-road option C' would be less flexible in regards to possible future modes of transport, either because it would take away funding potential or because it would interfere with infrastructure needs. These respondents discussed the potential for a light rail system, underground trains or driverless vehicles.

- About **preference for either 'on-road option A' or 'on-road option B'**. Some respondents commented that they preferred both the on-road options.
- About the **consultation document**. A few respondents felt that there were issues with the consultation. These respondents felt that the costs between routes was not comparative and that the ecological impact was not fully assessed or addressed.
- About **accessibility**. A few respondents were concerned about accessibility issues. These respondents were concerned over the lack of proposed stops in Hardwick and Coton which could result in isolating elderly residents or those unable to use a personal vehicle.
- About the **visual impact**. A few respondents indicated they chose an on-road option because of the visual impact the off-road route would have on the surrounding area. Those who chose 'on-road route A' felt that the off-road route and the gantries on 'on-road route B' would have too much visual impact on the area.
- About the **blue route**. A few respondents indicated that they were against this route due to the impact it would have on the countryside and villages along the route.
- About the **pink route**. A few respondents indicated they were against this route because of the impact on the environment and the villages nearby. There were also concerns about the accessibility of Grange Road for buses.

There was one theme specific to respondents who chose 'on-road route A':

- About the **rugby ground route**. A few respondents were concerned about the off-road route impacting on the area around the rugby club. These respondents felt the road would need widening to accommodate a bus route, negatively impacting on an environment used by walkers and Clare Hall.

There were two themes specific to respondents who chose 'on-road route B'. These were:

- About **option 6**. Some respondents felt there had been changes to 'on-road route B' from previous engagement sessions, where it was called 'option 6'. These respondents indicated that previously it had not required gantries as it was inbound only. They indicated that they preferred 'option 6'.
- About the **traffic flow**. Some respondents discussed this theme. Some respondents felt that a tidal lane was necessary to manage the direction of traffic congestion at different times of day. Some felt this was unnecessary as the congestion was only inbound in the morning.

Off-road preference

Of those that chose 'off-road route C' there were comments:

Main themes:

- About **congestion**. This was one of the main themes for these respondents. Respondents felt that an off-road route was the best way of reducing congestion and ensuring the bus service would remain reliable. These respondents felt that adding further traffic through buses would compound the congestion issues that exist on the A428/A1303, particularly along Mandingley Road. Some respondents also felt

that the off-road route would cause less disruption along the A428/A1303 during building.

- About **Madingley Road**. This was one of the main themes for these respondents. They felt that the on-road routes would be unable to offer any benefit once they reach Madingley Road, due to the size and multiple access points to residential areas. This area was felt to be heavily congested which would not be negated by adding a bus lane. Some respondents were concerned about the loss of a segregated route for cyclists in order to accommodate a bus lane and felt there would not be enough room for both.
- About **journey times**. Many respondents discussed this theme. Respondents indicated they chose the off-road option as it appeared to be quicker. Some respondents felt that a bus service along Madingley Road would be slowed by the traffic lights, reducing the service's reliability. Some of these respondents felt this, alongside a more reliable service, would attract more people to use it. Some of these respondents felt that quick journey times could only be achieved if the route was kept separate from general traffic.
- About **cycling**. Many respondents discussed this theme. These respondents felt that the on-road routes would reduce cycling and walking facilities due to the space, making them unsafe. Respondents felt that more segregated cycle routes away from general traffic would make cycle journeys easier and safer.
- About **reliability**. Many respondents discussed this theme. Respondents felt that by being away from general traffic, the bus would encounter less issues that would cause delays and allow it to be reliable.
- About **future-proofing**. Many respondents discussed this theme. Respondents felt that although the off-road route was more expensive it was also more future-proofed to upcoming housing and employment sites.

Minor themes

- About the **blue route**. Some respondents discussed this theme. These respondents felt that overall the blue route offered the most direct route that avoided crossing areas of high congestion, such as Madingley roundabout. Some respondents specified the **blue route** across Zones 1 and 2. A few respondents noted that this route passed closest to Coton and preferred the **pink route** across Zone 2. Some respondents felt that in Zone 3 the **green route** offered the best access.
- About the **pink route**. Some respondents discussed this theme. Compared to the **blue route** less respondents preferred this option overall, however a few respondents who discussed the blue route felt it should change to the **pink route** in Zone 2. A few respondents felt in Zone 3 it should return to the **blue route** and some respondents felt that the **pink route** gave better access to the **green route** in zone 3.
- About the **green route**. Some respondents discussed this theme. These respondents felt the **green route** offered the best access to central Cambridge and routes leading to other areas of employment, without detracting from current cycling facilities. There was a similar level of support for the **green route** as for the overall **blue route** support. The **Rugby club access** was predominantly supported by respondents that discussed this area of the route. **Adams Road** was felt to be busy with pedestrian and cycle traffic which adding a bus route to would make unsafe.

- About the **environment**. Some respondents discussed this theme. Respondents felt that the benefits of the off-road route were outweighed by the environmental impact but indicated this was still of concern to them, feeling that the route options should be designed in such a way to minimise this impact where possible. A few respondents felt that the ecological benefit of reducing congestion on the A1303/A428 through greener methods of transport, such as electric buses or cycling, alongside strategic planting of greenery would outweigh the damage done through the off-road development. A few respondents felt that the on-road route, particularly 'on-road route A' would also impact on conservation areas.
- About **space available on-road**. Some respondents discussed this theme. These respondents felt that the amount of space available for the on-road routes was limited and risked reducing the amount of safe cycling and walking facilities nearby. Madingley Road was felt to be too narrow to accommodate a bus lane, particularly around the bridge.
- About **bus access**. Some respondents discussed this theme. Respondents felt that the off-road route would result in easier access to buses for locations along the route, including improving existing bus services. A few respondents felt that the development of the Western Orbital route was important for the success of this scheme, as it would allow services easier access to employment sites to the north and south of Cambridge.
- About **other considerations**. Some respondents discussed this theme. Respondents felt there were other factors that should be considered alongside this consultation in order to make the scheme effective. These included: the development of the Western Orbital to ensure all employment sites were easily accessible, the development of other forms of mass transit and how they can make use of the off-road route, incentives to use public transport including subsidised travel and disincentives for personal vehicle use such as congestion charging, how Park & Ride schemes function in other cities, and developing both on-road and off-road options.
- About **Grange Road**. A few respondents discussed this theme. These respondents had questions about what would happen to the bus service once it reached Grange Road. Respondents were concerned about the safety and accessibility of the road without further improvements.
- About the **visual impact**. A few respondents discussed this theme. Some of these respondents felt the gantries for 'on-road route B' would negatively impact on Madingley Road. Some respondents had concerns over the visual impact of the off-road route but felt these could be mitigated through strategic planting.
- About the **questionnaire**. A few respondents commented that the maps were not visible to them for the Zones and so had to make decisions without them.

No route preference

Main themes:

- About **cycling**. This was one of the main themes for these respondents. Cycling provision was felt to be of high importance for these respondents and did not mind which route was developed as long as high quality, segregated cycle routes were included. A few of these respondents had concerns over the safety of these routes

next to large volumes of traffic or the routes intersections with areas already busy with cycle and pedestrian traffic.

- About **reliability**. This was one of the main themes for these respondents. The reliability of the bus service was of predominant concern for these respondents but they had concerns about the use of Madingley Road for the on-road routes and Grange Road for the off-road routes, which were felt to be congested and have a negative impact on bus journeys.
- About the **community impact**. Many respondents discussed this theme. These respondents had concerns about the impact both the 'on-road' and 'off-road' routes would have on the communities near to them, including the visual impact on the area.

Minor themes

- About **congestion**. Some respondents discussed this theme. These respondents had concerns about whether the on-road routes would have difficulties with congestion along Madingley Road and whether the off-road routes would have difficulties with congestion around Grange Road, resulting in a loss of reliability for the buses using them. There were also questions on whether, without personal vehicle restrictions in the city centre, congestion would actually be reduced.
- About the **consultation**. A few respondents felt that there was not enough information available in order to make an informed decision on route choice.

Opposed all route choices

Main themes:

- About **alternative suggestions**. This was a major theme for these respondents who felt that there were better alternatives available than the options in the consultation. Some of these respondents discussed developing the Girton Interchange as it was felt to have good links to multiple major roads in the area, allow access to all employment sites in Cambridge and so make a good site for a Park & Ride or transport hub. Some respondents discussed the development of alternative modes of public transport, such as a light rail or underground system. These were felt to offer a more future proof solution to congestion and funding should go towards these schemes. A few respondents felt that the extra lane introduced for the on-road routes should function as a carpool lane. A few respondents felt that Smart traffic management should be introduced to manage inbound traffic to Cambridge.
- About the **environment**. Many respondents discussed this theme, feeling that the environmental impact of the route options was unacceptable and would negatively impact on the quality of life of Cambridgeshire residents. A few respondents indicated that the West Fields are a flood plain and any building here could risk damaging people's homes.
- About **congestion**. Many respondents discussed this theme, who felt that all of the routes had areas where a bus service would either increase congestion or become stuck in it. This was felt to make using the bus unattractive as the service would be

unreliable. For the on-road route, Madingley Road was indicated to be the area the route would struggle and Grange Road was felt to be where the off-road route would struggle.

Minor themes:

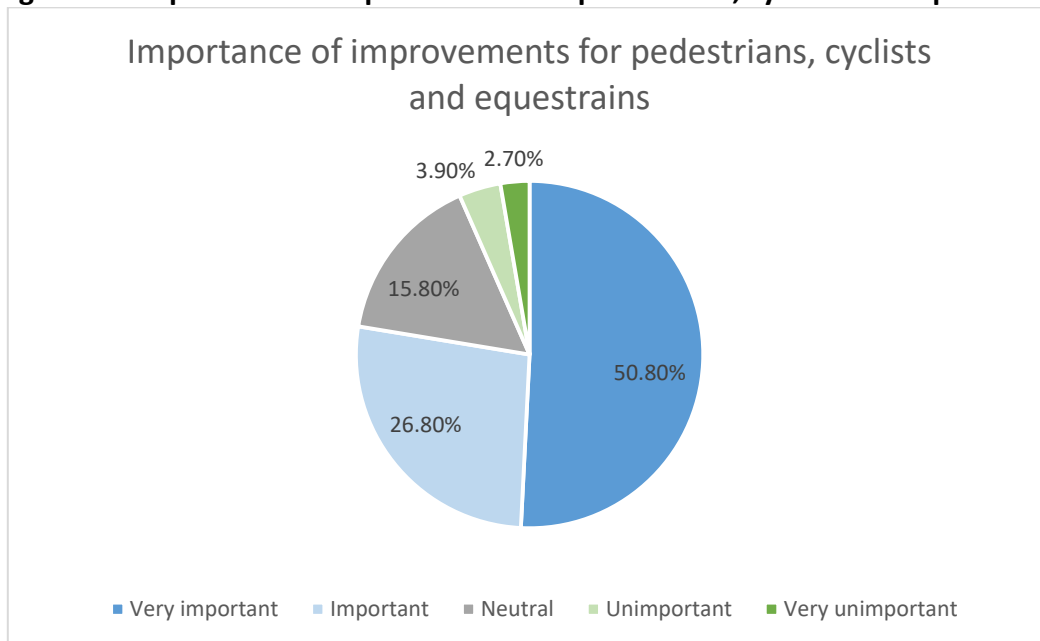
- About **accessing the bus**. Some respondents discussed this theme. These respondents felt that the routes offered no benefit to villages nearby, so limit the effect the routes would have on reducing congestion and negatively impact on residents who cannot use a car.
- About the **cost of development**. Some respondents discussed this theme and felt that cost of development was too high.
- About **cycling**. A few respondents discussed this theme. Cycling provision was not felt to be adequate enough along any of the routes.
- About the **community impact**. A few respondents discussed this theme, who felt that the routes would negatively impact on communities around the routes without directly benefitting them.
- About **routes to employment sites**. A few respondents discussed this theme, who indicated that the routes all travelled to the city centre and they felt that the routes should travel to other employment sites located around the city, such as Addenbrooke's and the Science Park.

Question 7: How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project?

This question asked respondents how important improvements for pedestrians, cyclists and equestrians were for this project. 1943 respondents answered this question. The majority of respondents felt that these improvements were ‘very important’ or ‘important’ (77.6%). Very few respondents felt it was ‘unimportant’ or ‘very unimportant’ (6.6%). Under a fifth of respondents felt ‘neutral’ about the improvements (15.8%).

Very important	Important	Neutral	Unimportant	Very unimportant	Grand Total
987 (50.8%)	521 (26.8%)	307 (15.8%)	75 (3.9%)	53 (2.7%)	1943

Figure 40: Importance of improvements for pedestrians, cyclists and equestrians



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 8: Are there any other comments you would like to make about walking, cycling and equestrian provision?

This question asked respondents whether they had any additional comments they would like to make about walking, cycling and equestrian provision. 1196 respondents left comments to this question. The majority of comments were made about cycling, followed by pedestrian provision and some comments about equestrian provision.

