UserNo	Date of contribution	I am responding...	If you are responding on behalf of a group or business, please state its name.	If you are responding as an elected representative, please state your position.	How far do you support the proposal to improve public transport and associated active travel routes into Cambridge from the East of the City?
1	Oct 26 20 10:08:22 am	as an individual			Support
2	Oct 26 20 10:22:27 am	as an individual			Support
3	Oct 26 20 10:23:33 am	as an individual			Strongly support

4	Oct 26 20 10:38:16 am	as an individual	Support

5	Oct 26 20 10:38:34 am	as an individual		Strongly support

6	Oct 26 20 10:44:23 am	as an individual	Support
7	Oct 26 20 10:50:58 am	as an individual	Oppose

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398	Dec 09 20 01:44:50 pm	as an individual	
399	Dec 10 20 07:47:08 am	as an individual	Oppose

400	Dec 10 20 10:19:02 am	as an individual	Strongly support

401	Dec 10 20 10:49:58 am	as an individual	Oppose

402	Dec 10 20 06:50:24 pm	as an individual	Oppose
403	Dec 10 20 08:33:05 pm	as an individual	Oppose
404	Dec 10 20 09:09:47 pm	as an individual	Strongly oppose

405	Dec 11 20 07:39:46 am	as an individual	Strongly support
406	Dec 11 20 08:37:18 am	as an individual	Strongly support
407	Dec 11 20 08:48:02 am	as an individual	Support
408	Dec 11 20 09:30:55 am	as an individual	Strongly support

409	Dec 11 20 10:00:24 am	as an individual	Strongly support
410	Dec 11 20 10:57:59 am	as an individual	Strongly support

411	Dec 11 20 11:25:55 am	as an individual		Strongly oppose

412	Dec 11 20 11:57:52 am	as an individual	Strongly support
413	Dec 11 20 01:29:18 pm	as an individual	Support
414	Dec 11 20 04:42:23 pm	as an individual	Strongly support
415	Dec 11 20 07:53:50 pm	as an individual	Strongly support
416	Dec 11 20 08:11:04 pm	as an individual	Strongly support

417	Dec 12 20 09:41:43 am	as an individual	Oppose

418	Dec 12 20 01:11:59 pm	as an individual	Strongly support

419	Dec 12 20 01:36:43 pm	as an individual	No opinion

420	Dec 12 20 02:08:38 pm	as an individual	Support
421	Dec 12 20 07:43:39 pm	as an individual	Support
422	Dec 12 20 09:52:29 pm	as an individual	Support

423	Dec 13 20 09:35:04 am	as an individual	Strongly support
424	Dec 13 20 10:09:20 am	as an individual	Oppose
425	Dec 13 20 02:13:03 pm	as an individual	
426	Dec 13 20 02:38:34 pm	as an individual	Support

427	Dec 13 20 05:32:24 pm	as an individual	
428	Dec 14 20 06:44:58 am	as an individual	Strongly support
429	Dec 14 20 08:10:37 am	as an individual	Strongly support

430	Dec 14 20 09:28:28 am	as an individual		Support
431	Dec 14 20 10:48:41 am	or as an elected representative	Newmarket and West Suffolk Councillor	Support

432	Dec 14 20 11:38:45 am	as an individual	Strongly support

433	Dec 14 20 11:40:05 am	as an individual	Strongly support
434	Dec 14 20 12:17:39 pm	as an individual	

435	Dec 14 20 02:59:09 pm	as an individual	No opinion
436	Dec 14 20 03:54:22 pm	as an individual	Strongly support

437	Dec 14 20 04:26:22 pm	as an individual	Strongly support

438	Dec 14 20 09:02:33 pm	as an individual	Strongly oppose
439	Dec 14 20 09:25:09 pm	as an individual	Support

440	Dec 14 20 09:30:17 pm	as an individual	Strongly support
441	Dec 14 20 10:29:33 pm	as an individual	Oppose

442	Dec 15 20 07:47:54 am	as an individual	Support
443	Dec 15 20 08:38:06 am	as an individual	Strongly support
444	Dec 15 20 10:23:57 am	as an individual	Support
445	Dec 15 20 10:41:26 am	as an individual	Strongly support
446	Dec 15 20 11:25:32 am	as an individual	Strongly support

447	Dec 15 20 12:03:21 pm	as an individual	Strongly oppose

448	Dec 15 20 12:40:52 pm	as an individual	Oppose
449	Dec 15 20 01:29:15 pm	as an individual	Support
450	Dec 15 20 02:18:07 pm	as an individual	Strongly support
451	Dec 15 20 04:22:50 pm	as an individual	Strongly support
452	Dec 15 20 04:46:36 pm	as an individual	Support

453	Dec 15 20 05:27:04 pm	as an individual	Strongly support

454	Dec 15 20 06:20:40 pm	as an individual	Strongly support
455	Dec 15 20 07:16:32 pm	as an individual	Strongly support

456	Dec 15 20 07:59:49 pm	as an individual	Strongly support

457	Dec 15 20 08:55:57 pm	as an individual	Support
458	Dec 15 20 09:07:22 pm	as an individual	No opinion

459	Dec 15 20 09:23:07 pm	as an individual	Support

460	Dec 15 20 09:23:58 pm	as an individual	Strongly support
461	Dec 15 20 09:44:06 pm	as an individual	Strongly support
462	Dec 15 20 09:44:30 pm	as an individual	Support

463	Dec 15 20 11:13:14 pm	as an individual	Support

464	Dec 16 20 08:41:47 am	as an individual	Strongly support

465	Dec 16 20 09:46:49 am	as an individual	No opinion

466	Dec 16 20 11:30:32 am	as an individual	
467	Dec 16 20 11:34:43 am	as an individual	Strongly support
468	Dec 16 20 12:36:00 pm	as an individual	Support

469	Dec 16 20 01:19:25 pm	as an individual	Support
470	Dec 16 20 01:40:03 pm	as an individual	Strongly support

471	Dec 16 20 02:06:32 pm	as an individual	Oppose
472	Dec 16 20 02:09:12 pm	as an individual	Strongly oppose

473	Dec 16 20 02:11:09 pm	as an individual		Oppose
474	Dec 16 20 02:16:03 pm	as an individual		Strongly support
475	Dec 16 20 02:24:37 pm	as an individual		Oppose
476	Dec 16 20 02:27:00 pm	on behalf of a group or business	Londis Mill Road LTD	Support
477	Dec 16 20 02:28:52 pm	as an individual		Oppose

478	Dec 16 20 02:45:41 pm	as an individual	No opinion
479	Dec 16 20 03:11:40 pm	as an individual	Strongly oppose

480	Dec 16 20 04:43:20 pm	as an individual	Strongly support
481	Dec 16 20 05:38:31 pm	as an individual	Support
482	Dec 16 20 05:58:16 pm	as an individual	Oppose

483	Dec 16 20 06:47:52 pm	as an individual	Oppose

484	Dec 16 20 07:21:01 pm	as an individual	Support
485	Dec 16 20 07:41:53 pm	as an individual	Support

486	Dec 16 20 07:54:46 pm	as an individual	Oppose
487	Dec 16 20 08:37:04 pm	as an individual	Strongly support
488	Dec 16 20 08:43:28 pm	as an individual	Strongly support
489	Dec 16 20 08:52:01 pm	as an individual	Strongly support
490	Dec 16 20 08:54:21 pm	as an individual	Oppose

491	Dec 16 20 08:59:57 pm	as an individual	Strongly support
492	Dec 16 20 09:04:45 pm	as an individual	Support
493	Dec 16 20 09:22:13 pm	as an individual	Strongly support

494	Dec 16 20 09:46:08 pm	as an individual	Support

495	Dec 16 20 11:11:10 pm	as an individual	Strongly support
496	Dec 16 20 11:59:34 pm	as an individual	Support
497	Dec 17 20 07:25:37 am	as an individual	Support
498	Dec 17 20 08:34:01 am	as an individual	Strongly support

499	Dec 17 20 09:12:17 am	as an individual	Strongly support
500	Dec 17 20 09:59:31 am	as an individual	No opinion

501	Dec 17 20 10:03:39 am	on behalf of a group or business	Endurance Estates Ltd	Strongly support
502	Dec 17 20 10:51:52 am	as an individual		Oppose

503	Dec 17 20 11:06:30 am	as an individual	Strongly support
504	Dec 17 20 12:41:28 pm	as an individual	Oppose

505	Dec 17 20 12:44:13 pm	as an individual	Oppose
506	Dec 17 20 01:34:36 pm	as an individual	Strongly support
507	Dec 17 20 02:23:55 pm	as an individual	Strongly support
508	Dec 17 20 02:38:50 pm	as an individual	Strongly support
509	Dec 17 20 03:02:08 pm	as an individual	Strongly support

510	Dec 17 20 03:29:44 pm	as an individual		Strongly support
511	Dec 17 20 04:29:54 pm	as an individual		Strongly oppose
512	Dec 17 20 04:43:13 pm	on behalf of a group or business	MILL ROAD TRADERS ASSOCIATION	Strongly oppose
513	Dec 17 20 05:34:30 pm	as an individual		Strongly support

514	Dec 17 20 05:39:05 pm	as an individual	No opinion
515	Dec 17 20 05:40:34 pm	as an individual	Oppose
516	Dec 17 20 05:59:02 pm	as an individual	Strongly support

517	Dec 17 20 06:11:24 pm	as an individual	
518	Dec 17 20 06:22:30 pm	as an individual	Support
519	Dec 17 20 06:53:04 pm	as an individual	Strongly support

520	Dec 17 20 07:18:30 pm	as an individual	Strongly support

521	Dec 17 20 07:30:49 pm	as an individual	Strongly support
522	Dec 17 20 07:39:21 pm	as an individual	Support

523	Dec 17 20 07:44:18 pm	as an individual	Strongly oppose
524	Dec 17 20 08:04:14 pm	as an individual	No opinion
525	Dec 17 20 08:28:49 pm	as an individual	Strongly support

526	Dec 17 20 09:04:34 pm	as an individual	Support

527	Dec 17 20 09:23:49 pm	as an individual	Support
528	Dec 17 20 09:25:08 pm	as an individual	Strongly support

529	Dec 17 20 09:42:51 pm	as an individual	Support

530	Dec 17 20 09:45:18 pm	as an individual	Oppose

531	Dec 17 20 09:56:16 pm	on behalf of a group or business	Cambridge Green Party	Support

532	Dec 17 20 10:08:03 pm	as an individual	Support

533	Dec 17 20 10:24:25 pm	as an individual	Strongly support
534	Dec 17 20 10:33:29 pm	as an individual	Strongly support
535	Dec 17 20 10:44:43 pm	as an individual	Support

536	Dec 18 20 12:20:09 am	as an individual	Oppose

537	Dec 18 20 05:30:26 am	as an individual	Strongly support

538	Dec 18 20 06:30:11 am	as an individual	Support
539	Dec 18 20 07:33:33 am	as an individual	Strongly support

540	Dec 18 20 08:43:09 am	as an individual	Strongly support
541	Dec 18 20 09:04:06 am	as an individual	Strongly support

542	Dec 18 20 09:40:32 am	as an individual	Strongly support

543	Dec 18 20 10:14:45 am	as an individual	Support

544	Dec 18 20 10:22:46 am	on behalf of a group or business	Teversham Parish Council	Oppose

545	Dec 18 20 10:23:46 am	as an individual	Strongly support

546	Dec 18 20 10:30:44 am	as an individual		No opinion
547	Dec 18 20 10:41:44 am	on behalf of a group or business	Staploe medical centre	Strongly support

548	Dec 18 20 11:12:47 am	as an individual	No opinion

549	Jan 06 21 02:00:32 pm	on behalf of a group or business	Cambridge Group, Ramblers	Oppose

550	Jan 08 21 01:57:48 pm	as an individual	Support

How far do you support each proposal to improve public					Please indicate how you would pri	
Option A1: Newmarket Road Improvements	Option A2: Newmarket Road Improvements + PnR move	Option B1: High Quality Public Transport via Coldhams Lane	Option B2: High Quality Public Transport via the Tins	Option B3: Long term Rail Opportunity	access to Cambridge Main Railway Station	access to Addenbrooke's / Cambridge Biomedical Campus
1	2	2	5	1	5	5
2	2	4	4	1	5	5
2	2	4	4	1	4	3

2 2 2 1 1 6 6

2 5 2 3 1 6 5

1	2	2	1	1	4	6

5	5	5	5	1	5	5

5	5	5	5	1	6	6
1	4	5	5	1	5	6
2	1	3	3	1	6	4
1	1	1	1	1	6	5

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2	1	2	2	1	6	5
2	1	2	2	3	5	6

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4	4	4	4	1	6	6
2	3	2	3	2	5	5
1	5	4	4	3	5	5
3	2	3	2	1	3	4

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3	3	3	3	3	4	4
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2	4	1	1	3	5	5
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1	5	3	3	1	6	6