Cycling main themes:

- **Dedicated cycle paths.** This was one of the main themes for respondents who discussed cycling provision. Respondents felt that cycle paths should be kept separated from motorised traffic, either by being off-road or through raised curbs. Many respondents felt that an off-road route for cyclists would be better than being close to main roads. Some respondents felt these dedicated routes should be away from guided bus routes as well. Some respondents discussed the benefits of having segregated paths for cyclists, away from pedestrians and equestrians. These respondents felt that shared use paths negatively affected the safety of those that use them.
- **Existing provision.** This was one of the main themes for respondents who discussed cycling provision. Respondents felt there was a lack of good quality, safe, cycling provision from Cambourne to Cambridge which needed improving and linking with employment sites around Cambridge. Some respondents indicated that existing provision was poor nearby Cambridge, feeling the paths were too narrow, badly lit and badly maintained which was resulting in cyclists moving off these paths into other traffic. These respondents felt that investment should be put towards improving these cycle paths. Madingley Road was felt by some respondents to be a key area of poor cycling provision and there were concerns the on-road routes would make this worse. The areas around Grange Road (including Adams Road and Silver Street) and the Coton Footpath were discussed by some respondents, who felt that the off-road would negatively impact the existing good cycling provision available in these areas which they indicated was heavily used.
- **Cycling safety.** Many respondents discussed this theme. Respondents felt that the safety of these routes should be considered paramount. Some respondents discussed the width of the cycle paths in relation to this theme, feeling there needed to be adequate space between other path users and motorised traffic. Some respondents felt that cycle routes being off-road would be beneficial to cycling safety. Some respondents felt that paths next to guided bus routes were dangerous due to the speed and proximity of the buses. A few respondents felt that more precautions needed to be put in place where the paths cross side roads or junctions, such as priority or warning signs.

Cycling minor themes:

- **Modal shift.** Some respondents discussed this theme. Respondents felt that the improvements in cycling provision would encourage commuters to change their mode of transport. Some of these respondents felt that off-road routes would be most likely to cause this change.

- **Guided bus.** Some respondents discussed this theme. These respondents felt that cycling next to the buses on these routes felt dangerous and felt the cycle paths should be away from the guided bus or have safety features, such as barriers, placed to stop the risk of cycle or bus traffic crossing into each other.
- **Width of cycle lanes.** Some respondents discussed this theme, who felt that they needed to be wider in many areas in order to allow enough space for cyclists to pass each other and other path users in both directions. A few respondents indicated that ample room was needed for wheelchair, or other mobility aid, users and cargo bikes.
- **Lighting.** Some respondents discussed this theme. These respondents indicated that the lighting on existing and future routes was very important to them. Lighting was felt to be lacking on existing cycle paths making cycling during the night dangerous as visibility of other users and obstructions on the path became difficult.
- **Grange Road and connected streets.** Some respondents discussed this theme. These respondents were concerned about buses being introduced to these routes from the off-road routes. They indicated that these areas were used by large numbers of cyclists and pedestrians already, including younger vulnerable users accessing the academic institutes. These streets were felt to be too narrow for buses and cyclists.
- **Madingley Road.** Some respondents discussed this theme, who were concerned about the development of a bus lane on Madingley Road for the on-road routes. This area was felt to be too narrow in places, particularly near the bridge, for a bus lane and a cycle path, making it dangerous for cyclists and other active travel users. The maintenance of the cycle paths along this road was discussed by some of these respondents who indicated that the poor state of the paths made them difficult to use.
- **Coton Footpath.** Some respondents discussed this theme. These respondents felt that the off-road route would have a negative impact on the Coton Footpath, which many cyclists currently use, as it could reduce the size of the path. This area was felt to be an important access route to Cambridge with good existing provision for cyclists and other active travel users.
- **Cycling facilities.** A few respondents discussed this theme, who felt that improvements to cycling facilities should be part of this scheme. Many of these respondents discussed adding more cycle parking in Cambridge, at the Park & Ride site and at bus stops along the route. Some respondents felt that making the cycle paths sheltered would make them more accessible all year round.
- **Examples of cycle path design in other countries.** A few respondents felt that development of cycle routes should take advice from experts in other countries, such as Holland and Switzerland, who had experience of designing safe routes.
- **No more provision.** A few respondents argued that there was already enough good provision in place for cyclists so improving these provisions should not be a significant part of this project.
- **Greenways Project.** A few respondents felt that cycling provision was being addressed by the Greenways Project and so should not be a significant part of this project.

Pedestrian main themes:

- **Segregated routes.** This was one of the main themes for respondents who discussed pedestrian provision. These respondents felt that pedestrian routes should be segregated from main traffic, as walking near too busy roads was unpleasant and felt unsafe. Some of these respondents also argued that footpaths should be segregated from other modes of active travel, particularly cyclists. It was felt that the differences in speed between these modes made travelling unsafe.
- **Safety.** This was one of the main themes for respondents who discussed pedestrian provision. Respondents felt that the safety of these routes should be considered paramount. Some respondents discussed the width of the paths in relation to this theme, feeling there needed to be adequate space between other path users and motorised traffic. Some respondents felt that routes being off-road would be beneficial to pedestrian safety. Some respondents felt that paths next to guided bus routes were dangerous due to the speed and proximity of the buses.
- **Madingley Road.** Many respondents discussed this theme, who felt that the on-road routes would have a negative impact on the available space for pedestrian provision, particularly around the bridge. These respondents felt that there was not enough room for a bus lane along this road.

Pedestrian minor themes:

- **Width of footpaths.** Some respondents discussed this theme, who felt that they needed to be wider in many areas in order to allow enough space for cyclists to pass each other and pedestrians both directions. A few respondents indicated that ample room was needed for wheelchair, or other mobility aid, users and cargo bikes.
- **Path maintenance.** Some respondents discussed this theme. These respondents felt that there was not enough regular maintenance on footpaths around Cambridge, making it difficult to walk safely at certain times of year. Some of these respondents also commented on the poor state of cycle paths, as they can result in cyclists using footpaths endangering pedestrians.
- **Existing provision.** Some respondents discussed this theme, who argued that there was already enough good provision in place for pedestrians near to Cambridge so improving these provisions should not be a significant part of this project. Some of these respondents felt that existing provision should be improved, such as adding better lighting and segregating these routes from cyclists. A few respondents argued that existing paths should be better linked to employment sites around Cambridge.
- **Coton Footpath.** Some respondents discussed this theme. These respondents felt that the off-road route would have a negative impact on the Coton Footpath, which many pedestrians currently use, as it could reduce the size of the path. This area was felt to be an important access route to Cambridge with good existing provision for pedestrians and other active travel users.
- **Greenways Project.** A few respondents felt that pedestrian provision was being addressed by the Greenways Project and so should not be a significant part of this project.
- **Commuting distance.** A few respondents argued that the Cambourne to Cambridge route was too far to commute by foot. These respondents also felt that there was enough good provision for pedestrians close to Cambridge, where they felt the majority of pedestrians would consider commuting by foot.

- **Attractiveness.** A few respondents felt that the off-road route would offer a more pleasant route around the area which was important for pedestrians.
- **Grange Road and connected streets.** A few respondents discussed this theme. These respondents were concerned about buses being introduced to these routes from the off-road routes. They indicated that these areas were used by large numbers of cyclists and pedestrians already, including younger vulnerable users accessing the academic institutes. These streets were felt to be too narrow for buses and cyclists. These respondents were concerned about the impact on pedestrian routes that may come from mitigating the street size.

Equestrian main themes:

- **Segregated routes.** This was one of the main themes for respondents who discussed equestrian provision. These respondents felt that equestrian routes should be segregated from main traffic, as horses do not react well to traffic noise and would make riding unsafe. Some respondents felt the equestrian routes should be separate from cycling and foot traffic as it made routes unsafe for cyclists and pedestrians. A few respondents argued that without segregated routes there was a risk of travelling through horse faeces which was felt to be unhygienic, unpleasant and potentially dangerous.
- **Not needed.** This was one of the main themes for respondents who discussed equestrian provision. These respondents felt that provision was not needed for equestrian routes as very few people are able to ride horses. Some of these respondents argued that the project aimed at improving commuting routes and equestrian provision was inappropriate for this.
- **Guided bus.** Many respondents discussed this theme. These respondents felt that riding next to the buses on these routes would be dangerous due to the speed and noise of the buses.

Equestrian minor themes:

- **Width of paths.** Some respondents discussed this theme, who felt that shared paths were too narrow to be safely used by equestrians.
- **Safety of other path users.** A few respondents felt that sharing paths with equestrians would be dangerous for cyclists and pedestrians.
- **Coton Footpath.** A few respondents discussed this theme. These respondents felt that the off-road route would have a negative impact on the Coton Footpath, as it could reduce the size of the path. This area was felt to be an important access route to Cambridge with good existing provision for equestrians and other active travel users.

Other themes:

- **Route C.** A few respondents felt that the benefits for cycling, pedestrian and equestrian provision offered by 'off-road route C' did not outweigh the cost of damage to the environment.
- **Accessibility.** A few respondents discussed this theme. These respondents felt that consideration should be given to those with mobility issues and younger users. It was felt that ensuring the paths are well tarmacked and well light would ensure a smooth

and safe journey for these users. Some of these respondents argued that cars should not be completely dismissed as not all of those with mobility issues would be able to make use of the public transport or active travel options developed from this project.

Question 9: Are there any other measures, beyond the proposals included in this brochure, which could lead to better bus journeys between Cambourne and Cambridge?

This question asked respondents if they felt there were any other measures outside of the proposals that could lead to better bus journeys between Cambourne and Cambridge. 1117 respondents left comments on this question.

Main themes:

- **Areas of employment.** This was one of the main themes for respondents, who felt that the bus services from Cambourne and the Park & Rides needed to connect to all areas of employment around Cambridge. These respondents felt that only going to the city centre would dissuade commuters who work at places such as Addenbrooke's or the Science Park from using the service. Some respondents felt that bus services should connect to St Neots in order to manage future growth in the area.
- **Cost of the service.** This was one of the main themes for respondents. These respondents felt that current public transport services around the city were unreasonably priced and should be reduced. Some respondents commented on how the price for parking at a Park & Ride alongside the bus ticket price made parking in the city an attractive proposition. Some respondents felt that smart ticketing should be introduced to make using multiple services easier. A few respondents argued that the public transport in Cambridge needs oversight like Transport for London does for London's public transport.
- **Alternative modes of public transport.** This was one of the main themes for respondents, who argued that more long term transport solutions should be implemented, such as a light rail or underground system.
- **Frequent, reliable, quick bus journeys.** Many respondents discussed this theme. Respondents felt improvements should be made that benefit the speed, frequency and reliability of bus journeys. Respondents felt that improvements in these areas would be the main way of encouraging modal shift towards public transport, particularly for commuters. Some respondents felt the existing bus services should be improved to villages along the route alongside this proposal.
- **The Girton Interchange.** Many respondents discussed this theme, who argued that developing a transport hub or Park & Ride site at the Girton Interchange. The site was felt to be well connected to various major roads in the area. Some of these respondents felt the Girton Interchange would be beneficial to alternative modes of public transport.

Minor themes:

- **Restrictions to personal vehicles.** Some respondents discussed this theme. These respondents argued that it would be beneficial to introduce methods of personal vehicle restriction, such as congestion charging, within Cambridge. These respondents felt that congestion would remain a problem in Cambridge unless

people were dissuaded from driving and parking in the city. Some respondents felt that car-sharing should be encouraged.

- **Cambourne Park & Ride.** Some respondents discussed this theme, who felt that a Park & Ride site should be located at Cambourne to manage growth here and towards St Neots.
- **M11.** Some respondents discussed this theme, who argued that some of the congestion on Madingley Road came from drivers accessing the M11. These respondents felt that improving Junction 13 would allow these drivers easier access to the M11 and ease congestion here.
- **Cycling.** Some respondents discussed this theme. These respondents argued that making improvements to cycling provision would encourage more drivers to cycle instead. Some respondents felt improvements were needed on existing routes and some respondents felt that more cycle ways should be developed.
- **School traffic.** Some respondents discussed this theme, who felt that congestion decreased outside of school term times. These respondents argued that school buses should be introduced to lessen personal vehicle use in this regard. Some respondents felt they could run from Park & Ride sites.
- **Traffic lights.** A few respondents felt that improvements to traffic light signalling would reduce congestion issues. These respondents felt that bus or cycle priority at the lights would benefit users of those modes of transport.
- **Long-term planning.** A few respondents argued that it was difficult to understand how this project worked with the long-term transport plans for Cambridge. Respondents highlighted recent plans for a mass transit system and felt more should be done to intersect plans with each other.
- **Environment.** A few respondents commented on environmental issues related to the project. These were similar to issues highlighted throughout the consultation: damage to the Green Belt, impact on noise and air quality for communities, adopting electric vehicle technology for bus routes.
- **Smart technology.** A few respondents felt that smart technology solutions could benefit this project. Suggestions included: real-time travel updates via an app or at bus stops, smart ticketing that crosses providers, and autonomous vehicles.
- **Grange Road.** A few respondents argued that Grange Road was an inappropriate route for buses due to the width of the road with significant numbers of pedestrians and cyclists accessing academic institutes. Some of these respondents felt this was not an area many commuters would wish to go to.
- **Madingley Road.** A few respondents felt that Madingley Road was already congested and would struggle with a bus lane or extra bus traffic without negatively affecting other road users.
- **Combining route options.** A few respondents argued that route options shouldn't be "either/or" and consideration should be made to using different route options in different areas where appropriate.

Question 10: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

This question asked respondents if they felt any of the proposals would affect people or groups, positively or negatively, that have protected characteristics under the Equality Act 2010. 405 respondents answered this question.

Main themes:

- **Disability.** Respondents felt that those with disabilities were at risk of being discriminated against, in particular those who mobility issues. Some respondents felt that the on-road routes would reduce the amount of space available on footpaths for those using mobility aids. Some respondents felt that the off-road route would discriminate against those with disabilities as they argued these users would have to travel further to bus stops. Respondents argued that buses themselves can discriminate against those with disabilities, due to the limited space for mobility aids and discomfort of the journeys. Respondents also commented on the need for this group to have access to stops close to their starting and stopping locations. These respondents were concerned about the loss or lack of stops along routes because of this. Some respondents had concerns about the proximity of the routes to homes, as the increased noise and traffic would have a negative impact on those with sensory sensitivities, such as those with autism. These respondents spoke about areas on both the off-road route and on-road route. Some respondents discussed the need for personal vehicle use for some with disabilities and felt that these residents should not be disadvantaged by any road use changes.
- **Age.** Respondents felt that very young or older residents were at risk of being discriminated against. Respondents argued that there were potential issues with pedestrian provision. The on-road routes were felt to reduce the size of this provision in certain areas, putting the residents closer to other path users and motorised traffic, which respondents argued made the paths uncomfortable to use and potentially unsafe. The off-road route was felt to put pedestrian provision too close to the guided bus and make these paths uncomfortable and potentially unsafe for these residents. Stop locations and times of the bus service were also discussed by respondents, who felt that buses should connect with all the villages along the route and run frequently later and earlier than they currently do. Respondents felt this would allow these residents safe access to Cambridge. Some respondents had concerns about the proximity of the routes to homes and schools, as the increased traffic would make these areas unsafe for these residents. These respondents spoke about areas on both the off-road route and on-road route.