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1	1	1	1	1	6	5

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2 1 3 3 2 5 4

2 2 2 5 5 2 3

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2	2	2	3	1	6	3

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2	2	2	3	1	6	6

3	3	3	3	2	5	5
1	1	3	3	1	5	5
1	1	1	1	1	6	5
3	3	3	3	1	6	0
1	1	1	1	1	6	5

1	1	1	1	1	6	6
5	5	1	1	1	6	1
3	3	3	1	3	5	5
2	4	2	1	4	5	5
2	1	3	3	1	6	5

1	1	1	1	1	6	1

1	1	4	4	1	2	2
2	1	2	1	1	4	4
2	2	2	2	1	6	5
3	3	3	3	5	6	0
1	1	3	3	1	3	5

2	1	1	2	2	3	6

1	1	1	1	1	6	4
2	2	3	4	1	5	4

2	1	2	2	1	6	5

3	3	3	3	1	6	5

5	2	4	2	1	6	6

2	3	3	3	1	6	5

2	1	1	2	2	5	0

2	2	2	2	1	6	3

3	3	3	3	1	6	1

2	2	3	3	2	5	5

1	1	2	2	1	5	4

4	5	2	2	1	5	1

2	1	1	5	1	1	1
3	3	3	3	3	3	5
5	5	4	5	5	4	4
4	1	4	2	1	5	6

2	1	1	1	3	6	5
3	2	1	1	1	5	5

1	4	3	3	3	5	6
2	0	4	2	1	6	6

1	3	2	2	1	6	6
4	1	1	5	5	5	6
2	1	3	3	1	2	4

2 3 4 4 5 3 3

2	4	5	5	5	3	3

4	4	2	2	1	5	5

2	2	2	2	2	3	3

2	4	2	2	3	5	5
5	5	0	0	0	5	6

4	4	4	2	2	6	1

2	2	2	1	1	5	4

4	4	4	3	2	4	4
3	2	4	1	5	4	4
1	1	1	2	1	5	6
3	3	3	3	1	6	5

2	2	4	4	1	6	6
1	1	2	5	1	5	5
2	2	2	2	2	6	6

0	0	0	0	1	6	1
5	5	2	5	5	5	3
3	5	2	3	1	5	6

2 2 3 3 1 5 4

2 3 1 4 1 6 6

4	4	4	4	4	5	6

4	4	2	2	3	4	3

1 1 3 3 1 6 6

0	0	0	0	0	5	6

2 1 3 1 1 5 6

5 2 3 2 3 5 6

4	4	2	2	2	4	4
5	5	5	5	5	6	6
5	5	5	5	2	2	6

3	3	3	3	1	6	5
2	2	2	3	1	5	4
3	3	3	3	2	5	6
2	2	0	0	1	6	1

2	2	2	2	1	6	6
1	1	0	0	1	5	5

5	5	5	5	5	2	3

2	3	1	1	1	6	5

2	4	3	3	1	5	6
2	1	2	1	2	6	5
1	1	1	1	1	6	6
1	3	1	2	2	5	5

4	5	3	3	3	5	4

0	0	0	5	5	0	0

2 2 4 5 2 6 4

2	2	4	5	2	6	5
1	2	1	2	1	1	1
2	4	3	3	1	5	5

3	2	3	2	2	4	4
5	5	5	5	5	4	4
2	2	2	2	1	5	5
1	1	1	1	1	5	6

5	2	5	1	1	1	1

1	1	1	1	2	5	4
3	3	2	2	1	6	5

2 2 2 3 2 5 6

2 2 4 0 1 6 6

1 4 1 5 1 6 6

0 1 2 4 1 6 6

0 0 0 0 1 6 6

2	5	5	5	2	4	4

2	1	2	3	1	5	6

2 3 4 3 1 6 6

4	4	4	4	2	5	6

2	2	2	1	1	4	5

2	3	1	3	1	5	5
5	5	4	4	4	3	2

2	5	3	3	1	5	5
2	1	1	1	1	6	6
3	3	3	3	1	1	1
5	4	2	2	1	4	6
2	2	2	2	2	5	5

5	5	4	4	2	5	6

4	4	4	4	2	5	5
5	5	5	5	1	5	5
2	2	3	3	2	5	5
5	1	1	5	1	6	6
0	2	2	2	1	5	5

4	2	2	1	2	6	5

1	2	1	1	1	6	2

2	2	2	2	2	4	5

1	1	1	1	1	6	5

1	1	5	5	5	2	2

2	2	3	3	3	5	5

2	1	5	5	5	3	4

3	2	1	1	3	4	6
2	1	3	3	3	6	4
5	5	2	2	2	4	4

3	3	5	5	1	1	1

5 5 5 5 5 6 6

0 4 2 3 2 6 6

0	0	0	0	0	0	0
1	1	1	1	1	6	5
1	1	1	1	1	5	6

2	4	2	2	1	6	5
1	3	1	1	3	5	5

5	5	4	4	2	4	4

5	5	5	5	5	4	4

2	2	5	5	2	4	5
5	5	5	2	1	6	6
4	4	4	4	4	6	6
2	2	2	2	2	4	6
5	5	5	5	5	6	6

4	4	3	3	3	5	4
5	5	5	5	5	4	3

1	2	4	1	1	6	4
3	2	2	1	1	5	5
3	3	4	5	0	4	4

5 5 5 5 0 2 6

2	4	2	5	4	2	1

3	3	3	1	1	6	5

3	3	4	4	4	6	5

3	3	3	3	1	5	5
1	1	1	1	1	6	6
1	0	3	3	1	6	5
5	5	5	5	1	3	6

4	4	4	4	1	6	6
0	2	2	0	2	5	5
2	2	2	2	1	5	3

4 5 4 5 2 3 5

2	4	2	5	1	6	4

2	1	4	5	5	3	2

1	3	3	3	1	6	5

1	5	3	0	2	3	6

2	2	2	2	1	6	6
2	4	3	3	2	5	5

1 1 1 1 1 6 6

5 5 5 5 4 4 4

1	1	1	1	1	4	6
5	5	2	2	2	5	6

5	5	2	2	2	6	5
1	1	2	1	1	6	6
1	4	3	3	1	6	5
2	3	2	1	1	6	6
2	1	2	2	4	5	5

2	1	3	1	3	5	3
5	5	5	5	5	2	2
5	5	5	5	5	2	2
2	4	2	3	1	6	6

2	5	3	4	1	5	5

5	5	4	5	0	0	0
0	2	0	0	0	5	5

0	0	0	0	0	0	0
0	2	2	4	3	5	5
2	1	3	3	1	4	5

1	3	0	0	0	6	6

1	2	1	1	1	6	6

3	3	3	3	2	6	1

5	5	5	5	5	2	2
4	4	0	0	0	3	5
2	1	1	5	1	6	6

2 2 2 2 2 5 5

2	3	3	3	2	5	5

1	1	1	3	3	6	6

1	1	5	5	5	4	4

2	3	4	4	3	4	4

1 4 2 5 1 6 6

1	1	5	5	5	5	3

1	3	3	3	3	1	1
2	2	2	2	1	5	4
4	3	2	2	1	4	4

5	5	5	5	3	1	6

1 2 1 2 1 6 5

2	3	4	4	4	6	6

2	1	2	1	1	6	5

1	3	3	3	1	6	6

1	3	1	2	3	5	5

2 2 2 4 2 4 5

2	1	2	2	2	5	4

4	5	3	2	1	6	6

2	2	2	2	4	6	6

3	4	4	3	1	6	3

1	1	3	1	1	5	2

3 3 3 3 3 5 5

4	4	4	5	3	1	1

0	2	0	0	0	4	6

ioritise each of the statements in the table					Thinking about the env	
access to Cambridge Science Park	access to Cambridge City Centre shops and business	access to Beehive Centre and other shops on Newmarket Road	How often, if at all, would you use this route to travel into Cambridge?	If you indicated that you would use such a route, what would be your main mode of usage?	Option A1	Option A2
4	5	3	Weekly	Cycling	5	4
2	5	1	Fortnightly	Car	5	5
3	5	2	Weekly	Cycling	3	1

5	6	6	Weekly	Car	4	4

4	5	3	Daily	Train	4	2

4	6	4	Daily	Bus	0	0
4	4	3	Monthly	Train	1	1

5	5	5	Less often	Bus	5	5
6	5	6	Never		3	3
4	5	3	Daily	Car	3	5
3	5	3	Fortnightly	Train	5	5

0	0	0			0	0

3	4	3	Weekly	Cycling	4	4
5	6	5	Weekly	Cycling	0	0

3	5	5	Daily		2	2

3	5	5	Daily	Cycling	2	2

4	4	5	Daily	Car	3	0
5	6	5	Fortnightly	Cycling	5	5

6	6	6	Weekly	Car	2	2
3	5	5	Daily	Car	4	3
4	4	3	Monthly	Train	4	1
2	5	5	Daily	Car	4	4

5	6	5	Daily	Car	2	3
1	4	4	Weekly	Walking	0	1

3	3	5	Weekly	Cycling	4	4
4	4	4	Fortnightly	Car	1	1
6	6	6	Don’t know	Bus	5	5
2	5	2	Weekly	Bus	4	4
5	5	4	Daily	Train	5	5

6	6	6	Daily	Car	2	3
3	5	5	Weekly	Car	3	3
2	3	2	Daily	Cycling	3	1
5	6	4	Weekly	Train	2	2
4	5	5	Daily	Cycling	5	5
5	6	5	Fortnightly	Cycling	4	5

6	6	6	Weekly	Cycling	5	5
3	5	4	Weekly	Cycling	3	3
4	4	4	Monthly	Bus	2	2
2	6	6	Weekly	Cycling	3	3

2	5	4	Fortnightly	Bus	2	2
5	2	1	Fortnightly	Car	1	1
4	0	3	Daily	Train	4	4
6	6	6	Weekly	Car	4	1

5	5	5	Weekly		3	4
4	5	4	Weekly	Train	4	5
2	5	5	Fortnightly	Bus	3	3

6	6	0	Fortnightly	Bus	4	4
5	6	5	Fortnightly	Car	2	1
5	5	5	Weekly	Car	2	2

4	5	5	Less often	Cycling	4	4
4	4	4	Weekly	Bus	2	2
1	5	5	Daily	Cycling	5	1

4	4	4	Weekly	Cycling	4	3
5	5	4	Daily	Cycling	3	3

5	6	6	Daily	Cycling	1	2
5	6	5	Fortnightly	Car	4	5
6	6	5	Monthly	Car	5	5

3	6	5	Weekly	Car	4	4
2	3	3	Daily	Walking	1	3
4	6	6	Fortnightly	Cycling	1	2
2	2	2	Weekly	Cycling	3	1

1	6	5	Daily	Cycling	5	5
1	6	3	Daily	Cycling	3	3
5	5	6	Weekly	Train	3	3
6	6	5	Daily	Cycling	3	2

5	5	5	Weekly	Cycling	5	4
2	4	3	Weekly	Cycling	4	4

5	6	6	Daily	Cycling	4	4
1	5	5	Less often	Train	1	3

2	6	6	Weekly	Car	2	1
4	5	5	Weekly	Cycling	5	2
6	6	2	Don’t know	Car	2	2
5	6	6	Never	Car	3	3
4	3	4	Fortnightly	Cycling	3	3

6	5	5	Don’t know	Train	0	3
2	5	2	Daily	Cycling	4	1

3	5	4	Weekly	Cycling	1	1
4	5	5	Weekly	Car	5	5

4	5	5	Never	Cycling	2	2
5	5	5	Weekly	Train	4	4

2	2	2	Daily	Walking	1	1
6	6	6	Don’t know		0	0
5	4	5	Daily	Car	0	4

6	6	6	Weekly	Cycling	1	4

6	6	6	Daily	Cycling	2	2
4	3	3	Weekly	Car	3	3
4	5	6	Never		4	4

6	6	6	Weekly	Walking	3	4
6	5	5	Daily	Cycling	4	2
6	5	4	Don’t know	Cycling	5	5

5	5	3	Daily	Car	4	4
0	6	6	Daily	Car	3	3
4	2	4	Daily	Car	1	1

3	5	3	Less often	Cycling	5	4
6	5	5	Weekly	Train	1	2
4	6	6	Daily	Car	3	3
2	6	3	Weekly	Cycling	1	4
5	5	5	Weekly	Bus	2	2
5	5	4	Weekly	Train	4	4
6	5	5	Daily	Cycling	3	5
5	4	3	Daily	Car	3	3

6	4	4	Don’t know	Cycling	3	3

2	6	6	Daily	Cycling	4	4
2	3	5	Daily	Train	3	4
1	5	3	Less often	Cycling	3	2

3	6	3	Weekly	Car	4	3
1	4	4	Weekly	Bus	3	3
5	6	1	Daily	Train	5	5
2	2	2	Daily	Car	3	2

6	6	6	Fortnightly	Car	4	4
5	5	4	Weekly	Bus	3	4
5	6	6	Weekly	Train	5	3

4	5	5	Don’t know	Car	2	4
3	6	5	Daily	Cycling	4	4

5	5	5	Fortnightly	Cycling	3	3

3	6	5	Weekly	Car	4	3
1	4	5	Monthly	Cycling	5	5

2	2	2	Never	Walking	3	3
4	4	4	Fortnightly	Bus	4	4

4	5	4	Fortnightly	Cycling	2	2
6	4	5	Weekly	Cycling	5	5

5	3	4	Daily	Cycling	4	4
6	6	5	Weekly	Bus	5	5
2	3	3			4	4
4	6	5	Daily	Bus	5	3

4	6	5	Monthly	Car	3	4
5	5	5	Monthly	Car	1	1

0	0	0	Daily	Cycling	2	2
1	5	5	Weekly	Cycling	5	5

2	3	4	Daily	Car	4	4

5	5	6	Daily	Car	4	4
6	6	6	Weekly	Car	1	0

2	2	2	Monthly	Cycling	1	1
6	6	4	Daily	Cycling	4	4
4	6	5	Daily	Cycling	5	5

5	6	5	Weekly	Car	1	1

1	1	1			1	1
2	5	5	Weekly	Car	3	2
6	5	3	Weekly	Train	4	4

6	4	4	Fortnightly	Car	3	3
5	6	5	Monthly	Car	3	3
3	5	5	Monthly	Walking	3	3
5	6	6	Weekly	Cycling	5	5

4	3	2	Daily	Walking	3	4
5	6	6	Daily	Cycling	4	4
1	1	1	Weekly	Car	5	5

5	6	5	Daily	Car	1	1

4	5	5	Monthly	Cycling	2	2

4	4	5		4	4

5	3	3	Weekly	Walking	3	3
6	5	6	Weekly	Cycling	5	5

3	0	3	Monthly	Car	1	3
1	6	6	Weekly	Cycling	5	5
4	6	6	Weekly	Train	0	0

6	4	4	Weekly	Cycling	2	2
4	4	4	Fortnightly	Car	2	4

5	5	3	Weekly	Cycling	4	1
2	6	2	Daily	Bus	4	1
3	5	5	Monthly	Bus	0	0

3	2	5	Less often	Car	3	3
2	5	5	Less often	Car	4	3
4	5	0	Fortnightly	Bus	0	0
6	5	4	Weekly	Cycling	3	2

0	6	0	Weekly	Car	0	0
6	5	6	Daily	Walking	1	1

6	5	5	Weekly	Car	4	4
1	1	1	Don’t know		0	0
2	2	2	Never		1	1

5	6	6	Weekly	Car	1	1

4	6	5	Never		4	4
3	5	5	Daily	Cycling	5	5
2	5	6	Weekly	Cycling	1	2

2	3	3	Never	4	4

3	4	4	Daily	Bus	2	2

2	5	5	Daily	Car	4	4

2	5	6	Weekly	Car	1	1
2	2	6	Daily	Car	3	3
4	4	4	Never	Car	1	1
2	4	4	Daily	Car	1	1

5	5	5	Daily	Car	2	2
5	5	3	Don’t know		5	0
1	1	1	Never	Car	1	1
6	6	2	Less often	Walking	1	1

4	5	6	Weekly	Bus	4	4
4	6	5	Monthly	Bus	4	5

5	0	0	Daily	Car	4	2
4	4	4	Monthly	Cycling	3	3
4	6	4	Daily	Cycling	4	4
5	3	2	Monthly	Cycling	3	4
4	5	5	Weekly	Cycling	3	3
4	5	5	Fortnightly	Cycling	3	3

6	6	4	Weekly	Cycling	4	4

4	4	6	Weekly	Car	2	3

5	4	3	Daily	Cycling	2	1

4	5	5	Fortnightly	Cycling	5	5
6	6	5	Weekly	Cycling	5	4

5	6	6	Monthly	Car	5	5
4	5	5	Daily	Cycling	3	4

5	6	6	Daily	Cycling	5	5

5	6	6	Daily	Car	1	1

5	0	2	Daily	Train	3	5
4	5	5	Weekly	Car	3	3
5	2	2	Less often	Cycling	4	2

6	6	6	Weekly	Cycling	3	4
4	5	5	Daily	Bus	4	2
1	1	1	Weekly	Car	1	1

0	0	0	Daily	Bus	0	0

4	6	5	Weekly	Bus	4	4
6	5	5	Daily	Car	4	5
5	5	5	Weekly	Car	4	4

4	4	5	Weekly	Car	1	1
5	4	4	Daily	Cycling	4	4
2	2	2	Less often		2	2
2	2	2	Never		3	3
3	5	5	Weekly	Taxi	1	1
6	6	6	Weekly	Bus	5	2
4	5	4	Fortnightly	Car	3	3
3	5	5	Weekly	Bus	0	0