Minor themes:

- **Of benefit.** Some respondents felt that the proposals would benefit those with protected characteristics, particularly those with disabilities or age related characteristics. These respondents felt the on-road or off-road route options would improve access to the city for everyone along the route.
- **Health.** Some respondents discussed this theme. Although not directly relevant to the Equality Act, respondents had concerns about the environmental impact of the routes. The majority of these respondents discussed the off-road route, its impact on the Green Belt and proximity to homes, who felt the route would reduce air quality and have a negative impact on residents' health, particularly those with breathing problems. Some of these respondents had similar concerns about the on-road routes around Madingley Road.

Question 11: We welcome your views. If you have any further comments on the project or particular options, please add these in the space available below.

This question asked respondents to include any further comments or suggestions. 1063 respondents answered this question.

Main themes:

- **Environment.** This was one of the main themes for respondents, who were concerned about the impact development of this project would have on the environment, in particular along the West Fields and in the Green Belt. The majority of comments on the environment were related to 'off-road route C'. These respondents reiterated their objection to 'off-road route C' as they felt the environmental impact was too high. Some of these respondents argued that there would be a negative impact on Coton and Newnham. Some of the comments on the environment were related to the on-road routes, particularly 'on-road route A', which was felt to impact negatively on areas of conservation and the Green Belt along Madingley Road. A few respondents discussed the Waterworks Park & Ride site, which they argued should not be built due to its location on the Green Belt. A few respondents commented on the Scotland Farm Park & Ride site, which they felt was located too close to residential housing.
- **Cost of development.** This was one of the main themes for respondents. These respondents felt that the cost of the project is too high. The majority of respondents related this concern with 'off-road route C'. These respondents argued that the previous guided bus route had cost more than projected and that the consultation material had not included projected land purchase costs or maintenance costs.
- **Alternative modes of public transport.** Many respondents discussed this theme, who felt that investment should be made into a mass transit system, such as a light rail or underground system, which they felt would be a more long-term solution. A few respondents felt that driverless vehicles should be invested in instead.
- **Bus stop locations.** Many respondents discussed this theme. These respondents felt that the stop locations for this project should not just be at the Park & Ride site and Cambridge city centre. Respondents felt that there should be stops at the villages along the proposed route, or that bus services going to these villages should benefit from the improved route and be increased. Respondents also argued that the services should run to other key areas of employment in Cambridge, such as Addenbrooke's or the Science Park. Some of these respondents felt the services also needed to run earlier and later in the day.
- **About the consultation.** Many respondents discussed this theme. Respondents felt the consultation document was missing information related to accurate costings of the route, including land acquisition costs and maintenance costs. Respondents felt that it was difficult to understand how the project intersects with long-term transport solutions in Cambridgeshire, particularly in relation to the Mayor's Rapid Transit plans. Some respondents argued that 'on-road route B' did not represent the LLF's option 6, which these respondents preferred. Some respondents felt the mistakes in the brochure added undue confusion for respondents. A few

respondents felt 'off-road route C' was given undue bias with the on-road options being split.

Minor themes:

- **Future proofing.** Some respondents discussed this theme. Some respondents, who approved of 'off-road route C', felt the project needed to consider future growth in the area, which the off-road route was best placed to do. Some respondents, who preferred the on-road routes, felt the project should be considered as a short-term solution to congestion until other mass transit systems were developed.
- **Girton Interchange.** Some respondents discussed this theme, who argued that the Girton Interchange should be developed into a Park & Ride and/or transport hub. These respondents felt the site was accessible to multiple major roads and employment sites in the area and be adaptable to future mass transit development.
- **Cycling.** Some respondents discussed this theme. These respondents felt that cycle path development from Cambourne to Cambridge's employment sites, connecting the villages along the route, were important for the success of the scheme.
- **Scotland Farm.** Some respondents discussed this theme, the majority of which discussed the reasons for approving of the site. These included the location away from the start of congestion and the reduced visibility. Some respondents argued the site was not a good location for a Park & Ride due to the distance from Cambridge and the negative impact on Dry Drayton.
- **Waterworks site.** Some respondents discussed this theme. These respondents argued the site was not a good location for a Park & Ride, due to the existing high levels of congestion at the Madingley Mulch roundabout, the visual impact from the height of the site, and the risk of damage to the environment due to the Green Belt location and distance from a Site of Special Scientific Interest.
- **Delays to project building.** A few respondents discussed this theme, who felt there had been significant delays to starting the project building already and argued the solution to congestion was needed sooner rather than later.
- **Gantries.** A few respondents argued that there was not a need for gantries for 'on-road route B', which were felt to be visually unappealing. These respondents felt there should be other solutions to gantries over the middle lane.
- **School based traffic.** A few respondents felt there should be subsidised travel for school travel or a school bus system to reduce congestion from school drop offs. Some of these respondents felt the Park & Ride sites make suitable hubs for school buses.
- **Restrictions on personal vehicle use.** A few respondents argued that some form of restriction on personal vehicle use in Cambridge, such as a congestion charge. These respondents felt that commuters would not use public transport unless there was some form of disincentive from using personal vehicles. Some of these respondents suggested encouraging car-sharing schemes.
- **Grange Road.** A few respondents felt that Grange Road was an inappropriate area for bus traffic, due to the high numbers of pedestrians and cyclists in the area and

the narrowness of the road. A few of these respondents argued that Grange Road was not an area commuters wanted to alight from.

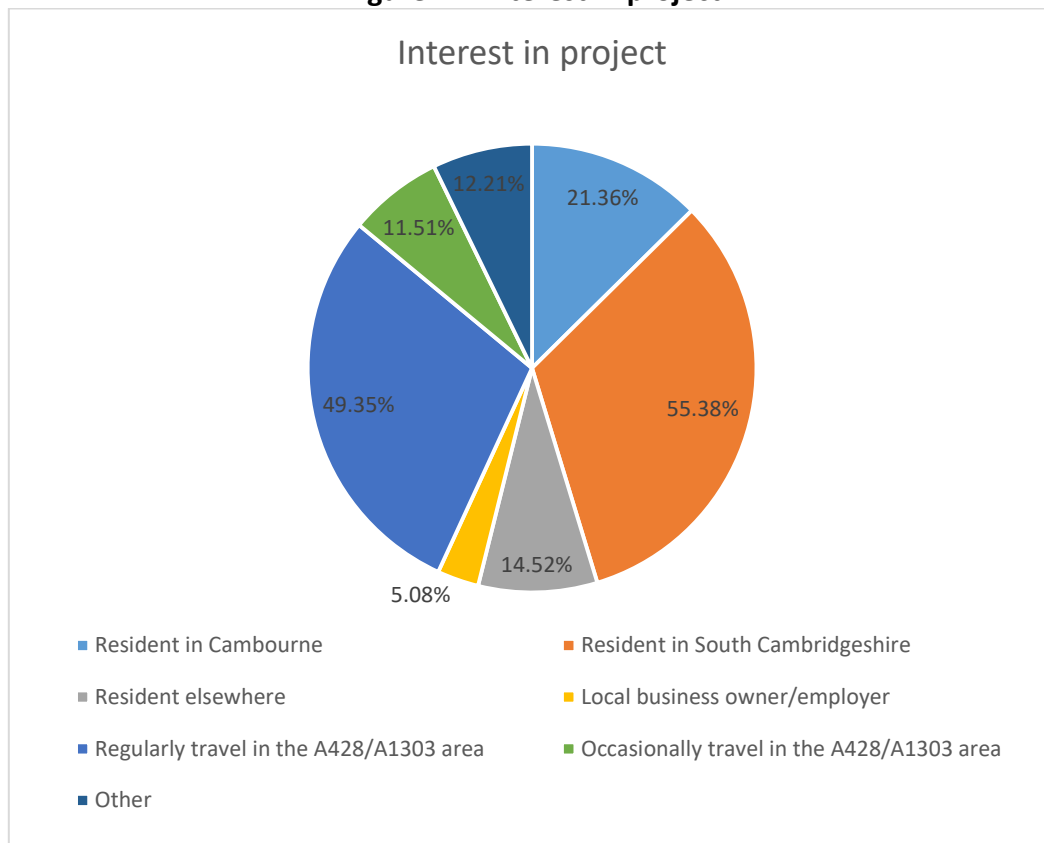
- **Madingley Road.** A few respondents felt that Madingley Road was too narrow for a bus lane. These respondents felt that a bus lane should not take priority over pedestrian and cycle paths. Some of these respondents argued that due to the proximity to the American Cemetery and Sites of Special Scientific Interest, this road was not suitable for expansion.
- **Accessibility.** A few respondents felt that it was important for there to be enough bus stops at areas along the route and the option of direct services to employment sites for those with mobility issues. A few respondents were concerned about the impact of the off-road route where it passed close to schools in regards to children's safety and health.

Question 12: Please indicate your interest in this project

This question formed part of the respondent profile and asked respondents what their interest was in the project. Respondents could choose multiple options and were not forced to enter responses. 1990 respondents answered this question. The majority of respondents indicated they were a 'resident in South Cambridgeshire' (55.38%) and 'regularly travel in the A428/A1303 area' (49.35%). A fifth of respondents indicated that they were a 'resident in Cambourne' (21.36%). Fewer respondents indicated they were a 'resident elsewhere' (14.52%) or 'occasionally travel in the A428/A1303 area' (11.51%). Few respondents were a 'local business owner/employer' (5.08%). Although 12.21% of respondents indicated they had an 'other' interest in the project, comments left by respondents simply gave more detailed locations of residence or employment.

Resident in Cambourne	425	21.36%
Resident in South Cambridgeshire	1102	55.38%
Resident elsewhere	289	14.52%
Local business owner/employer	101	5.08%
Regularly travel in the A428/A1303 area	982	49.35%
Occasionally travel in the A428/A1303 area	229	11.51%
Other	243	12.21%
	Total	1990

Figure 41: Interest in project

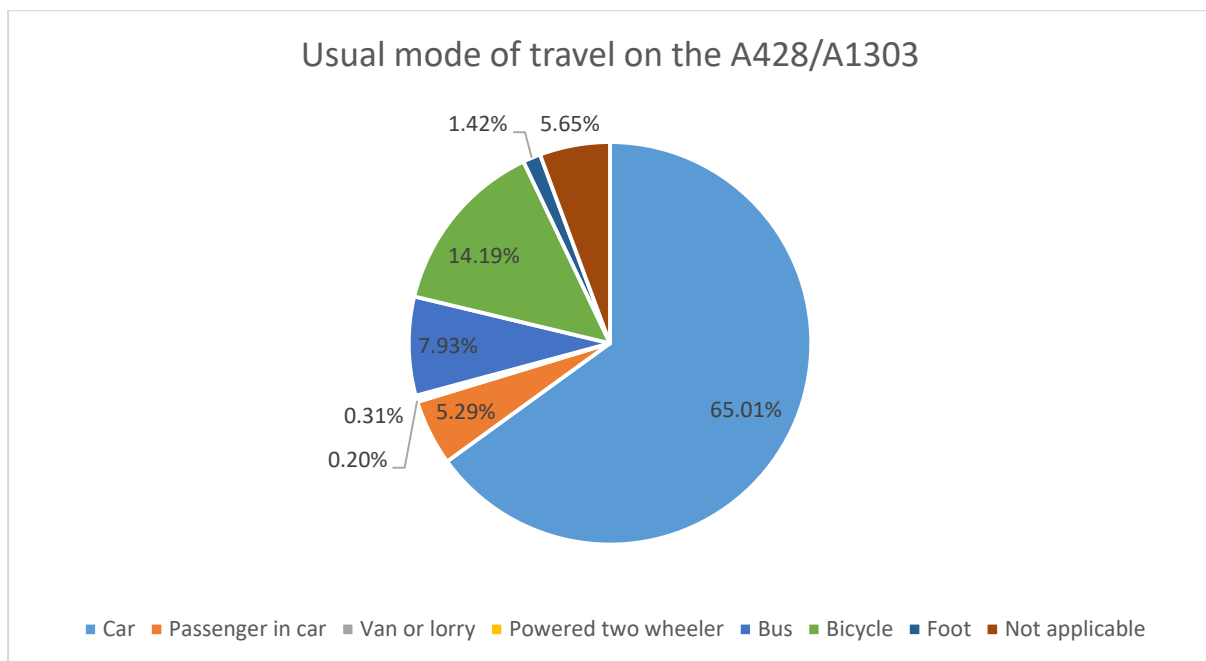


Question 13: If you do, how do you usually travel along the A428/A1303?

This question formed part of the respondent profile and asked respondents how they usually travel along the A428/A1303, if they did. Respondents were not forced to enter responses. 1966 respondents answered this question. The majority of respondents indicated they travelled by car (65.01%), significantly more than by bicycle (14.19%) or bus (7.93%).

Car	1278	65.01%
Passenger in car	104	5.29%
Van or lorry	4	0.20%
Powered two wheeler	6	0.31%
Bus	156	7.93%
Bicycle	279	14.19%
Foot	28	1.42%
Not applicable	111	5.65%
	Total	1966

Figure 42: Usual mode of travel on the A428/A1303

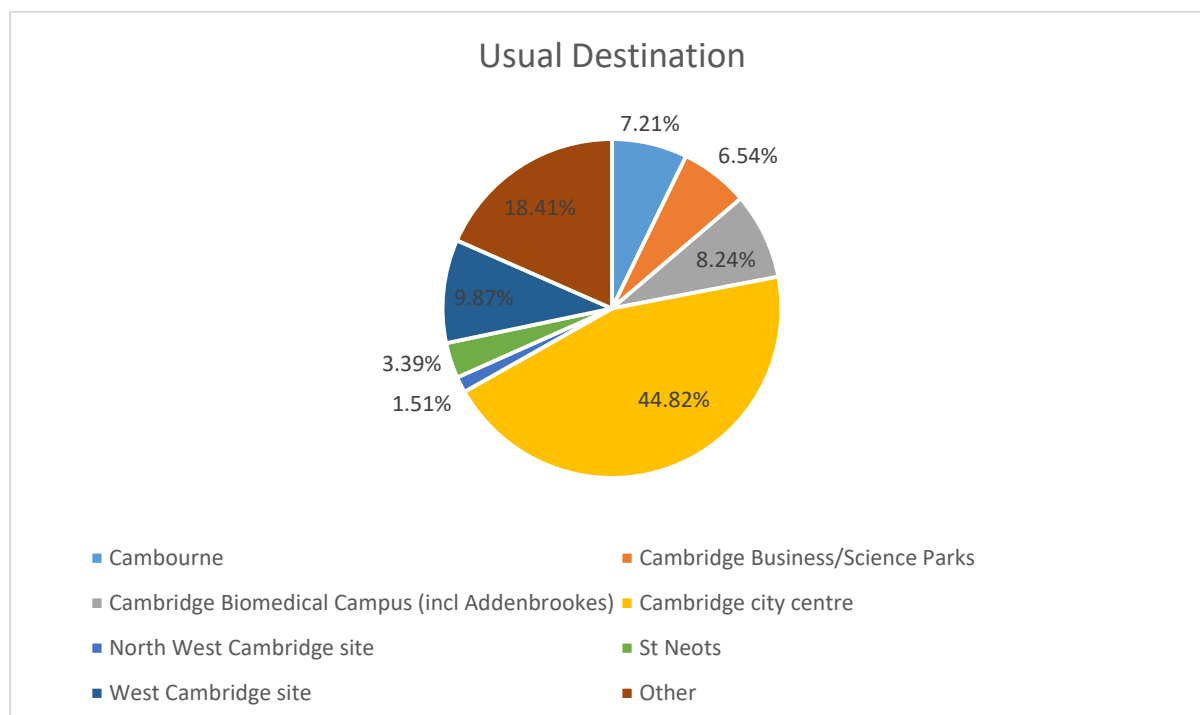


Question 14: If you travel along the A428/A1303, please indicate your usual workplace or other destination.

This question formed part of the respondent profile and asked what their usual destination was when travelling on the A428/A1303. Respondents were not forced to enter responses. 1651 respondents answered this question. Nearly half of respondents usually travelled to Cambridge city centre (44.82%). Over a quarter of respondents travel to other employment sites around Cambridge (26.16%). Just over a tenth of respondents travel west from Cambridge, towards Cambourne or St Neots (10.6%). ‘Other’ responses included villages along the route and places outside of Cambridgeshire, such as London and Milton Keynes. It should be noted that there were numerous responses indicating areas in central Cambridge.

Cambourne	119	7.21%
Cambridge Business/Science Parks	108	6.54%
Cambridge Biomedical Campus (incl Addenbrookes)	136	8.24%
Cambridge city centre	740	44.82%
North West Cambridge site	25	1.51%
St Neots	56	3.39%
West Cambridge site	163	9.87%
Other	304	18.41%
Total		1651

Figure 43: Usual destination

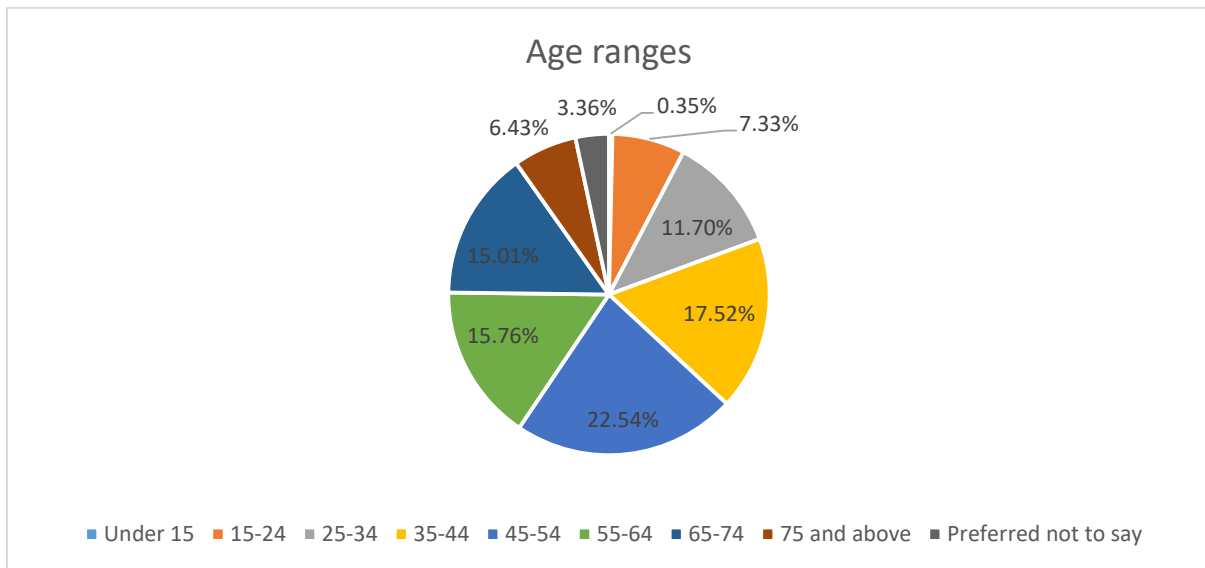


Question 15: Please indicate your age range

This question formed part of the respondent profile and asked what age range respondents came under. Respondents were not forced to enter responses. 1992 respondents answered this question. Average working ages, from 15-24 to 55-64, were well represented.

Under 15	7	0.35%
15-24	146	7.33%
25-34	233	11.70%
35-44	349	17.52%
45-54	449	22.54%
55-64	314	15.76%
65-74	299	15.01%
75 and above	128	6.43%
Preferred not to say	67	3.36%
	Total	1992

Figure 44: Age ranges

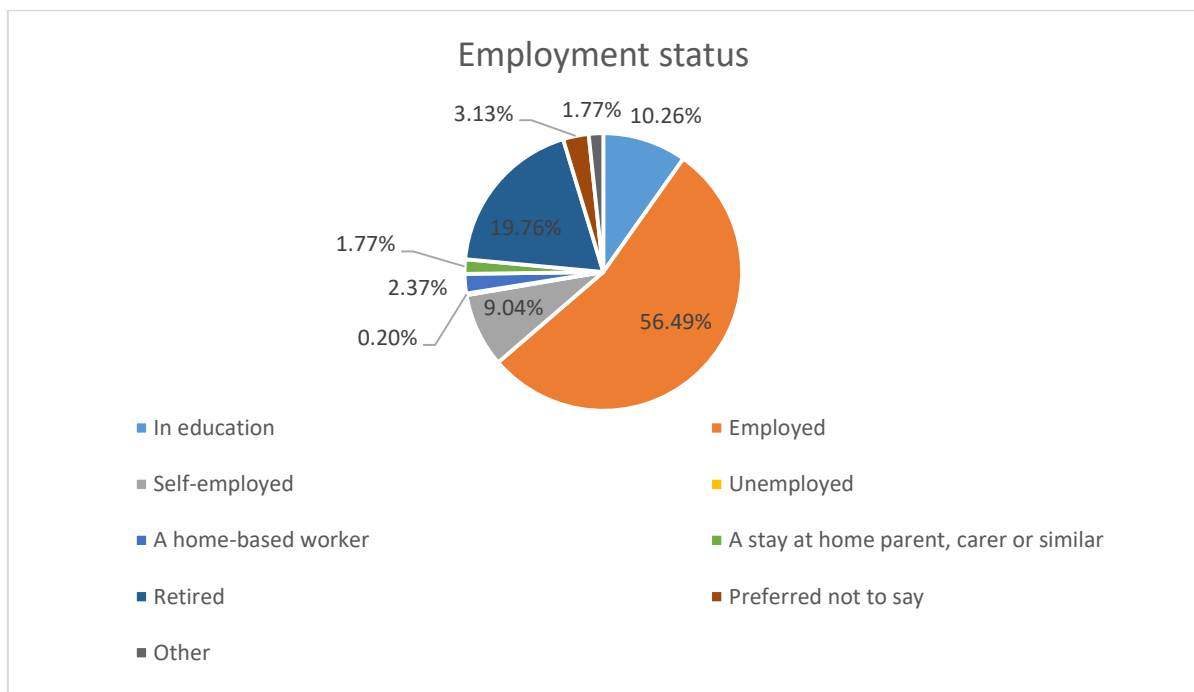


Question 16: Are you (employment status)

This question formed part of the respondent profile and asked what employment status respondents came under. Respondents could choose multiple answers to this question and were not forced to enter responses. 1979 respondents answered this question. The majority of respondents indicated they were in employment (56.49%). A fifth of respondents indicated they were retired (19.76%). Those in education (10.26%) and were self-employed (9.04%) had similar levels of representation.

In education	203	10.26%
Employed	1118	56.49%
Self-employed	179	9.04%
Unemployed	4	0.20%
A home-based worker	47	2.37%
A stay at home parent, carer or similar	35	1.77%
Retired	391	19.76%
Preferred not to say	62	3.13%
Other	35	1.77%
	Total	1979

Figure 45: Employment status

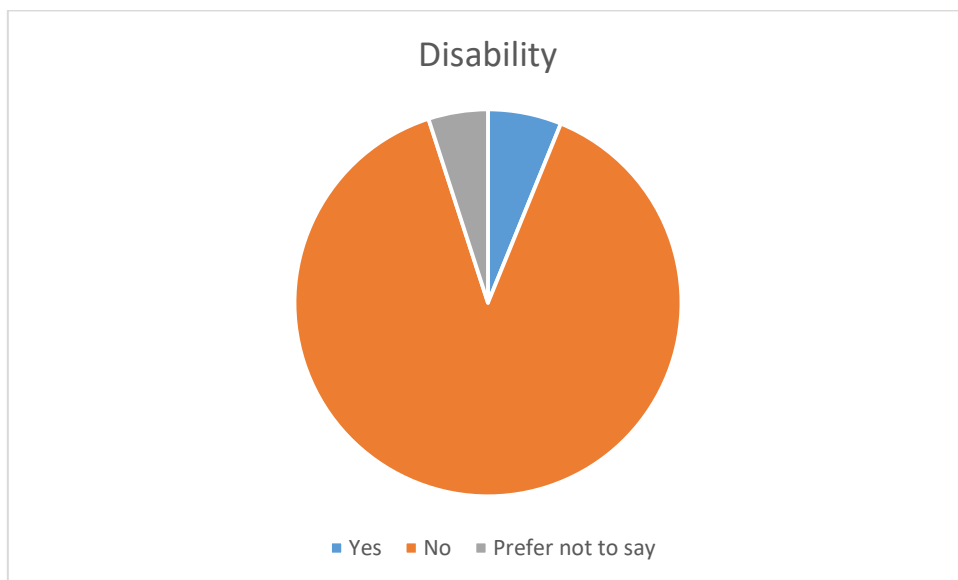


Question 17: Do you have a disability which influences the way you travel?

This question formed part of the respondent profile and asked whether respondents had a disability that influenced the way they travelled. Respondents were not forced to enter responses. 1967 respondents answered this question. 6.15% of respondents indicated they had a disability that influences how they travel.

Yes	121	6.15%
No	1748	88.87%
Prefer not to say	98	4.98%
	Total	1967

Figure 46: Disability



Stakeholders responses

Background

26 responses were received on behalf of a number of different groups or organisations.

- The Local Liaison Forum (LLF)
Which includes representation from a number of South Cambridgeshire and City Council councillors, Parish Councils (Comberton, Cambourne, Caldecote, Bourn, Hardwick, Coton, Madingley, Barton and Hardwick), Resident Groups (North Newnham, Cranmer Road, Gough Way, South Newnham, Storey's Way), CPPF and the 'Save the West Fields' group.

- Parish Councils
 - Comberton Parish Council
 - Dry Drayton Parish Council
 - Granchester Parish Council
 - Hardwick Parish Council
 - Madingley Parish Council

- Residents Groups
 - Gough Way Residents Association

- Campaign Groups
 - Cambridge Past Present and Future (CPPF)
 - Campaign for the Protection of Rural England (CPRE)
 - Cambridge Cycling Campaign
 - Smart Cambridge Transport
 - BNC Wildlife Trust
 - Newnham Croft Conservation Group

- Others
 - Cambridge University Hospitals Trust
 - Clare Hall
 - Heidi Allen MP
 - Historic England
 - Jesus College
 - Martin Grant Homes & Harcourt Developments
 - National Trust
 - Natural England
 - St Johns College
 - University of Cambridge Estate Management.
 - Cambridge University Rugby Union Football Club (CURUFC)
 - North Barton Road Landowners Group (NBRLOG)
 - Coton Primary School

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should

be noted that stake-holder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Park & Ride

Main themes:

- **Preference for the Scotland Farm site.** The majority of stakeholder responses indicated a preference for the Scotland Farm site (Although it should be noted that Dry Drayton Parish Council objected to the site). Stakeholders felt that on balance the site had significantly less environmental impact than the Waterworks site and better access to the A428 from East and West. Some stakeholders indicated that although preferred, the site could still impact on local residents in Dry Drayton and so measures should be put in place to mitigate this.
- **Opposition to the Waterworks site.** The majority of stakeholders opposed the Waterworks site as it was felt to be visually unappealing to a wide area due to the hilltop location, because it was located in the Green Belt and near to a Site of Special Scientific Interest (SSSI), and because of the potential traffic impact on Madingley Mulch roundabout.
- **The Girton Interchange.** Some stakeholders (such as the LLF, Heidi Allen MP, Hardwick Parish Council, Madingley Parish Council, Dry Drayton Parish Council and some of the campaign groups) discussed the possible future development of the Girton Interchange as an alternative traffic mitigating measure.