3	5	2	Weekly	Cycling	5	5
6	4	4	Less often	Walking	2	2

4	5	5	Monthly	Cycling	3	2
1	6	1	Don’t know	Car	3	3

4	5	3	Daily	Cycling	5	5
2	2	2	Daily	Cycling	1	1
6	4	4	Weekly	Cycling	3	3

6	6	5	Daily	Car	4	1

3	5	3	Weekly	Cycling	5	1
1	3	4	Daily	Car	5	5

5	4	5	Weekly	Car	3	2

3	4	2	Monthly	Car	4	1
5	6	5	Daily	Car	3	3
4	6	6	Weekly	Car	4	4
5	5	4	Daily	Bus	3	4
5	6	5	Weekly	Cycling	3	0

0	6	6	Weekly	Cycling	5	0
2	6	5	Daily	Car	3	4

6	5	2	Less often	Train	2	5
2	5	5	Fortnightly	Bus	3	3
5	3	3	Weekly	Walking	3	3

5	5	5	Daily	Cycling	4	5
4	4	4	Less often	Cycling	5	5
4	5	4	Weekly	Cycling	3	3
3	5	6	Weekly	Cycling	4	5
3	3	2	Monthly	Cycling	3	1

1	5	5	Monthly	Cycling	5	4
1	3	1	Weekly	Car	4	4

4	4	2	Less often	Cycling	1	1
5	6	5	Don’t know	Cycling	4	5

4	0	6	Daily	Walking	2	3
4	6	5	Monthly	Cycling	4	2
5	5	3	Fortnightly	Cycling	3	2

1	4	5	Daily	Cycling	3	2

2	6	6	Weekly	Cycling	5	5
0	0	0	Daily	Bus	5	1
6	6	2	Daily	Train	1	1

5	6	4	Weekly	Car	5	5
3	4	5	Weekly	Car	2	2

5	5	5	Daily	Car	3	3

2	6	5	Daily	Cycling	2	2
5	5	4	Monthly	Cycling	3	3

5	4	5	Monthly	Cycling	3	4
4	5	3			0	0
4	4	3	Monthly	Cycling	4	1

3	6	3	Weekly	Bus	2	2
1	6	6	Weekly	Bus	5	5

1	5	5	Fortnightly	Car	3	2
0	5	5	Weekly	Car	3	3
2	5	5	Daily	Car	4	4
4	6	5	Weekly	Car	0	0

2	6	6	Weekly	Bus	3	4
6	6	6	Monthly	Cycling	3	3
6	2	2	Monthly	Train	3	1

4	3	3	Weekly	Cycling	5	1

2	6	2	Daily	Bus	4	4
5	6	5	Monthly	Cycling	5	5

5	6	5	Daily	Cycling	5	2
2	4	4	Monthly	Car	1	1
3	5	6	Weekly	Train	2	2
5	6	6	Weekly	Car	4	4

2	2	2	Never		1	1
6	3	3	Less often	Cycling	4	4
4	5	4	Fortnightly	Cycling	4	4
2	5	3	Daily	Train	1	1
3	5	5	Daily	Cycling	5	2

3	2	3	Fortnightly	Car	2	3
1	5	5	Fortnightly	Bus	3	1

4	3	5	Weekly	Car	1	1
5	6	5	Weekly	Cycling	5	2
5	6	5	Fortnightly	Cycling	4	4

5	5	5	Monthly	Car	0	0
2	2	2	Never		1	1
1	5	3	Monthly	Car	3	3

3	5	5	Never		2	2
4	6	5	Weekly	Bus	0	0
5	4	5	Monthly	Bus	3	3

1	1	1	Weekly		1	1
6	2	2	Daily	Car	3	3

3	5	6	Daily	Car	5	4
2	5	4	Weekly	Car	3	3
4	5	5	Monthly	Bus	4	3
3	5	6	Daily	Walking	2	3

0	0	0	0	1

3	4	6	Daily	Car	3	3
5	6	1	Weekly	Car	4	4
4	5	5	Fortnightly	Train	2	2
4	5	5	Daily	Train	3	3

4	6	6	Less often	Cycling	5	5
6	6	4	Monthly	Car	2	2

5	5	5	Monthly	Bus	4	4
4	4	4	Weekly	Train	3	3
4	6	0	Weekly	Car	3	3
5	6	6	Daily	Train	3	3

5	6	5	Monthly	Train	3	3
0	5	0	Daily	Train	3	0
6	5	4	Weekly	Train	5	5
3	3	3	Daily	Train	4	4
6	6	5	Daily	Car	3	4
5	4	4	Daily	Car	4	4

5	3	2	Weekly	Train	3	2
4	6	4	Daily	Train	5	5
5	6	5	Less often	Cycling	3	3
4	6	5	Monthly	Train	0	0

5	6	6	Fortnightly	Train	4	4
3	6	5	Weekly	Car	4	4
6	6	1	Daily	Train	5	4

5	5	5	Monthly	Train	3	3
5	5	4	Weekly	Car	5	5
5	6	5	Daily	Train	3	4
0	0	0	Weekly	Train	0	0
5	6	6	Daily	Train	4	4

6	5	5	Weekly	Train	5	5
3	5	4	Daily	Train	1	1
2	5	6	Weekly	Bus	3	3
2	4	6	Daily		3	3
1	4	1	Daily	Train	2	4

5	2	2	Daily	Train	5	5
2	6	6	Daily	Train	5	5
4	6	5	Weekly	Train	5	5
4	5	5	Daily	Train	4	4
0	6	0	Weekly		3	3
2	5	4	Less often	Car	5	5

5	5	3	Daily	Cycling	3	2
4	4	4	Daily	Train	2	2
3	6	4	Daily	Cycling	2	2

5	6	5	Monthly	Train	0	0
5	6	5	Daily	Train	4	4

6	5	2	Fortnightly	Train	1	2

4	6	6	Daily	Train	3	3

2	5	6	Less often	Cycling	3	2
5	6	4	Daily	Car	4	4

1	4	4	Daily	Train	3	3
4	6	4	Monthly	Train	4	4

4	6	4	Monthly	Car	4	4
5	5	3	Weekly	Train	1	1

1	1	1	Weekly	Car	4	5
3	6	3	Daily	Cycling	3	3
4	4	1		Cycling	4	4
4	5	4	Daily	Car	3	5

6	5	4	Weekly	Cycling	4	4
3	5	5	Weekly	Bus	3	4

2	5	4		Car	3	1
5	6	6	Weekly	Bus	2	2

5	6	3	Daily	Train	3	3
5	5	4	Daily	Cycling	4	3
4	6	4	Weekly	Bus	4	5

3	3	5	Never	3	2

3	3	5	Never	3	1

4	4	4	Fortnightly	Bus	1	3
3	3	5	Daily	Cycling	4	4

6	6	5	Weekly	Cycling	5	5
6	6	6	Weekly	Car	3	3

1	5	5	Weekly	Bus	2	2

4	6	4	Daily	Cycling	4	3

4	6	6	Daily	Car	3	3
6	6	6	Daily	Car	3	3
3	5	5	Weekly	Car	4	4
1	5	1	Daily	Train	4	4

5	5	4	Daily	Train	2	1
3	6	5	Weekly	Bus	5	5
1	6	5	Weekly	Car	4	4

1	1	1		Train	0	0
2	5	5	Daily	Car	1	1
4	5	5	Daily	Car	3	3

5	4	4	Fortnightly	Train	2	2

1	6	5	Daily	Walking	5	2

5	5	5	Daily	Car	2	2
3	5	5	Daily	Cycling	3	3

6	6	4	Daily	Train	4	4

6	6	5	Weekly	Cycling	0	0
5	4	4	Daily	Car	5	5
4	3	3	Daily	Car	3	3
2	2	2	Weekly	Car	2	2
5	5	5	Monthly	Bus	4	3

6	6	5	Weekly	Bus	2	4

5	5	5	Daily	Car	3	3

4	5	4	Weekly	Bus	3	2
2	2	2	Weekly	Car	1	1
2	3	6	Weekly	Car	3	3

4	0	3	Fortnightly	Train	3	3
4	5	3	Fortnightly	Train	3	0
5	5	5	Monthly	Car	3	3
1	5	5	Monthly	Car	4	4

4	5	5	Monthly	Train	1	2
3	6	5	Monthly	Car	4	4

2	6	6	Daily	Car	1	1

5	6	4	Weekly	Train	5	5
4	5	5	Less often	Car	1	1
4	5	5	Daily	Car	4	5
5	5	4	Weekly	Bus	4	4
5	6	5	Weekly	Bus	2	2

5	5	5	Weekly	Car	3	3

0	0	0	0	0

5	6	3	Don’t know	Cycling	4	5

6	6	4	Weekly	Cycling	4	5
1	1	1	Fortnightly	Cycling	0	0
5	5	4	Weekly	Train	3	4

4	4	5	Weekly	Car	3	3
2	5	4	Fortnightly	Cycling	1	1
5	5	5	Daily	Train	5	5
5	4	5	Daily	Car	3	4

1	1	1	Don’t know		1	5
4	5	5	Weekly	Cycling	5	5
4	4	4	Fortnightly	Train	1	1

4	5	5	Weekly	Walking	4	4
6	5	4	Monthly	Car	3	3

6	6	5	Monthly	Cycling	4	2

5	5	6	Fortnightly	Car	1	1
0	5	0	Monthly	Train	0	0

4	4	4	Don’t know		3	1
6	6	6	Weekly	Train	3	4

2	2	2	Daily	Train	3	3

0	6	5	Daily	Car	3	3
4	3	3	Weekly	Cycling	2	3

4	5	6	Weekly	Bus	4	4
2	5	5	Weekly	Cycling	2	2

5	5	5	Monthly	Car	5	1
6	6	6	Weekly	Bus	4	5
1	1	1			0	0
5	6	6	Weekly	Car	3	3
5	5	4	Daily	Cycling	5	5

4	5	5	Weekly	Car	1	1

5	4	5	Daily	Car	1	1
3	5	5	Fortnightly	Car	2	2
5	5	5	Fortnightly	Cycling	3	2
6	6	2	Daily	Cycling	3	3
3	5	4	Less often	Train	2	2

5	5	5	Daily	Bus	2	2

3	4	5	Less often	Walking	5	4
5	5	3	Less often	Bus	3	4

6	3	3	Daily	Train	2	2

2	3	2	Daily	Car	5	5
6	4	4	Weekly	Car	0	0

2	5	2	Weekly	Train	5	5

2	6	6	Daily	Car	3	3
5	6	5	Weekly	Cycling	4	4
5	5	5	Less often	Car	3	3

1	1	1	Daily	Cycling	0	0

6	6	6	Daily	Car	1	1

4	5	6	Daily	Car	4	4

0	5	5	Daily	Car	0	0
4	5	4	Daily	Train	5	5
6	6	5	Weekly	Car	3	3

5	5	5	Weekly	Car	2	2
5	5	0	Daily	Cycling	5	3

4	6	5	Never		1	1
4	4	4	Weekly	Car	3	3

5	4	5	Less often	Car	3	3
6	6	6	Don’t know	Train	1	1
6	6	6	Weekly	Car	3	3
2	5	5	Daily	Car	3	3
6	6	6	Daily	Car	1	1

4	5	5	Weekly	Car	0	0
3	5	5	Daily	Car	1	1

4	6	4	Daily	Bus	4	3
5	5	4		Bus	3	3
4	6	6	Weekly	Car	3	3

1	6	6	Weekly	Car	1	1

1	2	1	Never		2	1
4	5	4	Monthly	Car	3	5

2	4	6	Daily	Car	3	3
5	6	1	Weekly	Train	4	0
6	6	4	Daily	Car	4	4
4	6	5	Fortnightly	Car	3	3
5	5	6	Weekly	Car	0	0

5	4	3	Daily	Car	2	2
0	5	0	Fortnightly	Car	4	0
3	5	5	Daily	Car	3	3

3	2	5	Daily	Car	1	1

2	5	4	Weekly		3	2
2	5	4	Weekly	Cycling	4	4
2	3	3	Daily	Train	5	3
5	4	6	Less often	Car	3	3

6	5	5	Fortnightly	Train	4	4
5	4	4	Weekly	Cycling	4	2

6	6	6	Daily	Cycling	3	3
4	4	4	Daily	Cycling	1	1

4	6	6	Monthly	Car	4	4
0	5	5	Weekly	Bus	3	1

4	6	5	Weekly	Bus	3	2
5	6	5	Weekly	Cycling	4	5
5	6	5	Weekly	Cycling	5	2
4	5	3	Daily	Train	4	4
4	3	3	Monthly	Bus	4	5

3	6	4	Fortnightly	Bus	3	3
2	2	6	Daily	Car	1	1
2	2	2	Daily	Car	3	3
6	6	5			0	0

4	5	6	Less often	Cycling	3	1
0	0	0	Daily	Car	1	1
4	4	4		Bus	4	4

0	0	0			0	0
4	5	5	Less often		2	4
2	5	3	Weekly	Bus	4	4

6	6	6	Daily	Cycling	5	0

5	5	5	Daily	Cycling	4	2
6	6	1	Weekly	Train	3	3

2	6	6	Weekly	Car	1	1
4	6	6	Monthly	Car	3	3
5	6	6	Less often	Cycling	4	5

5	6	6	Daily	Cycling	4	4

5	5	5	Daily	Walking	3	3
4	6	4	Weekly	Bus	4	0

5	4	5	Fortnightly	Cycling	4	4

4	4	4	Less often	Car	0	0

6	5	4	Weekly	Walking	5	1

5	5	5	Fortnightly	Cycling	4	4

6	5	5	Don’t know	Cycling	5	5
4	5	5	Monthly	Train	3	3
5	5	5	Weekly	Car	4	4

6	4	6	Fortnightly	Car	1	1

3	5	6	Monthly	Cycling	5	3

6	6	5	Weekly	Cycling	3	2
4	6	6	Fortnightly	Cycling	2	2

1	4	2	Daily	Train	0	0
5	5	4	Weekly	Cycling	4	2

3	6	6	Daily	Cycling	4	4

4	6	3	Never	2	3

4	6	6	Daily	Car	3	3

6	6	6	Daily	Cycling	5	5

2	3	5	Fortnightly	Car	3	3
2	3	2	Weekly	Train	5	5

1	6	5	Weekly	Car	3	3

1 1 1

2	5	5		Bus	1	3

vironmental impact of

Option B1	Option B2	Option B3	Are there any other interventions that you feel would complement or improve upon the new public transport and associated active travel (routes) measures we have identified so far in the east Cambridge area?	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.
4	2	4		
2	2	5	I am quite dissapointed that Mill Road is described as a major road. This street doesn't have the layout nor capacity to be consireded as such and we should really avoid such description in future planning.	Positively
1	1	5		

4	4	5	1. There is absolutely no mention of Disabled and Blue badge priority in any of these plans - not everyone is able to walk, cycle, get on and off bus. When will transport plans in Cambridge become non-discriminatory and inclusive? Is this lack of provision legal? 2. Build new rail stations on existing rail line at Cherry Hinton and Coldhams Lane Sainsbury's. 3. Allow cars to use bus lanes during off peak times, as in parts of London. 4. Electric Scooters - what risk assessment has been done and is it published? 5. Smaller buses, running more frequently.	There is no mention of any consideration for disabled and blue badge holders who need to drive. eg, the closure of the bridge in Mill Road ideas not have exemption for blue badge holders. What are you going to do about this, and also are you actively consulting with disability groups about their needs?