Minor themes:

- **Preference for either Park & Ride site.** A few stakeholders (such as Natural England, Clare Hall, Cambridge University Hospitals Trust and the University of Cambridge) indicated that they felt either site would be effective at reducing congestion and improving access to Cambridge. Cambridge University Hospitals Trust and the University of Cambridge indicated that they felt both sites may be needed to manage future growth of nearby areas.
- **Opposition to both sites.** Martin Grant Homes & Harcourt Developments and Smarter Transport Cambridge indicated that they opposed both Park & Ride sites as they argued that other areas provided better locations, such as the Girton Interchange or area to the north of Cambourne.
- **Details in the consultation.** BNC Wildlife Trust, Natural England and the LLF felt that the material in the consultation required more detail around the Park & Ride sites. This included environmental assessments and the decisions surrounding the choice of sites for the consultation.

Routes

Main themes:

- **Preference for on-road route B.** The majority of stakeholder groups who responded to the consultation indicated that they preferred 'on-road route B' as they argued it was better value for money than the other options, particularly 'off-road route C'. It was felt to offer comparable journey times to the off-road routes at a significantly decreased cost. This route was also felt to have the least environmental impact. The LLF, CPPF, Heidi Allen MP, Smarter Cambridge Transport, Clare Hall and Madingley Parish Council felt that in the long term other mass transit systems would be introduced which would be more effective than an off-road bus route and so on-road solutions would be beneficial as a short term solution until this happened.
- **Preference for off-road route C.** Martin Grant Homes & Harcourt Developments, Hardwick Parish Council, Jesus College, NBRLOG, St Johns College, Cambridge University Hospital and the University of Cambridge preferred the off-road option, feeling that the separation from general traffic would result in faster journey times and increased reliability, for both buses from the Park & Ride and buses already serving the area. It was also felt to offer safer cycling connectivity from Cambourne to Cambridge and areas along the route. The green route was preferred by the stakeholders that discussed route preference for the off-road route, namely Jesus College, Cambridge University Hospital and the University of Cambridge. These respondents felt the area the green route used had been designed with connectivity to West Cambridge in mind, would have minimal environmental impact and minimal impact on sites surrounding the route. St Johns College argued it was important for the off-road route not to impact on Coton or Grange Farm and so opposed the route choices but not the off-road route.
- **Opposition to off-road route C.** The LLF, CPRE, CPPF, Heidi Allen MP, National Trust, Smarter Cambridge Transport, BNC Wildlife Trust, Clare Hall, Gough Way Residents Association, Grantchester Parish Council, Madingley Parish Council, Coton Primary School and Newnham Croft Conservation Group were opposed to the development of the off-road route due to the environmental impact on the Green Belt and wildlife sites located around Coton, particularly where along the pink and blue routes. Similar comments were made about a perceived negative impact on communities near to the route, who stakeholders argued were unable to make use of the off-road development. These stakeholders also felt the cost/benefit for the reward was not significant enough. The LLF, Newnham Croft Conservation Group, Gough Way Residents Association, Heidi Allen MP and CPPF argued the cost/benefit was particularly low when considering potential future developments in mass transit.
- **Alternative modes of mass transit.** The LLF, CPPF, Heidi Allen MP, Smarter Cambridge Transport, Clare Hall and Madingley Parish Council indicated that discussions had begun about the development of other forms of mass transit, such as a light rail or underground system. These stakeholders felt that the routes in this

consultation should be considered short-term solutions to congestion until these other modes of mass transit were developed.

- **Details in the consultation material.** The LLF, CPPF, Natural England, BNC Wildlife Trust, Martin Grant Homes & Harcourt Developments, Smarter Cambridge Transport, Gough Way Residents Association, Madingley Parish Council, Grantchester Parish Council, Clare Hall and the University of Cambridge felt the consultation material was lacking in detail or was misleading. It was felt that it was difficult to understand how the project intersected with the wider, long-term strategic vision, particularly with the developing discussion of mass transit options across the Greater Cambridge area. It was argued that there should have been more information on journey times inbound and outbound to/from central Cambridge and other areas of high employment, making the journey time comparisons of the on-road and off-road routes difficult. The University of Cambridge, Natural England, BNC Wildlife Trust and LLF argued the routes lacked detail of environmental impact assessment and did not show Sites of Special Scientific Interest. The LLF, CPPF, Smarter Cambridge Transport and Clare Hall felt that that the costings for the on-road routes versus off-road route were not fairly comparable because projected costs for potential land acquisition and maintenance was not included.

Minor themes:

- **Option 6.** The LLF and Heidi Allen MP felt that on-road route B did not represent option 6 put forward by members of the Local Liaison Forum.
- **Gantries.** The LLF, CPPF and Smarter Cambridge Transport discussed whether it was necessary for gantries for on-road route B. They felt that the number could be reduced or the need for any gantries mitigated through other methods of segregating.
- **The M11 Bridge.** The LLF, CPRE, CPPF, Smarter Cambridge Transport, St Johns College and Jesus College discussed the routes' interaction with the M11 Bridge. When related to 'off-road route C', the LLF, CPPF, St Johns College and Smarter Cambridge Transport felt that a bridge over the M11 Bridge was unnecessary when Junction 13 could potentially be used instead. With 'on-road route B', Jesus College and CPRE argued that widening the bridge could be avoided with management of the carriageway, footpaths and cycle paths, potentially saving money.
- **Cycling.** Cam Cycle, Smarter Cambridge Transport, BNC Wildlife Trust, Clare Hall, Jesus College, Coton Primary School, Cambridge University Hospital and the University of Cambridge discussed cycle journeys along this route. Cycling provision was felt to be an important part of this consultation and felt they should be segregated where possible. BNC Wildlife Trust felt this should not be at the expense of the environment. Cambridge University Hospital, Jesus College and the University of Cambridge felt the off-road route offered a safer option for cyclists with improved connectivity to rural areas.

- **Employment sites.** The LLF, CPPF, Smarter Cambridge Transport, Clare Hall, Madingley Parish Council, Dry Drayton Parish Council, Cambridge University Hospital and the University of Cambridge felt that connectivity to employment sites outside of the city centre, such as the Science Park and Addenbrooke's, particularly through the Western Orbital M11 route, needed to be considered in the development of these options.
- **Grange Road area.** The LLF, CPPF, Smarter Cambridge Transport, Clare Hall, Jesus College, St Johns College, Madingley Parish Council, Newnham Croft Conservation Group, CURUFC and the University of Cambridge discussed the use of Grange Road for the off-road route. This area was felt to be traffic calmed and limited in space for buses to turn and access. Those stakeholders who supported the off-road route felt the area needed to be developed further to allow for better bus journeys. Stakeholders that opposed the off-road route questioned the impact entering this area would have on journey times. These stakeholders also felt the route would have a negative impact on the university campuses and homes in the area, including Adams Road and Silver Street as well as Grange Road.
- **Madingley Road.** CPRE, CPPF, St Johns College and Jesus College discussed land take and highway widening on Madingley Road. This was discussed in relation to 'on-road route A' and was felt to be unnecessary and damaging to the environment and homes along the route.
- **Restricting motorised traffic.** The LLF, CPPF, Coton Primary School, Cambridge University Hospital and the University of Cambridge felt that some form of traffic management should be put into place, either to reduce the need for bus route development or to avoid minimise an increase in personal vehicle use on roads where congestion begins to ease. The LLF and CPPF felt that introducing smart traffic controls would benefit bus reliability and safety.
- **On-road route A.** The CPPF, BNC Wildlife Trust, Grantchester Parish Council and Madingley Parish Council indicated that either 'on-road route B' or 'on-road route A' were preferable to the off-road route. It should be noted that Clare Hall preferred this route. There were concerns about the impact 'on-road route A' would have on the SSSI and conservation areas, such as the American Cemetery Memorial, by a few stakeholders, namely the CPPF, BNC Wildlife Trust, National Trust, National England and Smarter Cambridge Transport. This was the reason stated by the National Trust, National England and the CPPF for opposing this route. Smarter Cambridge Transport opposed the development of any route.

Email and social media responses

59 responses were received regarding the consultation through email and social media platforms, such as Facebook and Twitter. Following a thematic analysis of these responses the following themes have been noted.

Main themes:

- **The off-road route.** This was one of the main themes for these respondents. The majority of responses indicated they were against the off-road routes. These respondents felt the cost of the route was too high, that the current route proposals came too close to residential areas and would have a considerable negative impact on the environment. However, a few respondents supported the development of an off-road route.
- **The environment.** This was one of the main themes for these respondents, who were concerned about the environmental impact of the Park & Ride sites and the routes, particularly in relation to the Green Belt and impact on floodplain areas. Where the sites and routes passed residential areas, respondents were concerned about the impact they would have on air quality and noise/light pollution from the increased traffic.
- **Congestion.** Many respondents discussed this theme. Some respondents were concerned about the growth expected in areas around the A428/A1303, such as St Neots and whether the proposals would address this. Some respondents were concerned about the disruption caused by building the proposals, particularly along Madingley Road. A few respondents were concerned about the Scotland Farm site, as Dry Drayton was felt to already struggle with congestion and lack the infrastructure to manage more.
- **The consultation.** Many respondents discussed this theme, who argued that the consultation was flawed due to the errors in the first set of documentation. Some respondents felt that their responses would not be addressed and decisions had already taken place.
- **The bus route.** Many respondents discussed this theme. These respondents felt the bus route was not addressing the right areas. Respondents argued that the buses should travel to other areas of employment outside of central Cambridge. Some respondents felt that the bus routes should stop at the villages along the route to improve accessibility. Some respondents questioned what happened to the off-road bus route once it reaches Silver Street/Grange Road.
- **Scotland Farm.** Many respondents discussed this theme. The majority of these respondents felt that the Scotland Farm site was better suited for a Park & Ride, as it had less environmental impact than the Waterworks site, avoids the congestion around Madingley Mulch roundabout and is more accessible than the Waterworks site for commuters travelling from the Cambourne area. A few respondents were opposed to the Park & Ride site, as they felt it would increase congestion in Dry Drayton and Hardwick, and is located closer to residential property than the Waterworks site.
- **Cycling/pedestrian provision.** Many respondents discussed this theme, who argued that increasing cycling and pedestrian provision was important for

reducing congestion. These respondents felt that improving the provision from Cambourne to Cambridge, connecting all the villages along the route, and along Madingley Road would make these modes of transport more accessible.

Minor themes:

- The **bus service**. Some respondents discussed this theme. These respondents felt that the success of the scheme would depend on the service operator. These respondents felt that ticket prices were too high and services were not frequent enough from existing routes. Some of these respondents felt that Stagecoach would not run the service adequately.
- **Alternative modes of public transport**. Some respondents discussed this theme, who felt that it would be better to invest and develop other methods of public transport, such as a light rail or underground system.
- **Waterworks**. Some respondents discussed this theme. These respondents opposed the Waterworks site as they felt it had more environmental impact than the Scotland Farm site and that access would be difficult due to the congestion on the Madingley Mulch roundabout.
- **Alternative Park & Ride sites**. Some respondents discussed this theme, who felt that the Park & Ride site should be located elsewhere. The majority of these respondents discussed the development of the Girton Interchange as a transport hub or Park & Ride site. A few respondents felt a site located at St Neots or the existing Madingley Park & Ride site.
- **Route B**. A few respondents discussed this theme. These respondents supported on-road route B as they felt it had less environmental impact than the off-road route, was not as costly as the off-road route, while still managing congestion in both directions of travel.
- **Accessibility**. A few respondents discussed this theme. These respondents felt that those with mobility issues had not been considered in relation to cycle routes and the off-road route.

QUESTIONNAIRE

4. Are there any other services you would like to make about walking, cycling and equivalent provision?

Your thoughts

5. Are there any other measures beyond the proposals included in this booklet which would lead to better bus change facilities at Cambridge and Chatterton?

6. We have a map to show the proposed walking routes and also the proposed cycle routes. We are interested in your views on these routes. Please let us know if you have any suggestions for improvements to the routes or if you have any other points to raise.

7. We have a map to show the proposed walking routes and also the proposed cycle routes. We are interested in your views on these routes. Please let us know if you have any suggestions for improvements to the routes or if you have any other points to raise.

8. We have a map to show the proposed walking routes and also the proposed cycle routes. We are interested in your views on these routes. Please let us know if you have any suggestions for improvements to the routes or if you have any other points to raise.