3	3	5	The expanding communities of Cherry Hinton and Fulbourn need a rail link into the city which should be based midway between both settlements - ideally where the old level crossing crossed Fulbourn Old Drift/Tesco Gazelle Way. This would have the benefit of serving Capital Park Business Park and the ARM site who wish to expand. There is huge potential for expansion at the Peterhouse Technology Park which will require excellent transport links to develop. In addition the platform could serve the 12,000 homes to be built on the Marshall's airfield. The cost of installing platforms would be relatively inexpensive. This could later be incorporated into a Cambridge Overground making use of our existing rail structure rather than the vast expense, and unproven technology that would be	Disabled access at the station should be prioritised a car parking made available.

0	0	0	There needs to be better provision for people to park and cycle. If it were possible, I would often choose to put my bike on the roof of my car, drive to Newmarket Park and Ride, then cycle in. The height restrictions on car parks currently make this completely impossible.	
1	1	4	Stop being so cycle centric and accept that a lot of people have no choice but to drive, your anti car attitude is the root cause of the congestion in Cambridge - too many traffic lights when roundabouts work better, too many roads closed off, cycle lanes which aren't used, bus lanes for half a dozen buses an hour halving the amount of lanes for other road users, nonsense 20 MPH speed limits everywhere etc etc The above view is of someone who never drives anymore in Cambridge, I walk everywhere so are not the views of some bitter car driver	Anyone with some form of physical disability is discriminated against as all transport plans are aimed at cyclists only

5	5	1	I think it is very important, both environmentally and economically, to have rail provision opened up - the railway station at Six Mile Bottom, I can see, as being very important, in the long run.	I don't think the Rail option will negatively affect anyone, or anything, but if they're road based, that's a different matter.
3	3	3	Set within a fully integrated scheme covering the City - all directions into the city and constraints on vehicles including public transport crossing the city.	
3	3	5	Investigate improved public transport through Burwell and the villages along the B1102. If possible reopen the railway line between Burwell and Cambridge. I appreciate that one of the options is to improve rail access from Newmarket Station, but, to be honest if I were having to get my car put to get to it I might as well drive to Cambridge.	
5	5	5		

0	0	0	it seems a lot of money to fix a couple of pinch points in the morning and evening rush -hour. Once people have got into their cars for a commute - I do not believe you will get them to paork in a park and ride unless you make it impossible for them to proceed by car. And the more you suceed in taking commuter traffic from the road, the less the incentive is. I can commute form Newmarket Rd to Arm in about 10 minutes, even at 9am or 5pm - so Airport Way must be flowing reasonably well in bulk - though of course, I do nto need to turn East out of town or North through Fen Ditton. In fact the cummute by car was so easy and cycle options problematic I was choosing the car over the bike. So I find it hard to believe there	-
4	5	5		
5	5	5		
4	4	4		
3	3	5		
3	3	3		It's important to get the job done!

3	4	4	
0	0	0	Joined up cycle routes! I want a network of cycle routes, not patches of them

2	2	4	Too many traffic lights on this route. Most of these are badly timed or managed badly and not thought out making flow of traffic awful.
3	3	4	Stop creating more and more traffic lights. On a stretch of Newmarket Road to the Catholic Church there are already over 15. That's in a 2 mile distance. Impossible to create flowing traffic with s much intervention.

0	0	0	Public transport is the way to go obviously for "Local commuters" but for those who need to come in from other counties this whole need for some shangrila is absolute nonsense.	Impact ! It has an impact, Costing a fortune just to pacify a bunch of eco warriors.
5	5	5	Bring in a congestion charge for all motor vehicles, include electric cars (which cause equal levels of congestion as any other car). Use the charge to subsidise P&R services.	This would have a positive impact on those reliant on public transport or active travel, due to any disability that prevents them from driving.

2	2	4	whilst I understand the options how does Cambridge address the gridlock that occurs in the city. Apart from when football is on there is not a lot of pedestrians in Newmarket Rd.Rail is the best option but the network in not properly connected to CB region. Poor service from Newmarket, none from Haverhill - public transport MUST be cheap and frequent if you want to attract people away from the car
3	3	3	Just to point out that you need to use a car for large supplies from the businesses on Newmarket Road, you can't carry a plank of wood on a bike.
1	1	1	
4	2	2	Any moving of the Newmarket Road park and ride site needs to be further out than the Quy interchange. This is the massive bottleneck at morning peak times although not understandably at present due to Covid. Bus lanes needs to be full length both into and out of Cambridge. If not any improvements are a waste of time and money and it is not worth doing.

4	4	5	The P&R location has been poorly thought out. The current location puts people who live in villages further out from using it as you have to queue to join newmarket road either from A14 or from Newmarket/bottisham and quy/swaffhams/burwell. Once you have qued to get to the P&R you might as well drive in. you are proposing moving the P&R from one cengested stretch of newmarket road to another. We will still have to queue to use it and in fact could be worse due to increased cars using A14 junction. P&R should be opposite side of A14 further out of city. With the exception of the park and train at six mile bottom and improvements to railway the other routes only seem to benefit those living in cambridge, not those	
0	0	0	I suppose Marshall's are behind option 2. The Council would have to pay for the land to move the park and ride and the current cycle/pedestrian way through the Marleigh site would be defunct. Oh and cyclists and pedestrians would have to share the main road with cars, buses, taxis and lorries. Brilliant!	Option 2. See above.

1	1	1	i think an underground system is a completely ludicrous idea. I believe the money could be better spent on more urgent and important areas, such as social/health care and education	
1	1	1		Have you considered young people accessing education centres and older people accessing services?
5	5	5		
4	4	5		
5	5	5	more trains running on Ipswich to Cambridge line at peak times	

3	3	3	These options would be great if they were affordable- public transport is far too expensive and unreliable. None of these options would work if theirs was the case	It would discriminate against disabled people and those that are too poor to afford public transport
2	3	3	Please do not do anything to make the traffic situation worse on Coldhams Lane!	
4	4	3	Make the city centre vehicle free and dedicated walking and cycle routes in and out of the city.	More cycle and walk ways with public transport routes is only a benefit
3	3	5		
4	4	5		no comments
4	4	4		

5	5	5	If you don't disincentivise driving into Cambridge then all of your public transport infrastructure will remain mostly empty, as it is now.	The would benefit everyone including those who have no option but to drive.
4	5	4		
2	2	2	Overall the priority must be to reduce the number of private cars in the area (and Cambridge in general). Although these proposals appear to be an attempt to offer better access for all, the approach seems too localised. Changes as fundamental as these must be considered in parallel with the greater Cambridge area, and the various proposals currently in the pipeline. For example, a new Cambridge East railway station seems excessive when a proper light rail system would serve the same needs. The dualling of the Newmarket line is, on the face of it, a good idea. But the effect would be to invite heavy usage of the route, especially by freight traffic heading onto the proposed East West Rail Link. The southern approach for this link, currently the preferred route, would mean all trains using the Newmarket route,	I don't think that any one group or person would be affected more than another.
4	5	5		

5	2	5	
1	1	1	
4	4	5	The Cambridge East rail station is in the wrong location. It should be between Cherry Hinton and Fulbourn where it would serve the nearby business parks. Ridiculous virtually putting it at the bottom of Mill Rd! Especially as few people from BSE, Newmarket would get off their as there is little employment in that area. You seriously need to rethink this.
4	4	5	

1	1	2	Shocked, really shocked. You did not give me an option for BICYCLE which was my answer to Q6 - that is AWFUL!!!!! What kind of consultation ca miss the most important, most vulnerable, most essential future road user? Just go back and start again!!!!!!!! Also, you assume journeys are from out of the city in.... what about the 130,000 of us who live IN the City and travel OUT? There is insufficient information in the Carter Jonas 'masterplan' (sic) document to assess ANY of the 5 transport options sensibly. So this is another one of the Council's fake, pointless, meaningless 'consultations', though which you ram more and more unwelcome and destructive development down the throats of loacl residents. Disgraceful. Do I support it? NO!!!!	This discriminates against the old, the young, the weak, the vulnerable, those with disabilities, anybody who requires oxygen to survive, and anybody who has the decency to prioritise the interests of anybody or anything who will not profit from the RELENTLESS GROWTH AGENDA.
4	3	5	Expanding the plans to dual more of the railway to the east of Cambridge - i.e. beyond Newmarket towards Bury and Ipswich. Increase restrictions on private car access into the city and/or increase the parking costs and use additional funds to further enhance public transport	
3	4	3	Definitely move park and ride further out of the city, probably the other side of Quy.	Any improvements must be fully disabled accessible.

5	5	5		
3	2	2	A more frequent (at least every 5-7 min) metro or tram service. The proposed changes here would not entice me to visit this area, or shop there. They will make the travel to the area even more time consuming (greater distance to park and ride) and clunky (buying parking tickets, bus tickets, transfers to bus/park and riding crowded bus with buggies/bags/children; more large buses on the streets). A frequent tram service would make much more sense for creating quiet/space for other/traffic flow issues.	
3	4	4	Improved transport routes to connecting villages	Existing residents negatively impacted by increased traffic and road activity

5	5	5		
2	2	2	Traffic along the B1047 must be limited. Terrible rat run for lorries and commuters.	
5	1	5		I would support any intervention that encourages people to cycle and walk more but isn't prohibitive for those who are blue badge holders or taxis.

3	3	5	A segregated cycle route along the Romsey section of Coldhans Lane to connect the Chisholm trail to Cherry Hinton	There is a a lack of understanding of the impact of these proposals on the traffic volumes on the Romsey section of Coldhams Lane
3	3	3	To make the investment your planning to put into improving Newmarket Rd, you need to add in traffic flow measures at Coldhams Lane /Cromwell Rd and Banwell Rd. otherwise there is no benefit in using the P&R to access the City A better junction at Newmarket Rd and Coldhams Lane would ease the congestion at the Beehive roundabout. Even better to stop traffic turning to the bridge would make the traffic flow better. Unfortunately there has been no provision to reduce the volume and speed of private vehicles or HGV using Coldhams Lane or improving the cycle lanes. When the Airport is developed private traffic is going to use the Lane rather than the 'New High Quality Public Transport route between Brookelds and	Due to the lack of consideration for Coldhams Lane between Barnwell and Cromwell the planned proposals would still have a negative impact on the quality of life and environment for the residents of this residential 'non ring road' road

2	3	4	Speed up the construction of Chisholm Trail and Improve Mill road and Coldham's Lane traffic conditions	Public transport should be equipped for disabled people.
4	4	5	A way to prevent commuter car traffic through Cherry Hinton would make the biggest difference to quality of life for me and my family.	
5	5	5		

4	4	4	Yes, more secure motorcycle parking in the city centre, potentially lockers for helmets. Continue shared use of bus lanes with motorcycles.	Positively- I am a blue badge holder, there are days where I cannot always use my car, and I need to visit addenbrookes every few weeks, It takes over 2 hours from [REDACTED], when I'm well it takes 55 mins by bicycle.
3	3	3	Tram system	
3	3	4	Better cycleways, cycle crossings, cycle paths, cycle parking bays.	
4	4	4	Have car free congestion zones. Make the park and ride and buses cheaper and more frequent so they are a real alternative for more people. Improve cycle lanes around the busy roundabouts and prioritise cyclists.	People with disabilities should be considered in all plans, e.g. accessibility to stations and buses etc

5	5	5	More pedestrian crossings on Elizabeth Roundabout and on Newmarket Road between Elizabeth Roundabout and Cheddars Lane
5	5	5	Providing a CAM option that links easily to central Cambridge/Cambridge Train station would be of great benefit to travelers from the east. The cycle path network into the city along Newmarket rd. desperately needs improvement, and this should be considered a priority whatever option is finally pursued. In option A1 and A2, unless a dedicated bus lane is instated all the way into the city, it will only ever achieve a threshold level of uptake, as it still requires passengers to sit in the same traffic as everyone else travelling on the road network.
3	3	3	
3	3	3	Highest priority is to reduce overall number of car journeys into Cambridge by focusing on park and ride, park and cycle, CAM. This must work well with access to newmarket road and Beehive shopping which drives a very large proportion of the current car traffic.

3	3	3	1)A1/A2: Improve cycle route from Newmarket Road to Barnwell Road and Coldham's Sainsbury: remove barrier on link to Peverel Road to make wide shared use and reconfigure/resurface between Barnes Drive and Barnwell Road; resurface/widen existing shared use path on east side of Barnwell Road from here to Sainsbury's roundabout. 2) Make permanent existing ETRO modal filter on Nightingale Ave and Red Cross Lane measures to support Park & Cycle to Addenbrookes. 3) Mitigate any closures of the Tins cycle path for proposed works by providing alternative via Snakey Path which needs an upgrade, especially wrt Daws Lane access in Cherry Hinton, narrow bridge, width and surface condition. Alternatively, deliver Coldham's Lane cycle lanes and some traffic
4	4	4	

4	4	4	Make the priority: walking, cycling, public transport, and then private cars. Also make the buses smaller and eco friendly
4	4	5	

1	1	3	Prioritising active travel and penalising cars by forced reduction in capacity will certainly not solve congestion and therefore will not be more environmentally friendly. The assumption everybody can cycle/walk to work/shops is deeply flawed, massively more so when in groups or having to carry stuff. Only a broader and free (to locals) bus network could persuade people from their cars. The obvious and reasonably simple solution to the Cambridge Eastern Access problem is to relocate the Beehive Centre and other shops on Newmarket Road to the Marleigh development site and then developing housing on the spaces liberated by moving the shops. PS the Fendon Road Dutch Roundabout is plain dangerous, just as well it was built so close to A&E - it should be reverted and no similar follies	The proposals uniquely favour young fit single persons (students) and therefore patently discriminate non-students, in particular the elderly and less able especially those with a disability.
5	4	4		
4	4	4		
3	3	0	What have you done for the elderly who have a job walking and the blue badges I don't see anything for the elderly are they not important you shut mill road bridge now we get all the traffic down Catharine street cars coming up and down the road it has put a lot of extra traffic on coldhams lane	
3	1	2		

3	3	4	There appear to have be no provisions made in terms of how people living in Cherry Hinton can access any of this new public transport infratructure such as a new Cherry Hinton Trainstop on the proposed double track trainline or a dedicted and frequent bus service from Cherry Hinton to the proposed 'Cambridge East' train station via Coldhams Lane.	Overall it should improve the environmental quality of life for east cambridge residents but in terms of connectivity seems to be more focussed on out of town residents rather than local residents.
5	2	4	Improve Quy roundabout to prevent A14 traffic coming straight onto the roundabout. Cars from Quy going to Cambridge often do not realise that they need to stay right as the white lines have worn away.	No comment

4	4	3	Improving the cycle path alongside the Brook coming from Cherry Hinton hall, and the path from Cherry Hinton Hall to Walpole Road, providing access via Birdwood Road and the cycle bridge to the station. Cambridge East station seems excessive. There are good bus links and it's only 2miles from Cambridge station. Final comment that Cambridge is a historic City. Creating easier access to it will only exacerbate overcrowding in the city centre. More pedestrian areas are need if greater access is provided. Further the Newmarket Road shops should be relocated to a proper out of town shopping village, potentially as part of the Quy P&R development.
5	0	5	

2	2	2	Cambridge have an uncanny way of destroying everything it touches. Dump toxic buses as they are not good to be forced to cycle 4 inches from their deadly exhausts. Why put cycle lanes inches from roads when prev' they were seperated. Lets see Herbert & Palmer cycling for the next 10 years and see if they like it. They won't . Buses belching diesel soot are not the answer. Youve already destroyed commerce.	why bother, you'll do what you want anyway despite what public say or feasablilty studies.
4	4	4		

1	1	1	Tram/Underground between city center and P&R sites + congestion charge/tax for cars coming in from outside Cambridge. Stop closing down roads as locals use/require them.	Closing down mill road means there's a severe lack of access in the Romsey Area. Great Eastern Street, Cavendish Road, St Philips Road area near the bridge in particular are heavily affected currently.
0	0	0		
5	3	3		

2	2	2	Understand it's difficult to balance competing objectives and demands and really appreciate all the time, effort and attention given to the matter. I support and encourage GCP to use to government's LTN 1/20 document to guide and assist your decision making. I am a car driver who also walks and cycles, and would like to do more walking and cycling if it was safe and segregated/protected from motor traffic by high quality infrastructure, and made feasible and convenient by provision of good secure cycle parking. Please remember cycling is for all ages (from 8 to 80 years old) and all physical abilities, not just young and physically strong.

2	2	2	Truly segregated cycle highways with junction priority, or equal control, such as those shown to work in London - fear of cycling on busy roads with limited protection (or long detours to avoid them) is a major disincentive to active transport options. Making cycle routes user friendly with regular cleaning and high quality lighting. The Tins is an awful cycle route in winter, particularly for anyone going to work in smart clothes with no option to change in the workplace, and can be quite scary at night - the full implications of building and maintaining these routes needs to be considered. Factor in improvements to nearby infrastructure to improve access to the new routes - a little investment (relatively) in	
1	1	3	By reopening Mill Rd bridge To all forms of travel and not placing a foot and cycle path on Coldhams common	It negatively affects the disabled, traders, residents, and visitors on Mill Rd and surrounding roads and streets
4	4	3	Stop right turns onto Newmarket Road from the many roads that lead on to it from the Retail Park and Tesco.	

5	5	5	
4	4	4	Reducing or eliminating road capacity for private vehicles
4	4	4	Reconfigure Elizabeth Way roundabout to make more cycle friendly as without the subway, you would have to cycle on the road and its way too scary at the moment. There is so much traffic on that roundabout, it could seriously discourage cyclists for that part of the journey. Many cyclists do not want to weave through 2-3 lanes of traffic.

4	4	4	Discourage car use on Newmarket Road. Encourage relocation of stores on Newmarket Road that encourage car use to out of town locations e.g. Tesco, Homebase, Currys, B&Q etc. Its is not feasible to walk/cycle to these stores due to the type of quantity of items you need to bring home. You can make all the changes you want but whilst these stores remain located there people will continue to drive to them. You cant take a new lawnmover/fridge/6 bags of shopping etc home on the Park and Ride!	None.
5	5	5	We live in [REDACTED] and desperately need a dedicated cycle lane into Cambridge. There is only 1 bus service in the morning into Cambridge and 1 back in the evening. Therefore we are dependent on car transport as roads are narrow and dangerous i.e. Great Wilbraham to Fulbourn road, and Six Mile Bottom/Bottisham Road. Please consider cycle routes as well to link with Stow/Bottisham and Fulbourn.	Rail improvement plans would greatly help residents of towns East of Cambridge to travel into Cambridge without need for car (or at least reduced need)
4	4	4	Withdraw the sighting of traffic lights on the airport way/Newmarket road roundabout --every set of lights you are to roundabouts massively increases congestion and pollution!	

3	3	5	
2	2	5	
3	2	3	Fulbourn train station would reduce car traffic into town, especially if going to Cambridge, Cambridge north and London.
5	5	5	
2	3	4	
4	4	4	Cycle ways access to the suggested changes
5	5	5	Linking up the Wilbraham's via a cycle way to Fulbourn and Bottisham.
3	3	3	Cycle road all the way down Cherry Hinton/Fulbourn Road - like Hills RD.

2	2	2	Better cycling routes that are safe enough for everyone, including children, to use. Many of the existing cycling routes have problematic sections. For example, National Cycle Network Route 51, although generally good, has a dangerous section where it currently crosses the middle of Newmarket Road Park & Ride, making cyclists cross the path of motor vehicles the maximum possible number of times! I hope the Marleigh development provides an opportunity to improve on this. To give another example, the new cycle path linking NCN 51 at Stow-cum-Quy with Lode is excellent. However, cyclists still need to use the road within Stow-cum-Quy itself, which usually has heavy traffic.

3	2	2	If you're removing the Subway on the Newmarket/Elizabeth Way roundabout, replace it with a dutch roundabout to compliment access to town from newer developments along Newmarket Road. However, please safeguard the strips of green space and trees along Newmarket Road, these greatly increase biodiversity in cambridge by acting as corridors for birds and small mammals.	Wheelchair users and mobility scooters may benefit from increased priority for cyclists and buses along roads by creating additional space to travel along if the main pedestrian paths are inaccessible due to weather or people.
4	4	5		
3	2	3		

4	4	2	You cannot just look at Newmarket Road in isolation. Coldhams Lane and Mill Road has to be addressed as if you 'discourage' cars down Newmarket Road, they will choose other routes in	Lots of physically impaired people need to journey into the centre by car. Clearly impacting these people
4	4	4		
5	5	5		
2	2	4	Traffic lights at the cnr of Airport Way and Newmarket road would be a disastrous development. That roundabout functions very well at present, and the congestion is significantly down stream that this.	

4	4	4	Move the railway line to Newmarket. It creates three low bridges (Coldhams Common, Barnwell Road, Coldhams Lane), does not connect with Cambridge North, has 12 level crossings to Newmarket, (two in Cambridge - Cherry Hinton High St and Jarrow Road). There is only one stop..(Dullington Halt?) en route to Newmarket. Far better to re-route it North via Cambridge North and then along the A14 route, maybe with stops in larger villages. This would release the route for buses along Newmarket Road, across Coldhams Common, allow the narrow bridge over Coldhams Lane to be removed, create access across the airfield without a bridge to Cherry Hinton Road and the lakes (Chalk pits), provide a direct bus-only route to and through Cherry Hinton, Fulbourn Hospital and Fulbourn. There is	It would not promote access to the Retail Park / Beehive Centre from Cherry Hinton. We have no means of getting to them as the No 1 and No3 buses stop at Tesco on Yarrow Road. The No 4 bus does not connect from the far side of the airfield (Newmarket Road) What we need is bus connections away from Addenbrookes and the City Centre so we can travel directly instead of into the city centre simply to change buses!
4	5	5	A route via Teversham high	
4	2	5		

0	0	5	I'm disabled and have to get about using my car. It would help if disabled drivers could use bus lanes like taxis as you propose to reduce junction capacity. I don't have a choice and this document is assuming that users have a choice to walk, cycle and use public transport. Also, if you reduce capacity at junctions, traffic standing in queues will increase emissions and worsen air quality. It's also important to keep traffic moving. If you want to improve air quality, we need infrastructure for charging electric vehicles. Individuals won't be able to afford to have their own chargers at home even if they have a driveway/garage. People will wait until the last because of the cost of electric cars.	Disabled people who have to drive cars. Like me.
4	4	5		

4 4 3

2	2	2		I don't think any group of people with protected characteristics would be either positively or negatively affected by these plans. I would like to add that I am somewhat puzzled by the conversion of a couple of roundabouts to traffic light junctions (Newmarket Road and Airport Way, and Newmarket Road and Barnwell Road), especially as these seem to be linked to reducing the junction capacity. This sounds like
2	1	1	Make everything better for cyclists. Do not expand rail network, we should encourage cycling and electric buses, not rail travel.	No

3 1 1

2 5 4

2	2	4	There are many easy fix solutions that the council should implement before getting carried away with future/ far fetched ideas of tunnelling and “autonomous vehicles” I’d recommend the council learning about best practice for active transportation planning that has been successfully implemented in the Netherlands in Groningen / Utrecht etc and apply this to Cambridge in a more systematic and courageous manner. Implementation of active transport planning could happen overnight with quick fixes and carefully thought out planning measures and advertisement. Long term tunnels will never be realised unless you explain what service benefit they are actually solving in explicit terms.	
4	4	5		I think majority of people living in Cambridge or outside Cambridge will definitely benefit.

5	5	4		I'd expect better public transport to be beneficial for those who don't own private transportation means,
5	5	5		
1	1	1		
5	5	5	Moving the existing park and ride does not make sense. If needed its size could be increased as there is some space east from the Ice arena. Destructing the existing one to create a new one would have costs which are not justified.	move the park and ride would destroy some landscape and would not make sense

3	2	5	No, but I think we should not make Newmarket Road any worse for private cars than it already is. I understand the need for the bus lanes, but they are a large part of the reason for congestion on the road, particularly outside peak times (it would be congested at peak times whatever you did).
2	2	4	

1	1	1	Reduce traffic coming into Cambridge by relocating office and retail space to the outskirts and limit development of new housing in the area	Prioritising public transport over cars and taxis is not in the interests of the elderly, vulnerable and mentally ill. Public transport means confusing timetables, waiting in the cold, catching virusus, enduring antisocial behaviour. It is not the panacea it is often made out to be, as covid has made clear.
5	5	5	Keep bus gate on Mill Road (allow blue badge holders), implement delivery bays for shops on Mill Road and introduce one way system to allow for delivery to shops, but prioritise pedestrianisation and cycling as much as possible	

4	4	1	My concern as a disabled person is that if you close Coldhams Lane as is apparently planned as well as MIll Road and now you reduce the lanes on Newmarket Road you make car access almost impossible.	I feel almost all the road decisions being made including all four options negatively affect disabled people like me who cannot use bikes, foot or buses easily. I live in Romsey and you are making town where some of my medical appointments are almost inaccessible to me.

4	4	4	I question the approach to moving the Newmarket Road park and ride further out of the city. Dedicated bus/ shared vehicle lanes along Coldhams Lane in peak travel times may help alleviate congestion.	The proposals should seek to benefit those in the Newmarket Road / Coldhams Lane area. Pedestrian improvements are much needed as well as cycle safety measures. I wouldnt personally feel safe cycling in this area.
5	5	5	Public transport in Cambridge needs to be more affordable. It's more costly fir a family of 4 to get a bus into town than a taxi.	Better transport fir coldhans lane would be good. Also access to mill road bridge being open to stop pollution of coldhans lane.

1	1	1	Stop building houses on the Eastern side of Cambridge. Why relocate the park and ride? It works well where it is! Stop building infrastructure for the sake of it! Lets work on more green solutions first. Consider creating a congestion zone/ zoned systems like London. Charge people for driving in. More if they use a diesel. Use that to subsidise park and ride.	The majority of our future generations will be negatively affected if you don't do your bit to reduce carbon emissions and improve air quality. Stop giving infrastructure jobs to the boys (cronyism), start working on ways to improve air quality without covering our city in concrete.
1	5	5	Improvements to access across the railway from Eastern Cambridge (cycle bridges and/or removing reliance and 'bordering' of the ring road.	No
5	5	5		

1	1	1	Regular bus service run that runs outside peak hours e.g Sunday morning/evening

1	1	1	Plans B1, B2 and B3 indicate a continuation of an automated transport route starting from Newmarket Road and ending at Cambridge Station. The final section, indicated by a yellow arrow, cuts across a swathe of houses in Coleridge and south Romsey. My house is in this area. I would like to know what will happen to our homes. Will it be: 1 Japanese-style flyover. 2 HS2 style compulsory purchase and demolition. 3 HS2 style tunnel under the houses. Once news of this project gets widely known our properties will become unsaleable and unmortgageable.	Yes, as my previous comments show this will impact very negatively on the entire population of west Coleridge and south Romsey, no doubt including people or groups with protected characteristics.
2	2	3		
4	4	5	More Regular Trains from Dullingham Station (on the hour). The train to service both Cambridge North Station and the science park.	N/a

4	4	4	Reducing capacity at key junctions seems unlikely to reduce traffic, and likely to increase emissions from idling vehicles. Park and ride needs to be easier, cheaper and more convenient to use, especially if you have small children/ wheelchair for example. Reduce the number of entrances to the large Newmarket road retail park so that there are fewer lights/ junctions on the road- and introduce proper filter lanes and lights for the entrances that remain. Ban entry to the retail park from Coldhams Lane to try to help reduce traffic on that road. Improve road access to the Beehive centre (light controlled?) and provide much more cycle parking there.	
3	3	3	None	
4	4	4		
2	2	5	Make Mill Road one way only to reduce traffic congestion and create more space for cyclists and pedestrians.	none

3	5	4	No further comment.
4	4	5	
5	5	5	

1	1	1	If this global pandemic has taught us nothing, it is that public transport is not safe and we should be aiming to get more people working from home, less travel and the essential travel for people that cannot work from home, should not be in an air conditioned tin can with lots of other people! Closing mill road is one of the most ridiculous decisions I've ever seen, it's harming business', local residents and Cambridge as a whole! If people want to live away from traffic, move to a village, you cannot have it both ways! If you want to live near other people, this is something you just have to put up with! I run 2 business' in Cambridge and the time cost from the ridiculous closures has cost me £1000's. Nobody wants this, please stop	More people working from home, office buildings do not need to be in the middle of the city anymore! Cut the traffic and pollution in half instantly

2	2	2		It's important that any new public transport routes be financially accessible (cheaper) than current bus fares as failure to reduce fairs means public transport is inaccessible for those on low incomes.

1	1	1	road to Fen Ditton and A14 before the cemetery needs widening

3	3	3	Have seen no proposals for diverting heavy transport from inner ring road. (Perne Road, Barnwell Road. Presently used as rat run from M11 to A14 eastbound. These proposals will, in my opinion, increase pollution from buses and taxis, which are the main causes of congestion and pollution. Make park and ride compulsory,and all buses and taxis non diesel. Most of your proposals are pie in the sky. What will happen is cause more congestion by stop start traffic lights and silly roundabouts that will be death traps to cyclists.	If you are proposing to stop traffic entering city,then what are the proposals for disabled and blue badge holders who need their transport to get around?
5	5	5		

0	1	2	Do not want a tunnel dug under the city. It would effect my home
5	5	5	Cherry Hinton CAM stop
0	0	0	

2	2	2	Like cities in Switzerland we should go private vehicles free once inside city limits and make all taxis, courier, delivery and public modes of transports electric and emission free only.	always remember pushchair, wheelchair and those with mobility needs. No steep ramps, super-wide active transport pathways (off-road).
3	4	5	Open station at Cherry Hinton Provide more bus services and take note that the large no. who are over 50/60 and/or disabled in some way are not going to be able to switch to serious walking and/or cycling just because you have taken these as gold standards. We are in danger of creating many zones where older people and some others can rarely if ever go. Some of their "business" will go right out of Cambridge, with folk choosing to go to villages for some shopping and services, and towns like Newmarket, Saffron Walden and Ely where access etc. is far easier. Online trading will also increase from this group, with resultant increase in delivery traffic etc. and threats to small independent businesses.	See 8 above. Older people and any who cannot cycle or walk a long way will be excluded from certain zones of the city and in other ways. Buses are needed in greater numbers/routes, and more out-of-town collection points for store purchases.

2	2	4	Simultaneous introduction of a high quality bus network across the Greater Cambridge Region, alongside congestion charging and a levy on business parking space
2	1	0	
0	0	0	

3	3	3	Can we get away from the idea that buses will solve all our problems? They aren't going to be attractive while they take a multiple of the time and cost compared to cars. Perhaps instead focus on really high quality cycling and walking infrastructure, supplemented by a small number of smaller public transport vehicles as a last resort?
1	3	3	Speed cameras needed. Speed limits are mainly ignored.
0	0	0	
2	1	3	Improved connections to West (currently via Fen Ditton) and South (connections via A1134).