9. Please indicate your age range

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Appendix 2: Respondent profile breakdown for quantitative questions

Respondent locations

	Figure	% of total respondents
Total respondents	2049	100.00%
Parish		
Arrington	2	0.10%
Babraham	1	0.05%
Bar Hill	8	0.39%
Barrington	1	0.05%
Barton	13	0.63%
Bassingbourn cum Kneesworth	1	0.05%
Bottisham	1	0.05%
Bourn	22	1.07%
Boxworth	1	0.05%
Buckden	2	0.10%
Caldecote	69	3.37%
Cambourne	313	15.28%
Caxton	6	0.29%
Comberton	52	2.54%
Coton	169	8.25%
Cottenham	3	0.15%
Dry Drayton	39	1.90%
Ellington	1	0.05%
Elsworth	1	0.05%
Eltisley	4	0.20%
Ely	4	0.20%
Foxtan	1	0.05%
Fulbourn	1	0.05%
Gamlingay	4	0.20%
Girton	10	0.49%
Godmanchester	1	0.05%
Grantchester	10	0.49%
Great Gransden	6	0.29%
Great Paxton	1	0.05%
Great Shelford	4	0.20%
Great Staughton	3	0.15%
Guilden Morden	1	0.05%
Hail Weston	1	0.05%
Hardwick	137	6.69%
Harlton	3	0.15%
Harston	1	0.05%

Haslingfield	7	0.34%
Hilton	3	0.15%
Histon	4	0.20%
Huntingdon	3	0.15%
Impington	5	0.24%
Kimbolton	1	0.05%
Kingston	1	0.05%
Knapwell	7	0.34%
Little Eversden	1	0.05%
Little Gransden	1	0.05%
Little Paxton	3	0.15%
Longstanton	4	0.20%
Madingley	28	1.37%
Melbourn	3	0.15%
Milton	1	0.05%
Newton	2	0.10%
Oakington and Westwick	3	0.15%
Offord Cluny and Offord D'Arcy	1	0.05%
Orchard Park	3	0.15%
Orwell	1	0.05%
Over	1	0.05%
Pampisford	1	0.05%
Papworth Everard	31	1.51%
Sawston	2	0.10%
St Ives	2	0.10%
St Neots	30	1.46%
Swavesey	3	0.15%
Teversham	1	0.05%
Toft	6	0.29%
Waresley-cum-Tetworth	4	0.20%
Waterbeach	1	0.05%
Whittlesford	1	0.05%
Wilburton	1	0.05%
Willingham	2	0.10%
Yelling	2	0.10%

Ward

Abbey	8	0.39%
Arbury	13	0.63%
Castle	112	5.47%
Cherry Hinton	3	0.15%
Coleridge	4	0.20%
East Chesterton	8	0.39%
King's Hedges	2	0.10%
Market	18	0.88%
Newnham	241	11.76%

	Petersfield	11	0.54%
	Queen Edith's	8	0.39%
	Romsey	7	0.34%
	Trumpington	29	1.42%
	West Chesterton	24	1.17%
Other locations			
	Outside Cambridgeshire	18	0.88%
	Respondents with no parish/ward data	476	23.23%

West of Cambourne	106	5.17%
Cambourne to Barton	651	31.77%
Close to Cambridge	236	11.52%
Cambridge City	475	23.18%

Question 1: Responses broken down by respondent profile

	Waterworks site	Scotland Farm site	I oppose a new Park & Ride site	No preference	Grand Total
All respondents	350 (17.3%)	1091 (54%)	411 (20.3%)	17 0 (8.4%)	2022
Age					
Under 15	0 (0%)	6 (85.7%)	0 (0%)	1 (14.3%)	7
15-24	6 (4.1%)	58 (39.7%)	68 (46.6%)	14 (9.6%)	146
25-34	48 (20.7%)	104 (44.8%)	55 (23.7%)	25 (10.8%)	232
35-44	61 (17.7%)	203 (58.8%)	55 (15.9%)	26 (7.5%)	345
45-54	82 (18.3%)	243 (54.1%)	88 (19.6%)	36 (8%)	449
55-64	58 (18.7%)	175 (56.5%)	55 (17.7%)	22 (7.1%)	310
65-74	63 (21.8%)	153 (52.9%)	56 (19.4%)	17 (5.9%)	289
75 and above	22 (18.2%)	66 (54.5%)	18 (14.9%)	15 (12.4%)	121
Disability					
Disability	17 (14.8%)	62 (53.9%)	23 (20%)	13 (11.3%)	115
Employment status					
In education	13 (6.4%)	78 (38.6%)	93 (46%)	18 (8.9%)	202
Employed	210 (18.9%)	601 (53.9%)	210 (18.9%)	93 (8.3%)	1114
Self-employed	31 (17.5%)	107 (60.5%)	30 (16.9%)	9 (5.1%)	177
Unemployed	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
A home-based worker	10 (21.7%)	24 (52.2%)	10 (21.7%)	2 (4.3%)	46
A stay at home parent, carer or similar	2 (5.7%)	22 (62.9%)	7 (20%)	4 (11.4%)	35
Retired	84 (22.5%)	196 (52.4%)	63 (16.8%)	31 (8.3%)	374
Other	9 (26.5%)	18 (52.9%)	3 (8.8%)	4 (11.8%)	34
Interest in project					

Resident in Cambourne	99 (23.5%)	208 (49.4%)	91 (21.6%)	23 (5.5%)	421
Resident in South Cambridgeshire	185 (17.1%)	639 (59%)	151 (13.9%)	108 (10%)	1083
Resident elsewhere	38 (13.2%)	120 (41.8%)	101 (35.2%)	28 (9.8%)	287
Local Business owner/employer	22 (22.2%)	48 (48.5%)	20 (20.2%)	9 (9.1%)	99
Regular Commuter in the A428/A1303 area	204 (21.1%)	537 (55.6%)	142 (14.7%)	83 (8.6%)	966
Occasional Commuter in the A428/A1303 area	36 (16%)	116 (51.6%)	53 (23.6%)	20 (8.9%)	225
Other	37 (15.4%)	126 (52.3%)	54 (22.4%)	24 (10%)	241
Usual mode of travel on A428/A1303					
Car driver	267 (21.2%)	700 (55.5%)	194 (15.4%)	100 (7.9%)	1261
Car passenger	8 (7.8%)	68 (66.7%)	15 (14.7%)	11 (10.8%)	102
Van or lorry driver	1 (25%)	3 (75%)	0 (0%)	0 (0%)	4
Powered two wheeler	1 (16.7%)	4 (66.7%)	0 (0%)	1 (16.7%)	6
Bus user	24 (15.7%)	83 (54.2%)	34 (22.2%)	12 (7.8%)	153
Bicycle	33 (11.8%)	128 (45.9%)	93 (33.3%)	25 (9%)	279
On foot	4 (16%)	11 (44%)	8 (32%)	2 (8%)	25
Usual destination					
Cambourne	23 (19.7%)	64 (54.7%)	20 (17.1%)	10 (8.5%)	117
Cambridge Business/Science Parks	18 (16.7%)	62 (57.4%)	19 (17.6%)	9 (8.3%)	108
Cambridge Biomedical Campus	28 (20.9%)	74 (55.2%)	18 (13.4%)	14 (10.4%)	134
Cambridge city centre	142 (19.4%)	412 (56.3%)	117 (16%)	61 (8.3%)	732
North West Cambridge site	3 (13.6%)	10 (45.5%)	7 (31.8%)	2 (9.1%)	22
St Neots	9 (17%)	28 (52.8%)	15 (28.3%)	1 (1.9%)	53
West Cambridge site	26 (16%)	74 (45.4%)	45 (27.6%)	18 (11%)	163

Other	129 (15.6%)	441 (53.3%)	188 (22.7%)	69 (8.3%)	827
Location of respondents					
Cambourne	82 (26.5%)	161 (52.1%)	56 (18.1%)	10 (3.2%)	309
Newnham	34 (14.3%)	93 (39.1%)	93 (39.1%)	18 (7.6%)	238
Coton	5 (3%)	148 (87.6%)	3 (1.8%)	13 (7.7%)	169
Hardwick	42 (30.9%)	68 (50%)	5 (3.7%)	21 (15.4%)	136
Castle	6 (5.5%)	32 (29.1%)	60 (54.5%)	12 (10.9%)	110

Question 2: responses broken down by respondent profile

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Grand Total
All respondents	41 6 (21%)	42 9 (21.7%)	15 8 (8%)	385 (19.4%)	59 2 (29.9%)	1980
Age						
Under 15	0 (0%)	2 (28.6%)	3 (42.9%)	1 (14.3%)	1 (14.3%)	7
15-24	18 (12.8%)	24 (17%)	15 (10.6%)	33 (23.4%)	51 (36.2%)	141
25-34	50 (21.6%)	55 (23.7%)	22 (9.5%)	37 (15.9%)	68 (29.3%)	232
35-44	87 (25.7%)	86 (25.4%)	17 (5%)	64 (18.9%)	84 (24.9%)	338
45-54	96 (21.6%)	98 (22%)	33 (7.4%)	83 (18.7%)	13 5 (30.3%)	445
55-64	66 (21.4%)	65 (21%)	26 (8.4%)	60 (19.4%)	92 (29.8%)	309
65-74	64 (22.2%)	53 (18.4%)	15 (5.2%)	60 (20.8%)	96 (33.3%)	288
75 and above	20 (17.2%)	19 (16.4%)	6 (5.2%)	32 (27.6%)	39 (33.6%)	116
Disability						
Disability	29 (25.2%)	18 (15.7%)	12 (10.4%)	25 (21.7%)	31 (27%)	115
Employment status						
In education	19 (9.9%)	32 (16.8%)	26 (13.6%)	40 (20.9%)	74 (38.7%)	191
Employed	25 4 (22.9%)	25 3 (22.9%)	78 (7%)	205 (18.5%)	31 7 (28.6%)	1107
Self-employed	34 (19.2%)	44 (24.9%)	12 (6.8%)	39 (22%)	48 (27.1%)	177
Unemployed	0 (0%)	1 (25%)	2 (50%)	1 (25%)	0 (0%)	4
A home-based worker	6 (13%)	13 (28.3%)	4 (8.7%)	11 (23.9%)	12 (26.1%)	46
A stay at home parent, carer or similar	10 (29.4%)	6 (17.6%)	2 (5.9%)	3 (8.8%)	13 (38.2%)	34
Retired	85 (22.9%)	65 (17.5%)	20 (5.4%)	80 (21.6%)	12 1 (32.6%)	371
Other	5 (16.1%)	7 (22.6%)	4 (12.9%)	3 (9.7%)	12 (38.7%)	31
Interest in project						
Resident in Cambourne	11 4 (27.2%)	91 (21.7%)	29 (6.9%)	77 (18.4%)	10 8 (25.8%)	419
Resident in South Cambridgeshire	23 8 (22.2%)	27 7 (25.8%)	79 (7.4%)	199 (18.6%)	27 9 (26%)	1072

Resident elsewhere	34 (12.1%)	40 (14.2%)	33 (11.7%)	65 (23%)	110 (39%)	282
Local Business owner/employee	24 (24.2%)	16 (16.2%)	5 (5.1%)	23 (23.2%)	31 (31.3%)	99
Regular Commuter in the A428/A1303 area	247 (25.6%)	244 (25.3%)	65 (6.7%)	165 (17.1%)	242 (25.1%)	963
Occasional Commuter in the A428/A1303 area	27 (12%)	33 (14.7%)	21 (9.3%)	60 (26.7%)	84 (37.3%)	225
Other	33 (14.2%)	26 (11.2%)	23 (9.9%)	51 (21.9%)	100 (42.9%)	233
Usual mode of travel on A428/A1303						
Car driver	309 (24.6%)	306 (24.3%)	73 (5.8%)	234 (18.6%)	336 (26.7%)	1258
Car passenger	20 (19.6%)	28 (27.5%)	17 (16.7%)	18 (17.6%)	19 (18.6%)	102
Van or lorry driver	0 (0%)	2 (50%)	0 (0%)	1 (25%)	1 (25%)	4
Powered two wheeler	3 (50%)	1 (16.7%)	0 (0%)	0 (0%)	2 (33.3%)	6
Bus user	41 (27.2%)	35 (23.2%)	11 (7.3%)	25 (16.6%)	39 (25.8%)	151
Bicycle	25 (9.2%)	41 (15%)	27 (9.9%)	65 (23.8%)	115 (42.1%)	273
On foot	2 (7.4%)	1 (3.7%)	4 (14.8%)	8 (29.6%)	12 (44.4%)	27
Usual destination						
Cambourne	24 (20.3%)	28 (23.7%)	7 (5.9%)	22 (18.6%)	37 (31.4%)	118
Cambridge Business/Science Parks	24 (22.2%)	33 (30.6%)	5 (4.6%)	24 (22.2%)	22 (20.4%)	108
Cambridge Biomedical Campus	40 (30.1%)	27 (20.3%)	12 (9%)	23 (17.3%)	31 (23.3%)	133
Cambridge city centre	179 (24.7%)	175 (24.1%)	54 (7.4%)	125 (17.2%)	192 (26.5%)	725
North West Cambridge site	4 (18.2%)	4 (18.2%)	2 (9.1%)	6 (27.3%)	6 (27.3%)	22
St Neots	20 (38.5%)	10 (19.2%)	2 (3.8%)	8 (15.4%)	12 (23.1%)	52
West Cambridge site	14 (8.9%)	37 (23.6%)	13 (8.3%)	31 (19.7%)	62 (39.5%)	157
Other	151 (18.9%)	142 (17.8%)	75 (9.4%)	169 (21.2%)	261 (32.7%)	798
Location of respondents						

Cambourne	11 2 (36.1%)	81 (26.1%)	18 (5.8%)	55 (17.7%)	44 (14.2%)	310
Newnham	11 (4.9%)	15 (6.7%)	27 (12.1%)	47 (21.1%)	12 3 (55.2%)	223
Coton	18 (10.8%)	40 (24%)	20 (12%)	35 (21%)	54 (32.3%)	167
Hardwick	42 (31.1%)	33 (24.4%)	3 (2.2%)	21 (15.6%)	36 (26.7%)	135
Castle	4 (3.7%)	10 (9.2%)	10 (9.2%)	31 (28.4%)	54 (49.5%)	109