0	0	0	I oppose partial or complete closure of Mill Road Bridge as a part of any traffic plan	Any plan that includes anything but total opening of the Mill Road Bridge is a large disadvantage to disabled motorists and their carers. Also doctors who are currently having more problems seeing their patients because of the closure.
1	1	1	Re opening mill road bridge.	Mill road bridge closure impacts me directly as a disabled person needing to access the city centre via a taxi.

4	4	5	Cambridge Metro would be great and a decent East-West Rail link. I would personally use the metro all the time and it would change the landscape of Cambridge and encourage green travel more than anything else that has been brought in over the last 25 years or more. More bus's just is not the answer. It is cheaper, quicker and easier for me to drive in, and my car takes me exactly where I want to go and is just easier. Don't make it hard for drivers. Create something that everyone can't live without like a metro and watch people give up their cars.	People in ill health, especially in a post covid era will not want to get the bus, may not be able to walk or cycle. Also, if you block roads for just public transport like what has happened with mill road it has huge detrimental affects for tradesmen and hard working individuals who require that bridge for travel and work.
0	0	0		
1	1	1	A sufficient case has not been provided for any of the plans proposed. With the huge economic impact of Covid - a cost benifit analisis must be completed and reviewed prior to starting such expensive developments	

4	4	4	If you were to take the option of moving the park & ride, which i think would be very positive if the industrial estate were to move there in its place or in addition to the existing one. It would also be a perfect spot to relocate McDonald's drive through to, that at the moment causes a majority of the weight of traffic & gridlocked roundabouts & has a massive negative effect on the environment & local residents health & well being. It is also an accident waiting to happen with the children that walk to & from school across it's entrance & exit. Our children deserve a safer walking to school route. If traffic lights were installed at the Barnwell Road Newmarket Road roundabout the traffic would be even worse at gridlock!!	Traffic lights at the Barnwell/Newmarket Road would have a massively negative effect on the traffic in this area. We already endure so much congestion caused from McDonald's drive through customers, that to have them sat there engines running for longerr due to traffic lights would be horrendous.

1	1	4		
5	5	5		Positiveley
1	2	3	Please, please don't destroy any more wildlife habitats More bike lanes AWAY from the inevitable traffic fumes- priority to cyclists great but not if the vehicles on hold are pumping out fumes as we cycle by Are the buses going to be electric?	

2	2	2	No

3	1	2	It’s about time some of this money was used to maintain and improve the facilities we already have in place, we don’t need any more traffic lights in this area, we don’t need any more expensive cycle routes or bridges across the river what we need are safer footpaths for pedestrians, I.e dodging speeding cyclists (who frequently ignore current cycle ways purposely built for them) and electric scooters. Signs telling cyclists and pedestrians where they can and can’t legally travel. Cycle paths down Barnwell road are in a very dangerous state and serious maintenance is required urgently. Traffic lights on the mcDonalds roundabout would just exacerbate the already intolerable traffic situation. I could go on but I know that my comments will be ignored.

4	2	3	No to traffic light proposal at Newmarket Rd/Barnwell Rd roundabout

1	1	1	Close the Beehive Centre and Newmarket Road retail park to traffic! It is these two sites which lead to most of the traffic problems at weekends. Both sites are for bulky goods, such as DIY, furniture and major supermarkets and you will never get people coming by bus unless the parking is removed. It was madness to develop these sites in such a manner. Your option maps should show the existing/planned cycle routes such as the Chisholm trail and the Riverside cycle way to ew Arkwright Road. The proposed cycle route over Coldhams Lane may be quite impractical as it goes through an all weather sports pitch, other grass pitches and could destroy the environment adjacent to Coldhams Brook. It is important to show that such a route is possible without destroying part of the Common.	The proposed bus route along the Tins Path is unacceptable to pedestrians and cyclists, as it would destroy an existing 'green' traffic route.
3	3	3		
1	1	1	Public transport to expensive & unreliable When your a working parent & you are juggling work home & kids cars are the only option to get their on time	Negatively affect Cambridge
1	1	1	Coldhams lane should be residents only	

2	2	2		I feel that the impact will cause more isolation, difficulty for people with mobility problems and a greater financial cost to them overall
5	5	4		
1	1	1		
1	1	1	Please stop imposing poorly designed changes (such as the remodelling of the A1307/A603 junction and the closure of the Mill Road bridge) that have the sole effect of *increasing* congestion and pollution!	

4	4	4	Perhaps some of the money might be spent on resurfacing our roads inc existing cycle lanes and improving the almost invisible road markings. Motorists might not feel so victimised if there was something in it for them occasionally. When establishing new cycle lanes give more consideration to keeping lanes wide enough for the safe passage of busses and cars who might have no other option but to drive to or from work etc. All improvement schemes such as the High Speed Rail or the recent £2-3 Million round about seem to run over time and well over budget --- will this one be any different ?	As previously stated
4	4	4	Dismantle the traffic calming measures in Quy	

2	2	4		
3	3	4		
4	4	4	I would move the retail parks off Newmarket Road closer to the new proposed P&R, as that would considerably reduce the number of cars getting into the city. Relocation of the Cambridge United stadium around the same area would also help.	
4	4	4		
2	2	1	A frequent bus link from Cherry Hinton to Newmarket Road would be a very useful thing to have.	
4	4	4	n/a	n/a

4	4	4	A congestion charge for anyone driving at any time in the city - an area bounded by and including the A14 to the North, the M11 to the West, and Perne Road / Barnwell Road to the South and East.

3	3	4	Mill Road only for bikes, pedestrians and buses. Subway for pedestrians under Elizabeth Way roundabout is a shortcut for them, don't make it more difficult to cross busy roads through traffic lights. Reduced junction capacity won't reduce numbers of cars, but will change local people's moving around more difficult. Rather move shopping centres and big businesses' offices/facilities out of the city!!! Ideally into areas close to rains stations and. Modernise Snakey Path so more bikes could travel both way. The football stadium does not help either.	Reduction of the road capacity will effect negatively local residents.

4	4	5	The proposals are very high level to be sufficiently informative and require a detailed traffic analysis and particularly for the main vehicular attractors in the area. If they are purely for the benefit of improving transport to and from Marshall site then proposals would only further exacerbate existing issues of transport and congestions for Central and Eastern Cambridge Access. Unless buses are carbon neutral there is no environmental benefit in introducing more buses - the local demographic using buses in Cambridge is very limited and should be investigated. Buses along with trucks and through traffic have a major effect on transport and transport related vibration to houses both inside and outside the Conservation Area and particularly the rows of houses	local residents need to be informed and involved. User demographics and % per means of transport should be researched and inform the choices made - no point introducing an underused public transport system for example. Health and Social considerations should be investigated - any improvemnents/changes made would affect several established local residential neighbourhood areas

5	2	5		Will these measures reduce capacity on newmarket road. Where will it spill into? Can you have a congestion charge/access type system, giving allowance to 'permit holders' that have to travel into the centre for business, e.g. tradesmen, or disabled drivers. And stop needless commuting in cars?
3	5	5	Surely an east-west train route should include use of the CAM metro tunnel(s) / line(s)? If trains & light rail cannot use the same track, then the CAM solution should be track-less and be integrated to the guided busways.	NA

5	5	5	I feel that to reduce traffic capacity on a roundabout would be misguided and unhelpful. Some of us have to use a car, and need no further hindrances.	Again, it is the hindering of the motor car that I feel would be most unfortunate.
4	4	5		

5	5	5	Please please make the cycleways continuous across side roads, this will make them more attractive to would be cyclists and get them out of their cars and onto bikes. resulting in imrovements to public health and reduced traffic congestion. This is unlike your image you recently posted on twitter on the 11th Novemeber.	positively as it would allow people without cars (usually balck or BAME groups) to be able to travel safely,

4	5	3	None of these proposals address the reason people are traveling on the Newmarket Rd by car, so it will not meet the needs of these people. Also the solutions proposed miss an opportunity to use future transport technologies, and promote Cambridge as the international tech hub it is. Newmarket Rd Shopping targets shoppers with cars. The Beehive, B&Q, Tesco, Asda, DFS, etc, all need car and heavy lorry access and have extensive parking because the shoppers need this facility. Grocery shoppers can not easily transport the family's weekly groceries, furniture, or DIY materials, on public transport or by active travel. These shops need heavy truck access to operate. Furthermore people travel on Newmarket Rd because there are no other road bridges across

2	1	5	From Newmarket Road - Middle/Eastern end, highlight improved active travel access to Cambridge North station, East Chesterton, Science Park by way of the new Abbey-Chesterton foot/cycle bridge. Good way finding and new foot/cycle paths throughout this district of Cambridge. Good access by bike/ foot and train to Bio Medical Campus.
2	2	3	
1	1	5	These travel corridors should emphasise active travel into the City. Funnelling more motor traffic into Cambridge will only make congestion and pollution in the City worse

4	4	4	I strongly feel that further measures are needed to reduce private car use in Cambridge. In my view, the above planned schemes should be complemented with such measures as the closure of most public car parks in the centre of Cambridge and the introduction of parking zones on all the streets in central Cambridge, to be reserved for the use of residents and commercial vehicles only. Businesses with their own car parks should also be taxed accordingly. Revenues from the current central car parks should be replaced by revenues from the Park & Ride Schemes.	
3	2	2	n/a	n/a
1	1	1		

0	0	0	Add a direct bus to and from the Oakes, Long Road, and Hills Road sixth form colleges, without going into the city centre.

4	4	5	This is a terribly designed survey - did you pilot it at all? For example, where is "cycle" as an option for Question 6? I want to be able to cycle. Second, the responses bundle together all the individual components into one so we cannot comment on individual elements and their impact. For example closure of J34 (let's be explicit, it isn't "reconfiguration") would clearly have an adverse impact on the Quy interchange and the environment around there as would the relocation of the P&R towards the roundabout, but we are asked only to make a portmanteau evaluation, with minimal information available. The consultation largely ignores the needs of those in the catchment area / TTWA beyond the GCP/City boundary with only sketchy detail of what is proposed. A2 and elements of	It's likely that the restrictions on car access will affect disabled people wishing to get into central Cambridge. You will need to address that. Using the P&R as a route interchange may adversely affect blind people coming in from the surrounding catchement.
4	4	4		
4	4	5	More frequent buses on existing timetables.	

0	0	0	Build slip roads at J34 of the A14 to allow traffic on and off the B1047. Do not install traffic lights at the Airport Way/Newmarket Rd Junction, keep the roundabout. Do not put cycle lanes on both sides of Newmarket Rd, make it dual carriageway instead. If you want cleaner air do not reduce capacity at any of the junctions, all you will do is to create queues of traffic spewing out fumes all the way from Airport Way to East Rd. This will follow the example of Mowbray Rd, Perne Rd and Brooks Rd because of the changes already made to the islands Queen Edith's Way and Birdwood Road. Do not put any more ''Dutch style'' islands anywhere, they very dangerous. In Phase 2 if you want to send more traffic up Mill Rd you will have to remove all the obstacles	Your proposals as they stand will increase air pollution.
4	4	4	Improved cycling provision on Coldhams Lane and Barnwell Road	
2	2	2		
3	3	3		
1	1	1		
4	4	5	Bus priority and improved services to the surrounding villages	
4	4	5		
0	0	0		

1	1	1	People all want to drive they will continue to do it until it completely clogs up. Need to drastically reduce the appeal of driving- Why build new larger park and ride?	??
4	4	5		The provision of public transport will have a positive effect on disabled people, and those on low income.

3	3	2	Apart from safer and smoother cycle paths - More frequent buses? It would be hard to convince people to rely on public transport to get into cambridge but if the buses are as infrequent as they are - it means that a journey that might take 25 minutes by car would take about 1.5 hrs by bus (with connections etc). There is no incentive to take public transport right now (and that was before coronavirus!).
3	3	3	

4	4	3	resurfacing cycle paths in the east of cambridge	No
1	1	1	Support people so that they can switch from car/bus to cycling. I travel this route every weekday and 80+% of the cars (either way, both morning and evening commuting hours) are single-occupancy. Also ban SUVs and other large cars. Consider a congestion charge but positive, rather than negative measures are likely to be more effective.	
3	3	3		

1	1	5	A roundabout at the junction of Teversham with Airport Way should be considered as many car users use this village as a cut-through to Fulbourn/Balsham etc. and would reduce speeds of motorists as the 40mph is ignored by the majority of car drivers.

1	1	5	Get the Fulbourn Greenway built asap!	
5	5	5	You don’t need to improve anything it’s hot it already all you want to do is cause misery yet again	Everything you do will impact negatively

2	2	5	Newmarket Road is our main thoroughfare into the city. With the Marleigh development, the city will be even more choked with cars. We go shopping to sainsburys each week and so use this route so cannot use public transport for that. We look forward to better cycling to access the North of Cambridge. The most exciting part is the potential for 2 new stations (Fulbourn and Six Mile Bottom). In all eventualities, unless public transport is reasonably priced and reliable, you will struggle to get people out of their cars.	People who don't live within cycling distance of the city centre will be disadvantaged if the proposed bus gate going east out of the city comes to fruition.

1	1	4		Everyone, growth is not sustainable and there should be resistance not promotion of the concreting over the whole of cambridgeshire.
3	3	3	A light railway or tram from Bottisham to Cambridge would be ideal! Or guided busway	No
2	2	2		
4	5	4	More direct and safe cycling and driving alking routes connecting Cambridge Easy with the city center, main and North train stations as well as the Addenbrooks	
4	4	3	Minor improvements to cycle lane from Park and ride to Bottisham. More secure cycle parking at park and ride.	

0	0	5	Travel along Newmarket Road is particularly unpleasant/ inconvenient/ dangerous for pedestrians and cyclists. They should be the priority, for direct routes into central Cambridge/ other frequent destinations.	
3	3	3	Incentive for non university/shop firms to relocate outside of A14/A11 area. Private schools within Cambridge penalised for not offering buses from out-of-town drops off points to bus children to school in the city. Anyone who works in Cambridge knows the traffic is better when the private schools ages pre-school to 18 - are not attending!	People won't use the P&R unless it has dedicated bus lanes ALL THE WAY to the city centre - choice to sit in a queue in a smelly bus with people coughing on you or sit in a queue in your car with your own comfort - no brainer! Buses need to be laid on to run regularly with additional buses during rush hours. As a [REDACTED] disabled person I don't use buses except in non rush hour times to ensure I can get a seat without abuse - so it

5	5	4	Smaller, more regular busses. The frequency of busses in the Cambridge area is too low. ≤15min would make it more feasible to use routes that include a change. The biggest issue is reliable timing. Having to go one or two busses early to account for delays can add 30-60min to a commute, making it impracticle. A ring route, allowing commuters living / working on different end of town to bypass the city center, saving a significant amount of time.	Better bus service would particularly filter people with disabilities.
3	3	3		
1	1	2		

5	5	5		
5	5	0	I believe you need to actively discourage driving, e.g. congestion charge, as well as just encourage alternatives.	
3	3	3		No.
5	4	4	Make the bus gate on Mill Road bridge permanent	
1	1	3		

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1	1	1	Though it's hard to tell from the way the consultation is communicated, I don't believe that the proposals / options aren't being radical enough in prioritising improvements to air quality and environmental implications	The damage to health caused by poor air quality (from not restricting emissions) disproportionately impacts on those with lower incomes.
2	3	4	Improved public transport and cycling routes along Coldhams Lane and intelligent traffic management along Coldhams Lane and other routes to prevent this being used by cars as a ‘short cut’ when traffic is held back from using Newmarket Road. Not destroying the wildlife on Coldhams Common when a cycle route along Coldhams Lane would be more direct and use existing infrastructure.	Potential increase in traffic noise and air pollution on alternative routes to Newmarket Road. Negative impact on residents and other road users.