Question 3: responses broken down by respondent profile

	Very likely	Likely	Don't know	Unlikely	Not at all likely	Grand Total
All respondents	240 (12.2%)	297 (15%)	143 (7.2%)	413 (20.9%)	882 (44.7%)	1975
Age						
Under 15	0 (0%)	0 (0%)	2 (28.6%)	1 (14.3%)	4 (57.1%)	7
15-24	6 (4.3%)	15 (10.6%)	15 (10.6%)	38 (27%)	67 (47.5%)	141
25-34	31 (13.4%)	43 (18.6%)	19 (8.2%)	41 (17.7%)	97 (42%)	231
35-44	49 (14.5%)	59 (17.4%)	21 (6.2%)	82 (24.2%)	128 (37.8%)	339
45-54	62 (13.9%)	75 (16.9%)	24 (5.4%)	89 (20%)	195 (43.8%)	445
55-64	33 (10.7%)	42 (13.6%)	21 (6.8%)	58 (18.8%)	155 (50.2%)	309
65-74	42 (14.5%)	47 (16.3%)	13 (4.5%)	61 (21.1%)	126 (43.6%)	289
75 and above	12 (10.8%)	9 (8.1%)	7 (6.3%)	27 (24.3%)	56 (50.5%)	111
Disability						
Disability	15 (13%)	12 (10.4%)	10 (8.7%)	18 (15.7%)	60 (52.2%)	115
Employment status						
In education	5 (2.6%)	17 (8.9%)	24 (12.6%)	44 (23%)	101 (52.9%)	191
Employed	150 (13.6%)	200 (18.1%)	69 (6.2%)	226 (20.4%)	462 (41.7%)	1107
Self-employed	12 (6.8%)	17 (9.7%)	14 (8%)	35 (19.9%)	98 (55.7%)	176
Unemployed	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (100%)	4
A home-based worker	7 (15.2%)	5 (10.9%)	4 (8.7%)	7 (15.2%)	23 (50%)	46
A stay at home parent, carer or similar	4 (11.8%)	5 (14.7%)	2 (5.9%)	6 (17.6%)	17 (50%)	34
Retired	63 (17.2%)	50 (13.6%)	20 (5.4%)	78 (21.3%)	156 (42.5%)	367
Other	3 (9.4%)	6 (18.8%)	3 (9.4%)	6 (18.8%)	14 (43.8%)	32
Interest in project						
Resident in Cambourne	65 (15.6%)	97 (23.2%)	27 (6.5%)	101 (24.2%)	128 (30.6%)	418
Resident in South Cambridgeshire	135 (12.6%)	152 (14.2%)	72 (6.7%)	216 (20.2%)	493 (46.2%)	1068
Resident elsewhere	20 (7%)	29 (10.2%)	29 (10.2%)	56 (19.7%)	150 (52.8%)	284
Local Business owner/employer	13 (13%)	10 (10%)	5 (5%)	22 (22%)	50 (50%)	100

Regular Commuter in the A428/A1303 area	154 (16%)	175 (18.2%)	60 (6.3%)	191 (19.9%)	380 (39.6%)	960
Occasional Commuter in the A428/A1303 area	20 (8.9%)	23 (10.3%)	18 (8%)	46 (20.5%)	117 (52.2%)	224
Other	21 (9%)	17 (7.3%)	21 (9%)	53 (22.6%)	122 (52.1%)	234
Usual mode of travel on A428/A1303						
Car driver	181 (14.4%)	223 (17.8%)	70 (5.6%)	257 (20.5%)	523 (41.7%)	1254
Car passenger	11 (10.7%)	13 (12.6%)	20 (19.4%)	22 (21.4%)	37 (35.9%)	103
Van or lorry driver	0 (0%)	0 (0%)	0 (0%)	2 (50%)	2 (50%)	4
Powered two wheeler	0 (0%)	1 (16.7%)	0 (0%)	1 (16.7%)	4 (66.7%)	6
Bus user	23 (15.4%)	24 (16.1%)	7 (4.7%)	31 (20.8%)	64 (43%)	149
Bicycle	17 (6.2%)	25 (9.1%)	21 (7.7%)	61 (22.3%)	150 (54.7%)	274
On foot	2 (7.7%)	3 (11.5%)	3 (11.5%)	7 (26.9%)	11 (42.3%)	26
Usual destination						
Cambourne	12 (10.2%)	31 (26.3%)	6 (5.1%)	25 (21.2%)	44 (37.3%)	118
Cambridge Business/Science Parks	12 (11.2%)	23 (21.5%)	3 (2.8%)	20 (18.7%)	49 (45.8%)	107
Cambridge Biomedical Campus	23 (17.3%)	18 (13.5%)	10 (7.5%)	24 (18%)	58 (43.6%)	133
Cambridge city centre	112 (15.5%)	112 (15.5%)	54 (7.5%)	147 (20.4%)	297 (41.1%)	722
North West Cambridge site	3 (14.3%)	2 (9.5%)	2 (9.5%)	8 (38.1%)	6 (28.6%)	21
St Neots	12 (22.6%)	12 (22.6%)	2 (3.8%)	10 (18.9%)	17 (32.1%)	53
West Cambridge site	13 (8.2%)	18 (11.4%)	7 (4.4%)	40 (25.3%)	80 (50.6%)	158
Other	76 (9.5%)	99 (12.4%)	69 (8.7%)	163 (20.5%)	389 (48.9%)	796
Location of respondents						
Cambourne	67 (21.7%)	88 (28.5%)	17 (5.5%)	73 (23.6%)	64 (20.7%)	309
Newnham	5 (2.2%)	12 (5.3%)	20 (8.9%)	46 (20.4%)	142 (63.1%)	225
Coton	4 (2.5%)	8 (4.9%)	11 (6.7%)	26 (16%)	114 (69.9%)	163
Hardwick	24 (17.8%)	30 (22.2%)	2 (1.5%)	27 (20%)	52 (38.5%)	135
Castle	1 (0.9%)	3 (2.8%)	10 (9.2%)	28 (25.7%)	67 (61.5%)	109

Question 5: responses broken down by respondent profile

	On-road Route A	On-road Route B	Off-road Route C (any variation)	Don't know	None of the above	Grand Total
All respondents	356 (17.6%)	808 (40%)	656 (32.5%)	80 (4%)	120 (5.9%)	2020
Age						
Under 15	0 (0%)	7 (100%)	0 (0%)	0 (0%)	0 (0%)	7
15-24	20 (13.7%)	39 (26.7%)	72 (49.3%)	5 (3.4%)	10 (6.8%)	146
25-34	39 (16.7%)	66 (28.3%)	106 (45.5%)	12 (5.2%)	10 (4.3%)	233
35-44	50 (14.5%)	115 (33.2%)	142 (41%)	22 (6.4%)	17 (4.9%)	346
45-54	70 (15.7%)	174 (38.9%)	158 (35.3%)	23 (5.1%)	22 (4.9%)	447
55-64	55 (17.7%)	137 (44.1%)	86 (27.7%)	8 (2.6%)	25 (8%)	311
65-74	73 (25.1%)	131 (45%)	67 (23%)	6 (2.1%)	14 (4.8%)	291
75 and above	30 (25%)	57 (47.5%)	16 (13.3%)	2 (1.7%)	12.5 (10.3%)	120
Disability						
Disability	20 (17.1%)	47 (40.2%)	36 (30.8%)	2 (1.7%)	12 (10.3%)	117
Employment status						
In education	49 (24.4%)	64 (31.8%)	75 (37.3%)	7 (3.5%)	6 (3%)	201
Employed	174 (15.6%)	381 (34.2%)	438 (39.3%)	55 (4.9%)	67 (6%)	1115
Self-employed	32 (18.1%)	95 (53.7%)	38 (21.5%)	5 (2.8%)	7 (4%)	177
Unemployed	0 (0%)	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4
A home-based worker	9 (19.6%)	22 (47.8%)	13 (28.3%)	1 (2.2%)	1 (2.2%)	46
A stay at home parent, carer or similar	5 (14.3%)	19 (54.3%)	8 (22.9%)	2 (5.7%)	1 (2.9%)	35
Retired	86 (22.9%)	164 (43.7%)	86 (22.9%)	7 (1.9%)	32 (8.5%)	375
Other	3 (8.6%)	21 (60%)	7 (20%)	0 (0%)	4 (11.4%)	35
Interest in project						
Resident in Cambourne	68 (16.1%)	97 (23%)	201 (47.6%)	24 (5.7%)	32 (7.6%)	422
Resident in South Cambridgeshire	185 (17.1%)	501 (46.2%)	314 (29%)	32 (3%)	52 (4.8%)	1084
Resident elsewhere	60 (20.8%)	103 (35.6%)	96 (33.2%)	13 (4.5%)	17 (5.9%)	289
Local Business owner/employer	17 (17%)	41 (41%)	27 (27%)	5 (5%)	10 (10%)	100
Regular Commuter in the A428/A1303 area	149 (15.4%)	366 (37.9%)	365 (37.8%)	34 (3.5%)	51 (5.3%)	965

Occasional Commuter in the A428/A1303 area	43 (18.9%)	99 (43.4%)	63 (27.6%)	9 (3.9%)	14 (6.1%)	228
Other	47 (19.4%)	97 (40.1%)	65 (26.9%)	11 (4.5%)	22 (9.1%)	242
Usual mode of travel on A428/A1303						
Car driver	195 (15.5%)	489 (38.8%)	438 (34.7%)	55 (4.4%)	84 (6.7%)	1261
Car passenger	21 (20.6%)	51 (50%)	25 (24.5%)	3 (2.9%)	2 (2%)	102
Van or lorry driver	1 (25%)	2 (50%)	1 (25%)	0 (0%)	0 (0%)	4
Powered two wheeler	2 (33.3%)	4 (66.7%)	0 (0%)	0 (0%)	0 (0%)	6
Bus user	29 (19%)	65 (42.5%)	47 (30.7%)	5 (3.3%)	7 (4.6%)	153
Bicycle	49 (17.6%)	97 (34.8%)	111 (39.8%)	8 (2.9%)	14 (5%)	279
On foot	8 (29.6%)	8 (29.6%)	9 (33.3%)	0 (0%)	2 (7.4%)	27
Usual destination						
Cambourne	24 (20.3%)	41 (34.7%)	38 (32.2%)	9 (7.6%)	6 (5.1%)	118
Cambridge Business/Science Parks	10 (9.3%)	45 (41.7%)	40 (37%)	6 (5.6%)	7 (6.5%)	108
Cambridge Biomedical Campus	12 (9%)	59 (44%)	49 (36.6%)	8 (6%)	6 (4.5%)	134
Cambridge city centre	124 (17%)	271 (37.2%)	266 (36.5%)	21 (2.9%)	47 (6.4%)	729
North West Cambridge site	4 (17.4%)	8 (34.8%)	9 (39.1%)	1 (4.3%)	1 (4.3%)	23
St Neots	9 (17%)	17 (32.1%)	22 (41.5%)	4 (7.5%)	1 (1.9%)	53
West Cambridge site	35 (21.5%)	60 (36.8%)	49 (30.1%)	6 (3.7%)	13 (8%)	163
Other	150 (18.2%)	366 (44.3%)	232 (28.1%)	33 (4%)	45 (5.4%)	826
Location of respondents						
Cambourne	37 (12%)	55 (17.8%)	179 (57.9%)	22 (7.1%)	16 (5.2%)	309
Newnham	80 (33.3%)	107 (44.6%)	34 (14.2%)	2 (0.8%)	17 (7.1%)	240
Coton	14 (8.3%)	146 (86.4%)	4 (2.4%)	1 (0.6%)	4 (2.4%)	169
Hardwick	25 (18.5%)	43 (31.9%)	53 (39.3%)	2 (1.5%)	12 (8.9%)	135
Castle	10 (9%)	34 (30.6%)	56 (50.5%)	3 (2.7%)	8 (7.2%)	111

Would you like to provide more detail on your response to Question 5?

	Yes	No	Grand Total
All respondents	(62.1% 1241)	75 9 (38%)	2000
Under 15	(42.9% 3)	(57.1% 4)	7
15-24	(42.5% 62)	(57.5% 84)	146

25-34	(54.7% 127)	10 (45.3% 5)	232
35-44	(58.2% 199)	14 (41.8% 3)	342
45-54	(60.9% 269)	17 (39.1% 3)	442
55-64	(71.9% 223)	(28.1% 87)	310
65-74	(71.7% 208)	(28.3% 82)	290
75 and above	(53.7% 65)	(46.3% 56)	121
Disability	(73.9% 85)	(26.1% 30)	115
In education	(45.2% 90)	10 (54.8% 9)	199
Employed	(61.3% 677)	42 (38.7% 8)	1105
Self-employed	(69.5% 123)	(30.5% 54)	177
Unemployed	3 (75%)	1 (25%)	4
A home-based worker	(71.7% 33)	(28.3% 13)	46
A stay at home parent, carer or similar	(65.7% 23)	(34.3% 12)	35
Retired	(64.9% 244)	13 (35.1% 2)	376
Other	(82.9% 29)	(17.1% 6)	35
Resident in Cambourne	(56.6% 236)	18 (43.4% 1)	417
Resident in South Cambridgeshire	(66.2% 715)	36 (33.8% 5)	1080
Resident elsewhere	(55.4% 160)	12 (44.6% 9)	289
Local Business owner/employer	71 (71%)	29 (29%)	100
Regular Commuter in the A428/A1303 area	(66.1% 637)	32 (33.9% 7)	964
Occasional Commuter in the A428/A1303 area	(59.5% 135)	(40.5% 92)	227
Other	(74.8% 181)	(25.2% 61)	242
Car driver	(60.9% 766)	49 (39.1% 2)	1258
Car passenger	(64.4% 65)	(35.6% 36)	101