3	3	1	n/a	n/a
4	4	1	Simply improve ways for pedestrians and cyclists, to make them safer. I won't use this corridor because I live near the centre. But I sometimes want to cycle through Newmarket road, and currently this is extremely scary for cyclists, especially the larger roundabout and the cycle lanes that aren't physically separated from cars (e.g. by a raised platform)--cars often do not respect the distance or pass way too fast nearby. Another train station is both unnecessary and costly, particularly given that commuting will reduce significantly also after the pandemic, due to changes in practices. To be effective, public transport needs a massive overhaul at the city, starting from clear	
2	2	2		

2	2	2	Coldhams lane from Toyota showroom up to the roundabout near Sainsbury's has heavy congestion every day in the mornings and evenings with cars lining up through out the stretch. The already busy roundabout may not be able to take the additional load of the traffic that may pass through the proposed road through the airport land onto the Coldhams Lane. If the traffic bypasses the Coldhams lane by way of an underpass, then there will be smooth traffic flow. Another option could be to widen the Barnwell Road which has buffer space along it and make improvements to the Sainsbury's roundabout to handle the additional traffic.

1	3	3	It strikes me that the focus for building new transport infrastructure is mainly focussed on what is not yet new houses that will be there. Why is it that the existing community in East Barnwell will be overlooked and seconded to the new housing development?	Replacing the roundabout in Barnwell would create a safe space for children going to and from school, local community events/clubs, and church groups - much better than the existing roundabout.
1	1	3	Removing Bus Lanes on Newmarket Road not only impacts the P&R services but also the services from Newmarket and high frequency service from Fison Road. Removing the P&R service from Newmarket Road increases the vehicles required to provide public transport to the Marleigh development and therefore should be avoided - improving the speed and reliability of buses along Newmarket Road has to be the priority	see previous comment about impacts on Newmarket Road
5	5	5		

5	5	5	Improvements in public transport from communities to the east of Cambridge to ensure a seamless link with the above options. It is vitally important that, at key points on the edge of the proposed network(s), provision is made in terms of car parks (with charging facilities) and secure bike storage to enable users to shift from one mode of transport to another as easily as possible.	There is nothing to suggest a negative impact at this stage. The devil may be in the detail.
2	2	0	Remove the right turn from Coldhams Lane onto Newmarket Road to allow greater flow from Coldhams Lane and stop blockages over the junction especially along Newmarket Road.	Greater holdups for private vehicles at peak times causing more pollution

3	1	3		Closure of mill road bridge will significantly impact anyone who is unable to cycle for a proportion of their journeys but who has the ability to drive and needs to pass through this area.

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3	1	5	Restricting traffic to the town centre either via a pollution charge or congestion charging	The tins is an important walking and cycling route. The destruction of that link reduce wellbeing significantly. Light Railway is probably preferred and would, in general, be positive if it was accompanied by traffic reduction methods. All electric metro buses might be the best short-term measure.
0	0	1		
3	1	3		

3	3	4	
0	0	5	Cycle Lane to PnR from The Wilbrahams

3	3	4	The route identified provides a number of functions, both to access key parts of the city and to access the businesses along the route that require car access (supermarkets, DIY stores etc). The measures therefore need to balance the needs of all users intelligently.	
3	3	3	Over the last 5years more and more trafic lights have been installed along Newmarket Road adding to the time taken to travel into the City. This is set to increase more as housing developments take place in the eastern parts of Cambridge. It seems to me that we have suffered from a lack of coordinated approach from different departmenst with SCDc and City.	
3	3	5		No
0	0	0		

5	5	5		
3	3	3	Just get some decent and safe cycle routes on this road. It's horrendous at the moment. It needs to be safe for everyone to cycle.	Better cycling and walking to improve access for everyone.
1	1	5	In general, ensure that cyclist don't have to share the road with other vehicles or share routes with pedestrians.	

1	1	4	More direct cycling path from the east side of Cambridge (Fulborn/Chery Hinton) to the city centre. Currently the only safe crossing of the railway line is by the main Station, which means a relatively long diversion from the shortest path (Mill Road). A new pedestrian/bicycle bridge over the railway or closing Mill road to cars and buses would be more useful that the plans in this consultations.

4	4	5	extending out further than just east cambridge to east cambridgeshire as travel routes are limited	
4	4	5	Reduced access for private cars ,residents parking schemes and reduction of free for all parking, blanket 20 mph speed limits, better still: relocating the Beehive to the (new) P&R	Increased space for actve travel and reduction of dangerous road users uch as cars benefits people in wheelchairs, mobility scooters, trikes and walking aids.

5	5	5	Any improvements to cycle infrastructure must prioritise cycles at all side roads. Segregated cycle lanes are essential. The nes cycle lane near the BP garage is highly dangerous as it puts cyclists in direct danger from furnish vehicles both at the new road junction and the garage. A complete waste of time and money - stop designing crap that favours drivers and puts the rest of us in danger.	
1	1	1		These proposals do not help the disabled at all
3	4	5		
2	3	3	Improving the regularity of bus services from villages. Smaller, more frequent, cheaper and more environmentally-friendly bus services from nearby villages are crucial. The buses are really expensive, very infrequent and don't run at times that are convenient for workers, so they are full of empty seats and must be very poor value to run.	

1	1	3	Stop building major housing developments that are not needed and are not supported by available infrastructure	No impact
4	5	5	Better, later at night, more frequent bus services, more live displays, a "circle line" type bus route for non-city-centre journeys	
4	3	4		
1	1	5	Cherry Hinton train station between Josh's street and Tesco superstore. This would be highly beneficial.	
4	3	3		

4	4	5	Struggle to see how the Newmarket Road proposals be achieved without removal of many mature trees and loss of amenity to Newmarket Road residents	Newmarket Road road widening proposal risk significant adverse impaction Newmarket Road residents, because of loss of pavement and trees, also bringing roadway closer to houses
0	0	0	Make access to public transport to/from ALL villages a priority evenings and Sunday to Ely Newmarket Cambridge as appropriate.	

3	4	4	At the moment public transport is useless. No service on a Sunday means using P and R or driving into town. No service to and from the city after 6pm, useless for boosting the night time economy	I think all the proposals would benefit all users of transport systems. I would cycle more if there were convenient routes into town .
4	4	4		
3	3	5	At the moment cycling in/out on the Newmarket road is slow as bikes have to stop at all the lights that cars do - to make it more bike friendly there needs to be more priority given to bike - particularly where traffic is only joining from the right so all options look an improvement on the current situation. Holding traffic back earlier so Newmarket road was not nose to tail traffic would also be an improvement and presumably encourage greater use of public . Important that the public transport options are fast and efficient and run late enough to make them attractive. Mill road and Coldhams lane are unlikely to be fast for buses and Newmarket road would appear to have more space to give buses priority. Hard to comment on relative merits of schemes without a real sense of what the public transport offer	

0	0	0	Since public transport is currently at reduced capacity and "active transport" is inaccessible for disabled people, it is VITAL that options are provided for disabled people in order to avoid indirect or direct discrimination & excluding us from accessing city services on an equal basis with others.	Badly negatively impact disabled people by once again prioritising cycling over other transport options.
1	1	1	All your options proposed damage the coldhams common in some form or another. For a start this is common land, you are using work around to build routes through it therefore damaging existing green space. What inconsiderate people come up with options to plow through the field and wild habitat just to create a 'short' cut for cyclists. Why damage perfectly good football pitch areas, natural woodland habitat, and dog walking and jogger routes for the stupidity of digging this up to lay new tarmac cycle and pedestrian route across. There is barnwell road and newmarket road and coldhams lane to cycle along to the centre....stop this madness!! By all means improve the roads to allow for cyclists, but the	My biggest grip and mayor concern is the significant negative impact on coldhams common. You are mad, it is common land and with the pandemic, surely more green space is what's needed, not cycle lanes cutting through it to encourage stupid behaviour on lovely green spaces that everyone enjoyed during these hard times.
3	3	3	Why is there a need to move the Newmarket Rd P&R?	

1	1	1	All routes should avoid the lakes in the Tins/Burnside area as this would impact very badly on the wildlife and natural beauty of this area. Simple improvements to cycle routes would be more beneficial, such as widening the railway bridge on the Tins.	It appears from the maps in B1, 2 and 3 that some houses in the Brookfields/Natal Road and Burnside area would be knocked down in order to make way for the Metro as the yellow arrows cut right across these homes. This would certainly impact very negatively on those homes and their occupants. But as per my point below the maps do not make anything clear at all.
0	0	0		
2	2	2	Reconnection of rail link between Cambridge and Soham (via Newmarket) when reinstating Soham station and transport links between Ipswich and Ely.	

1	1	1	Underground requiref	
3	0	5	Please show the CAM route alongside the B1102	Please make sure the No. 11 bus has a layby next to the new park and Ride

3	2	1	As a resident of Riverside, I am concerned with three issues: (a) reducing traffic capacity at junctions will worsen, not improve traffic jams. The poor layout of the Newmarket Rd/Coldhams Lane junction and the roadway between Elizabeth Way bridge and the Leper Chapel are already a major cause of traffic delays; (b) the sequencing of traffic lights at the Newmarket Rd/Coldhams Lane junction is dismal. Cars coming out of River Lane get just seconds to drive out and the lack of an automatic left-turn causes delays for this going into River Lane. The right turn off Newmarket Road into River Lane is fitful/spasmodic; (c) why remove the Elizabeth Way subway? Pedestrians seeking to cross at this junction will add further to delays and traffic jams. I favour improving safety for cyclists and pedestrians but	
3	2	3	Would want the council to come up with idiotic ideas that have constantly been total failures that over past decades have done nothing but screw up traffic to be even worse than it had been before , they must be prize idiots	They make every ones life worse than before
2	1	3	Existing cycle lanes with improved surfaces. Safer cycle lanes	
2	4	4		

0	0	0	Fixing the potholes and other terrible road-surfaces in Cambridge would encourage people to cycle. It would also help other road-users and be completely uncontroversial in terms of the environment. For example, the junction of Cherry Hinton Rd, Cherry Hinton High St, Queen Edith's Way, and Fulbourn Road - this has been in a terrible state for years.	Options A1 and A2 would deliberately have a negative effect on car drivers.

3	3	3	remove traffic lights and replace with roundabout or a 4 way stop junction at Coldhams lane/newmarket road.the roundabout proved better before	Mcdonalds drive thru is causing havoc on daily basis it needs closing down. no traffic lights there would cure anything, it needs a 4 way stop with boxed junction.
4	4	4		
2	2	5	More trains between Ipswich and Cambridge	
3	3	3	Trains from Newmarket that run as advertised and increased frequency	

5	5	5	Implementing a Tram system - something that I would love to see in Cambridge but I appreciate how much investment and planning this would entail.	I think it would hugely positively impact everyone in the City if better public transport options were implemented as there would be less congestion and less pollution.
2	2	4	A nire favourable free flowing route between cambridge and newmarket would be ideal- perhaps an addition of a slip road off the a14 past bottisham (to match the one which goes onto the a14 only) as this would reduce congestion closer to cambridge. Inprovements to rail would be most ideal as the roads into cambridge are always busy- the trains would be much more appealing if you didnt have to wait an hour between them (if the first train is cancelled for example). This would also give potential for race goers to travel between cambridge and newmarket much easier, again reducing traffic especially in summer	Less mobile people may struggle with trains as both stations are far fron the town centres and newmarket has very little public transport connections to the town centre or surrounding areas

4	4	4		
3	3	3	twice hourly service between cambridge and ipswich	
2	2	3	These consultations largely fail to address any of the issues from CEA - there is very limited public transport from villages (and this remains unaddressed), bicycle access is not good as there is a section of cycle path missing around swaffham prior, and Lodes Way is a lovely route for pleasure but not for commuting. Moving the P&R does not really resolve the congestion issues around Quy roundabout, the duelling to the Airport Way roundabout does address this in some way. Don't understand 'reduce capacity at junction' what does this mean in practice. Consultation is too limited as a hybrid of all are the best option. Too really get cars off the road there needs to be a good train/ metro link picking up villages such as Soham, Burwell, The Swaffhams.	Currently public transport woefully affects on anyone with a disability or unable to drive (under 17). Consideration needs to be given to anyone with a hidden disability such as autism spectrum disorder and they should be given an opportunity to feedback via Speakability.
3	3	3		

3	3	5	I'm interested in getting to Cambridge, Peterborough and London from Ipswich by train. At present I drive to Ely and take the train from there to Cambridge & London. I drive to Peterborough. Anything that means I can leave the car behind for the bulk of the journey and still arrive in a timely fashion is good in my view.	Good for bicycle, horses and public transport.
0	0	5	Half-hourly train service from Bury St Edmunds to Cambridge in the morning and on the return route during the afternoon. The current hourly services at this time are extremely congested.	
5	5	5		
4	4	5	more regular trains from Ipswich, stopping at villages and town along route.	More access to key villages and towns, would positively impact the old and vulnerable.
3	3	5		
4	4	5		

2	2	4	Improving the train service should be a priority. I know alot of employees in Cambridge who'd use the train over a car if the trains were more reliable and not soo crowded.	no comment.
5	5	5	Increased trains between Ipswich and Cambridge between 7am and 9am, and then 3pm and 7pm.	More trains between Ipswich and Cambridge would help all key workers like myself. We can barely get on a train because of the students.
3	5	5		
0	0	5		

4	4	5		B3 would have a huge positive impact. I'm unable or unwilling to travel to Bury st Edmunds for example due to a hourly train service. If it was every 30 minutes I'd be happier to use and would use the train as I could rely on the service being there when I need instead of waiting potentially a full hour. It would greatly reduce my car usage helping the environment
4	4	5		
4	4	5	Vital that the train service from Ipswich into Cambridge is made more frequent and reliable. I live near [REDACTED] have given up my job in Cambridge due to the poor train service which, in spite of the new trains, runs too infrequently and is overcrowded at peak times. I would consider working in Cambridge again but am not prepared to sit in traffic on the A14	

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5	5	5		
5	5	5		
5	5	5	n/a	n/a
3	4	2	n/a	n/a
4	4	5	Trains every 30 minutes between Ipswich and Cambridge would increase convenience of train travel, decreasing the cars on the roads	Increasing train frequency would positively affect these groups by making their lives better

5	5	5	Improved cycle parking at Newmarket Train Station	
5	5	5	Better Network at SIX MILE BOTTOM, mobile phones don't work in there.	positively for sure
5	5	5		
4	4	5	Evening and weekend public transport options need to be better, particularly the bus service	
3	3	5		Positively support disabled users
4	4	4	Improved rail service from Bury St Edmunds	

3	1	1	The restriction of vehicle movements on Ditton Lane. This is the central spine of the eastern access area and already very congested. In a scenario where we are encouraging the use of new public and active travel options, this is a location where the use of private car should be disincentivised. I say this despite being a resident of Ditton Lane and if this restricts our direct access to the A14 then so be it, we'll just have to go a slightly longer way. This really doesn't make much difference once you are in the car and so would apply equally to all car users whether young, old, disabled or otherwise. Additionally, I would observe that the existing weight restriction on Ditton Lane has little or no impact, with large vehicles either just ignoring it or claiming to be under the weight limit when empty. If good	This is difficult for me to assess and the views of equalities group should be given due weight. Increased availability of public transport that is reliable, with shorter wait times and shorter journey times would benefit a very broad section of the public but blue badge holders reliant on their cars should not be excluded from the city. For all restrictions on car movement, there is a strong argument that blue badge holders should be
2	2	2	Putting buses on when trains are cancelled	
3	3	4	Improvement of the Newmarket Road cycleway from the A14 underpass to the entrance to Quy Mill. Broken glass collects in the underpass and puts people off cycling that route.	May negatively affect drivers, but that's a good thing (environmentally).