Van or lorry driver	4 (100%)	0 (0%)	4
	(66.7%)	(33.3%)	
Powered two wheeler	4)	2)	6
	(60.3%)	(39.7%)	
Bus user	91)	60)	151
	(68.6%)	(31.4%)	
Bicycle	190)	87)	277
	(66.7%)	(33.3%)	
On foot	18)	9)	27
	(61.5%)	(38.5%)	
Cambourne	72)	45)	117
	(59.4%)	(40.6%)	
Cambridge Business/Science Parks	63)	43)	106
	(64.7%)	(35.3%)	
Cambridge Biomedical Campus	86)	47)	133
	(62.9%)	(37.1%)	
Cambridge city centre	458)	270)	728
	(52.2%)	(47.8%)	
North West Cambridge site	12)	11)	23
	(37.7%)	(62.3%)	
St Neots	20)	33)	53
	(61.5%)	(38.5%)	
West Cambridge site	99)	62)	161
	(63.7%)	(36.3%)	
Other	517)	295)	812
	(54.9%)	(45.1%)	
Cambourne	168)	138)	306
	(68.4%)	(31.6%)	
Newnham	162)	75)	237
	(77.4%)	(22.6%)	
Coton	130)	38)	168
	(60%)	(40%)	
Hardwick	81)	54)	135
	(53.2%)	(46.8%)	
Castle	58)	51)	109
	(50.9%)	(49.1%)	
West of Cambourne	54)	52)	106
	(57.9%)	(42.1%)	
Cambourne to Barton	370)	269)	639
	(69.4%)	(30.6%)	
Close to Cambridge	163)	72)	235
	(61.3%)	(38.7%)	
Cambridge City	285)	180)	465

Question 6a: We have divided the route into zones. My comments are on:

	Zone 1	Zone 2	Zone 3	Zone 4	Grand total
	Yes	Yes	Yes	Yes	
All respondents	81 2 (65.4%)	84 5 (68.1%)	80 9 (65.2%)	80 0 (64.5%)	1241
Age					
Under 15	3 (100%)	3 (100%)	3 (100%)	3 (100%)	3
15-24	18 (29%)	26 (41.9%)	35 (56.5%)	39 (62.9%)	62
25-34	81 (63.8%)	86 (67.7%)	84 (66.1%)	83 (65.4%)	127
35-44	14 2 (71.4%)	13 9 (69.8%)	11 9 (59.8%)	11 6 (58.3%)	199
45-54	18 6 (69.1%)	20 4 (75.8%)	18 4 (68.4%)	18 4 (68.4%)	269
55-64	16 4 (73.5%)	15 9 (71.3%)	15 3 (68.6%)	15 8 (70.9%)	223
65-74	13 1 (63%)	13 5 (64.9%)	14 6 (70.2%)	13 7 (65.9%)	208
75 and above	33 (50.8%)	37 (56.9%)	36 (55.4%)	30 (46.2%)	65
Disability					
Disability	48 (56.5%)	49 (57.6%)	48 (56.5%)	49 (57.6%)	85
Employment status					
In education	29 (32.2%)	41 (45.6%)	54 (60%)	57 (63.3%)	90
Employed	47 1 (69.6%)	48 6 (71.8%)	44 7 (66%)	44 6 (65.9%)	677
Self-employed	84 (68.3%)	87 (70.7%)	88 (71.5%)	85 (69.1%)	123
Unemployed	2 (66.7%)	2 (66.7%)	1 (33.3%)	1 (33.3%)	3
A home-based worker	25 (75.8%)	23 (69.7%)	24 (72.7%)	24 (72.7%)	33
A stay at home parent, carer or similar	15 (65.2%)	15 (65.2%)	16 (69.6%)	13 (56.5%)	23
Retired	15 1 (61.9%)	15 4 (63.1%)	15 5 (63.5%)	14 6 (59.8%)	244
Other	19 (65.5%)	18 (62.1%)	21 (72.4%)	19 (65.5%)	29
Interest in project					
Resident in Cambourne	14 1 (59.7%)	15 2 (64.4%)	14 0 (59.3%)	14 3 (60.6%)	236
Resident in South Cambridgeshire	51 6 (72.2%)	52 5 (73.4%)	47 3 (66.2%)	44 7 (62.5%)	715
Resident elsewhere	94 (58.8%)	10 7 (66.9%)	12 4 (77.5%)	12 5 (78.1%)	160
Local Business owner/employer	53 (74.6%)	53 (74.6%)	51 (71.8%)	50 (70.4%)	71
Regular Commuter in the A428/A1303 area	44 7 (70.2%)	45 0 (70.6%)	41 2 (64.7%)	39 9 (62.6%)	637

Occasional Commuter in the A428/A1303 area	91 (67.4%)	93 (68.9%)	95 (70.4%)	93 (68.9%)	135
Other	10 9 (60.2%)	11 8 (65.2%)	12 7 (70.2%)	12 4 (68.5%)	181
Usual mode of travel on A428/A1303					
Car driver	52 5 (68.5%)	53 9 (70.4%)	49 7 (64.9%)	48 0 (62.7%)	766
Car passenger	45 (69.2%)	44 (67.7%)	41 (63.1%)	42 (64.6%)	65
Van or lorry driver	3 (75%)	3 (75%)	3 (75%)	3 (75%)	4
Powered two wheeler	4 (100%)	4 (100%)	4 (100%)	3 (75%)	4
Bus user	60 (65.9%)	64 (70.3%)	59 (64.8%)	58 (63.7%)	91
Bicycle	10 8 (56.8%)	12 0 (63.2%)	12 8 (67.4%)	13 4 (70.5%)	190
On foot	14 (77.8%)	13 (72.2%)	11 (61.1%)	13 (72.2%)	18
Usual destination					
Cambourne	41 (56.9%)	44 (61.1%)	41 (56.9%)	42 (58.3%)	72
Cambridge Business/Science Parks	47 (74.6%)	48 (76.2%)	38 (60.3%)	37 (58.7%)	63
Cambridge Biomedical Campus	56 (65.1%)	58 (67.4%)	49 (57%)	52 (60.5%)	86
Cambridge city centre	32 1 (70.1%)	32 8 (71.6%)	30 4 (66.4%)	29 4 (64.2%)	458
North West Cambridge site	7 (58.3%)	8 (66.7%)	8 (66.7%)	8 (66.7%)	12
St Neots	14 (70%)	14 (70%)	13 (65%)	14 (70%)	20
West Cambridge site	61 (61.6%)	60 (60.6%)	72 (72.7%)	68 (68.7%)	99
Other	32 1 (62.1%)	34 3 (66.3%)	33 3 (64.4%)	33 7 (65.2%)	517
Location of respondents					
Cambourne	11 1 (66.1%)	11 7 (69.6%)	95 (56.5%)	94 (56%)	168
Newnham	78 (48.1%)	95 (58.6%)	11 5 (71%)	12 6 (77.8%)	162
Coton	10 5 (80.8%)	11 0 (84.6%)	96 (73.8%)	86 (66.2%)	130
Hardwick	66 (81.5%)	60 (74.1%)	50 (61.7%)	45 (55.6%)	81
Castle	16 (27.6%)	24 (41.4%)	40 (69%)	44 (75.9%)	58
West of Cambourne	33 (61.1%)	34 (63%)	30 (55.6%)	32 (59.3%)	54
Cambourne to Barton	27 0 (73%)	26 7 (72.2%)	22 3 (60.3%)	21 2 (57.3%)	370
Close to Cambridge	12 5 (76.7%)	12 9 (79.1%)	11 8 (72.4%)	10 6 (65%)	163

Cambridge City	13 4 (47%)	16 3 (57.2%)	20 5 (71.9%)	22 1 (77.5%)	285
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Question 7: How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project?

	Very important	Important	Neutral	Unimportant	Very unimportant	Grand Total
All respondents	98 7 (50.8%)	52 1 (26.8%)	30 7 (15.8%)	75 (3.9%)	53 (2.7%)	1943
Age						
Under 15	6 (85.7%)	0 (0%)	1 (14.3%)	0 (0%)	0 (0%)	7
15-24	99 (69.7%)	26 (18.3%)	12 (8.5%)	4 (2.8%)	1 (0.7%)	142
25-34	13 0 (56.5%)	48 (20.9%)	34 (14.8%)	9 (3.9%)	9 (3.9%)	230
35-44	19 4 (57.1%)	83 (24.4%)	43 (12.6%)	12 (3.5%)	8 (2.4%)	340
45-54	22 5 (50.9%)	12 2 (27.6%)	70 (15.8%)	13 (2.9%)	12 (2.7%)	442
55-64	13 9 (45.3%)	93 (30.3%)	49 (16%)	16 (5.2%)	10 (3.3%)	307
65-74	10 9 (38.7%)	95 (33.7%)	58 (20.6%)	12 (4.3%)	8 (2.8%)	282
75 and above	39 (37.1%)	35 (33.3%)	24 (22.9%)	4 (3.8%)	3 (2.9%)	105
Disability						
Disability	49 (44.1%)	32 (28.8%)	18 (16.2%)	6 (5.4%)	6 (5.4%)	111
Employment status						
In education	13 2 (68.8%)	35 (18.2%)	18 (9.4%)	6 (3.1%)	1 (0.5%)	192
Employed	59 8 (54.2%)	26 6 (24.1%)	16 2 (14.7%)	41 (3.7%)	37 (3.4%)	1104
Self-employed	72 (42.4%)	57 (33.5%)	28 (16.5%)	11 (6.5%)	2 (1.2%)	170
Unemployed	2 (50%)	1 (25%)	1 (25%)	0 (0%)	0 (0%)	4
A home-based worker	24 (52.2%)	13 (28.3%)	3 (6.5%)	5 (10.9%)	1 (2.2%)	46
A stay at home parent, carer or similar	16 (48.5%)	10 (30.3%)	5 (15.2%)	2 (6.1%)	0 (0%)	33
Retired	14 0 (39.1%)	11 8 (33%)	77 (21.5%)	13 (3.6%)	10 (2.8%)	358
Other	14 (46.7%)	10 (33.3%)	4 (13.3%)	1 (3.3%)	1 (3.3%)	30
Interest in project						
Resident in Cambourne	23 1 (56.1%)	10 4 (25.2%)	51 (12.4%)	13 (3.2%)	13 (3.2%)	412

Resident in South Cambridgeshire	48 6 (46.3%)	30 3 (28.9%)	18 2 (17.3%)	46 (4.4%)	33 (3.1%)	1050
Resident elsewhere	16 4 (57.3%)	70 (24.5%)	37 (12.9%)	8 (2.8%)	7 (2.4%)	286
Local Business owner/employer	46 (46.9%)	26 (26.5%)	15 (15.3%)	7 (7.1%)	4 (4.1%)	98
Regular Commuter in the A428/A1303 area	46 9 (49.5%)	24 7 (26.1%)	15 9 (16.8%)	42 (4.4%)	31 (3.3%)	948
Occasional Commuter in the A428/A1303 area	10 6 (48.6%)	61 (28%)	39 (17.9%)	7 (3.2%)	5 (2.3%)	218
Other	13 1 (56%)	55 (23.5%)	29 (12.4%)	10 (4.3%)	9 (3.8%)	234
Usual mode of travel on A428/A1303						
Car driver	56 3 (45.8%)	35 7 (29%)	21 3 (17.3%)	55 (4.5%)	42 (3.4%)	1230
Car passenger	48 (48.5%)	30 (30.3%)	18 (18.2%)	2 (2%)	1 (1%)	99
Van or lorry driver	2 (50%)	0 (0%)	2 (50%)	0 (0%)	0 (0%)	4
Powered two wheeler	5 (83.3%)	1 (16.7%)	0 (0%)	0 (0%)	0 (0%)	6
Bus user	63 (42%)	45 (30%)	34 (22.7%)	5 (3.3%)	3 (2%)	150
Bicycle	20 3 (74.6%)	41 (15.1%)	18 (6.6%)	7 (2.6%)	3 (1.1%)	272
On foot	15 (57.7%)	7 (26.9%)	3 (11.5%)	0 (0%)	1 (3.8%)	26
Usual destination						
Cambourne	52 (45.6%)	39 (34.2%)	19 (16.7%)	1 (0.9%)	3 (2.6%)	114
Cambridge Business/Science Parks	44 (41.1%)	31 (29%)	20 (18.7%)	6 (5.6%)	6 (5.6%)	107
Cambridge Biomedical Campus	61 (47.3%)	34 (26.4%)	26 (20.2%)	4 (3.1%)	4 (3.1%)	129
Cambridge city centre	35 7 (50.1%)	19 0 (26.6%)	11 0 (15.4%)	34 (4.8%)	22 (3.1%)	713
North West Cambridge site	12 (52.2%)	9 (39.1%)	1 (4.3%)	1 (4.3%)	0 (0%)	23
St Neots	25 (47.2%)	15 (28.3%)	9 (17%)	2 (3.8%)	2 (3.8%)	53
West Cambridge site	10 6 (65.8%)	39 (24.2%)	10 (6.2%)	4 (2.5%)	2 (1.2%)	161

Other	39 1 (50.6%)	19 8 (25.6%)	13 8 (17.9%)	27 (3.5%)	18 (2.3%)	772
Location of respondents						
Cambourne	16 1 (52.1%)	77 (24.9%)	46 (14.9%)	13 (4.2%)	12 (3.9%)	309
Newnham	12 1 (53.8%)	58 (25.8%)	33 (14.7%)	6 (2.7%)	7 (3.1%)	225
Coton	61 (38.1%)	45 (28.1%)	33 (20.6%)	13 (8.1%)	8 (5%)	160
Hardwick	68 (50.4%)	32 (23.7%)	24 (17.8%)	6 (4.4%)	5 (3.7%)	135
Castle	77 (72.6%)	16 (15.1%)	10 (9.4%)	3 (2.8%)	0 (0%)	106

West of Cambourne	56 (52.8%)	25 (23.6%)	18 (17%)	3 (2.8%)	4 (3.8%)	106
Cambourne to Barton	32 9 (51.1%)	17 0 (26.4%)	99 (15.4%)	24 (3.7%)	22 (3.4%)	644
Close to Cambridge	98 (43.2%)	63 (27.8%)	41 (18.1%)	16 (7%)	9 (4%)	227
Cambridge City	27 8 (62.1%)	96 (21.4%)	55 (12.3%)	11 (2.5%)	8 (1.8%)	448