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4	5	5	Do NOT restrict junctions along Newmarket Road. This would lead to longer queues of traffic and have a negative environmental impact.

3	3	5	Increase rail travel from Newmarket to Cambridge to half hourly to increase use of public transport and decrease car use into the city

2	2	3		Anything relating to the Mill road area will be considered negative.
4	4	5		

3	3	5	For us, a train every half hour from Newmarket to Cambridge and vice versa would 100% enhance our travel experience to and from Cambridge.	A train every 30 minutes from Newmarket to Cambridge and vice versa would positively impact on my children's access to school. Presently my son has to arrive at school at [REDACTCED] and wait [REDACTED] before school starts. And at the other end of the day, he has 15 minutes to get from school to the station and if he misses it, usually by a matter of minutes, he then has to wait a whole hour before he can get on the next train. He
4	4	4		

4	4	5	Better links to bus services beyond Cambridge and a bus lane along the length of Newmarket road that allows quicker access to the city centre. Better bicycle links to dedicated cycle lanes outside of the city.	N/a
5	5	5	A rail route to Mildenhall could be delivered more cheaply and include Soham by making use of the existing line to Newmarket (potentially doubled or more loops added), then the old alignment east of the Newmarket tunnel to connect with the Bury-Ely line. A second junction off this line could take part of the old Mildenhall branch line route to Mildenhall. This would: connect Mildenhall, Soham and Newmarket to Cambridge, connect Mildenhall to Bury; increase use of the Newmarket to Cambridge line, supporting the case doubling	Positive impact

4	2	5		
3	3	3	Dedicated cycle way from Cambridge to Newmarket	Inevitably proposals will favour those with higher incomes, as ever.
3	3	1		
4	4	5	Connect greenways to parkway station at 6 mile bottom to nearby villages (Brinkley, Weston colville, Westley waterless, Burrough Green).	

5	5	4	I am a regular cyclist and would really benefit from a cycle lane on Coldhams lane between the Church End and Sainsbury's as well as a widening of the pedestrian pavement. I often walk and cycle down this route and the road does not feel as safe as most others in the Cambridge. Many cyclists use the narrow pavement (which is not a cycle lane) rather than cycling on the road. Also currently the cycle route past David Lloyd going into town has a blind corner when crossing a railway bridge. The path narrow here and this can lead to near misses when cyclists are using the bridge.	I expect it would positively impact those without cars. Currently some of the pavements nearby a bit narrow and uneven, so it may be helpful for those with disabilities if these are widened.
3	2	4		

0	0	0		
3	4	5	Buses in and around Cambridge should use enviromentally friendly fuels. Any improvements i.e. options A1 and A2 above should not reduce existing vehicular capacity. Public transport should be prioritised over "active travel" (cycle lanes) which will only ever benefit a minority of residents and commuters	No

3	5	5	Frequent Shuttle train service from Six Mile Bottom into Cambridge	
2	1	1	Closing the Ditton Lane A14 junction to stop traffic entering on Ditton Lane and to encourage more to use the Park and ride. Note I am a resident of Ditton Lane, and would be happy to travel further to join the A14 to reduce the traffic and air pollution on Ditton Lane, and make it safer for cycling. Also there needs to be a good safe cycle route for children from East Barnwell who cycle to Coleridge School - to traverse any new infrastructure from Barnwell road toward Coleridge School.	not that I am aware
3	3	5	Allow payment for parking at railway stations without needing a smart phone (or very long walk to station and back to car which means you miss your train).	No comment

2	2	2	Bus service between Cherry Hinton and the Beehive Centre area needed. Personally I think a congestion zone for Cambridge would help move people onto existing (and easily up-scaled) public transport and free up the roads. It would make money rather than cost money and be effective far quicker, if somewhat unpopular - but its not your job to be popular! The pollution caused by waiting so many years and the additional pollution caused by all the roadworks make your options poor choices environmentally. If there is a great deal of money to be spent, subsidize the buses instead to make it a more palatable option compared to paying the congestion charge. I don't use buses at the moment as they are so slow with all the cars on the road, its actually quicker to walk.

1	1	1	Reliable bus services / tramway would encourage people to take public transport. Congestion zone and lower price of public transport would also help people to favour existing public transport and free the roads. The price of the bus services is ridiculously high for not much reliability. Most part of the time you end up being better off using a taxi rather than a bus. Not very encouraging.

3	3	5	Keeping the bus lane into town (inbound) along Newmarket Rd as well as introducing a new bus lane (outbound) from Elizabeth Way to River Lane. Also re-open Mill Road bridge to all traffic to help traffic easier access to the railway station.
4	4	4	Covered cycle ways? Cycling in the rain is grim.

5	4	3	The tunnelling under houses worries me. Residents might have to put up with years of disruption in completing the works and then vibrations once the bus/rail passes under their homes. We need to consider depth, cost and compensation to all impacted home owners
3	3	3	How do you propose catering for workers such as builders, handymen, carers coming into the city from villages to the East?

4	4	4	Easier access to Cambridge main Station and the reopening of Mill Road Bridge to all traffic.

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4	4	5	
3	4	5	
4	4	4	Extended Service times and weekend buses
5	5	5	Current rail capacity to the east of Cambridge is not fit for purpose. For a rush hour commuter using the train, you have only two realistic options given the hourly service (contrast this with someone from the south/north of the city, who probably has closer to ten!). This severely reduces flexibility, causes severe overcrowding (which often contributes to delays) and reduces the attractiveness and viability of rail as a commuting option.

1	1	5	I'm shocked and disappointed that you have not considered using the old rail corridor from near the Abbey Stadium along the side of Ditton Meadows.	The additional traffic on Newmarket Road is adding to the already very serious pollution causing problems for those with breathing issues.
5	1	4	Please do not go ahead with the CAM proposal; we cannot afford it, and the size of our population does not warrant such a drastic solution.	
4	4	4		Positive effect

0	0	0		The BSE Rail Station Group (which comprises Bury St Edmunds Town Trust, Bury Society, Bury St Edmunds Town Council and Our Bury St Edmunds) strongly supports the provision of a half-hourly rail service to Cambridge and the proposed improvements to Newmarket Rail Station. These are essential for both a reduction in our carbon footprint and reducing commuting to and from Cambridge on the A14 as much as practicable.
3	1	1		It would once again impact on car drivers who can't cycle, walk, or use public transport
3	3	3		

2	2	5	Better cycle routes	The first four proposals are ineffective; they do not provide any solution or long term benefit. All they achieve is to push the same problems further out towards Quy and the north eastern hinterland.

5	1	5	The bus gate on mill road should remain regardless of the option chosen. If the railway is expanded, it would be smart to electrify the line, as included in network rail decarbonisation strategy, at the same time	improving on walking and cycling options, so that the infrastructure can accomodate people in wheelchairs/mobility scooters would increase accesibility to those needing accesibility tools. Improving bus journey times would make it easier for people whose disabilities prevent them from driving to get around

2	2	2	I travel daily to work at Addenbrookes Hospital, I drive in at [REDACTED} and return at [REDACTED]. I live in [REDACTED] Cambridge and it is a 30 minute direct journey. I would want a direct short journey to Addenbrookes to make me think about using public transport. I have used a bus once it took me 3 hours to get to Addenbrookes and back!!!!	You are not considering people who live in remote rural areas, just the rich elite City residents
3	3	3		Removal of the subway at Elizabeth road roundabout

4	4	5	Bury St Edmunds Society is the town's amenity group and currently comprises about 600 members, many of whom travel on a daily or occasional basis into Cambridge by rail. We therefore strongly support the option to improve the Ipswich rail link into Cambridge, especially the dualling of the line at Newmarket and a half hourly service. The Society also believes this option will ensure the franchisee and Network Rail will keep up future maintenance/improvement of station buildings along the line (in particular, Bury St Edmunds). We would also like to see an hourly service into Peterborough.

0	0	0	I think these proposals are unnecessarily restricted to journeys along particular transport corridors - Newmarket Road and/or a new public transport route and fail to properly consider either the wider range of start points and destinations in the east of Cambridge itself or the different ways people will be travelling into Cambridge from the surrounding villages. None of the current or proposed major cycle routes (e.g. the Chisholm Trail, The Tins path, Barnwell cycleway, NCN 51, Bottisham/Horningsea/Swaffham Greenways) are marked on the maps and there is no reference to the East Barnwell Framework for Change consultation going on at exactly the same time as this one. The GCP needs to look more closely at all journeys in the	Car dependency does not benefit anyone. Providing more ways that people can get around without using a car is beneficial to us all and reduces the costs that high usage of motor traffic imposes on individuals and our communities in terms of health, pollution, road danger, carbon emissions, lack of independence for children, older people and those with mobility issues. While it is important to improve accessibility for everyone with
5	5	5		
3	3	3		Just a ridiculous idea!
2	2	2		
1	1	1	The real problem for commuters into Cambridge is the build up of traffic on the Quy roundabout. None of these solutions will solve that problem as they still rely on traffic coming through the roundabout.	

2	4	4	Make public transport more favourable by increasing frequency of buses from Newmarket to Cambridge via Swaffhams and adding late night and weekend services. Make public transport more favourable by decreasing cost of P&R such that it is cheaper for 2 persons to visit Cambridge for an hour using P&R than parking in Cambridge; not to be achieved by increasing cost of parking in city as this is already excessive. Not sure how reducing "junction capacity" will improve matters. Surely this will increase congestion?	Ensure public transport has capacity for several wheelchairs and/or pushchairs per vehicle by including folding seats so that overall capacity is not affected adversely.

3	3	3	There seems to be no consideration given to people with disabilities who are unable or unwilling to use public transport, there seems to be an assumption that everyone wants to use cycles and public transport to get about, if this continues the city center will die as people will travel else where to shop.	All the proposals negatively impact disabled drivers, as it makes driving into the city center more dangerous and stressful, therefore limiting the independence of disanled people

3	3	5	It is not a good idea to remove inbound bus lanes along Newmarket Road (as referred to in Options A1 and A2) if you want to achieve greater use of public transport. This is a rather surprising suggestion.	Yes - removing inbound bus lanes along Newmarket Road could disproportionately affect elderly and disabled people.
1	1	1		Disabled and elderly NEED car access to central Cambridge.
3	3	3	Old people having to carry heavy shopping bags also disabled people getting around	Disabled people and the elderly also pregnant women

3	3	5	
4	4	4	
3	3	4	
3	3	5	In the short term the work being done would cause a negative impact on everyday lives but the result should enhance for all and the environment.

2	3	2	A concentration of restoring and upgrading a full railway route into the East of Cambridge and providing new Railway stations.	None
3	3	5	Park and ride staying open later in the evenings.	

1	1	1	Very bazaar question! Please explain? "What do you mean by any other interventions ? Plus How can I comment if you have NOT given more details about the improvements/changes at junctions/roads/roundabouts you are proposing in each of the options? What have you identified? So I can comment?	Anyone can see that of course it will impact dramatically on many people's who have a protected characteristics under the Equality Act and mostly those that live in Cambridge and who don't contribute to the traffic congestion we are now facing in cambridge

5	5	5		The additional modes of transport (bus and train) would need to be accessible to all individuals, and priced fairly for those who cannot work due to their disability.
0	4	4		
4	5	4		
5	5	5		
2	2	2	New buses for citi 1 and citi 3 as they are old and cheaper fares for children	.

3	3	3	It isn't necessarily that buses need to be faster as your study seems to imply; you need to have more of them, they need to be free, and they need to connect better across the city. When I have attempted to use public transport to get from Quy to Cambridge Railway Station it has taken nearly 100 minutes. Needless to say I never tried that again. When I have attempted to use buses from the Park and Ride Newmarket Rd in/out of City Centre on a Saturday I was not actually able to board a returning bus at around 4pm with my toddler in the Centre and at the Grafton Centre had to let 3 buses go past full to capacity, finally boarding a bus around 60minutes after first trying. Again, needless to say I never tried that again.	Negatively impact on women. You need to consider that women travel needs are different to men and typically involve "chain tripping"; a public transport strategy that focuses on improving point A to point B travel is focussed on improving public transport for those who typically travel in that way, typically men. Often there is not a suitable alternative for women (particularly those travelling in from rural areas) other than car use and

0	0	0	This survey is an incoherent jumble of ideas, lacking analysis of existing barriers to public transport and active travel. Each option contains disparate measures with no room for constructive comment on individual elements and their interractions.

2	1	2		I feel that both B1 and B2 would impact negatively, because this would bring in more road traffic to this already congested area. Coldhams Lane even through lockdown has been massively congested, in part because of the changes to traffic along Mill Road. For B2, even though the Tins might look like a good new route when looking at a map, on the ground, even with barely any cars it's already extremely busy. Cyclists, dog

1	1	2	Review how useful has been to shut Mill Road bridge - it seems to have pushed traffic elsewhere.	Reducing car traffic does impact on those who cannot use other transport options - those with disabilities who need to use a car or taxi for example. Introducing more cycles and buses onto roads that have previously not prioritised these can reduce space for pedestrians and car access to properties.
0	0	0	Honestly, these questions are not very useful. Please provide some context - for example, I have no idea how to answer question 4. Access for who? Using what mode of usage?	
4	4	5	A more regular train and bus service from Newmarket. The buses have been cut to hourly from half hourly rendering the service much less useful. Given that the trains are unreliable, having an hourly service makes it too risky to use the train for important appointments. It would also be good if the village on that Ipswich - Cambridge branch line were better served.	I believe it would positively impact on people with disabilities.

3	3	4	
1	1	1	Build less houses and then transport issues would not be a problem
5	5	5	End single line working in the Newmarket area by investing in a platform on the southern side, together with a footbridge and lift, pushing back the platform on the northern side to allow for a second line, and bringing the main building back into use as a waiting room with a shop and toilets. Create a bus turning circle and covered cycle storage on the current desolate space beyond. Run a shuttle bus service from Exning, Studlands Park and other suburbs to what would become a proper train station rather than the bleak platform I currently wait on for trains back to Bury St Edmunds.
4	5	5	

1	5	5	The proposed location of the park and ride is utterly pointless, a total waste of time and money that will do nothing to improve the appalling traffic situation. It must be located on the OTHER side of the a14. None of the proposed schemes will have any impact whatsoever if the huge out of town style trade parks that generate the majority of the traffic on Newmarket road are not urgently relocated to an actual, suitable, out of town location.
5	5	2	More separated cycling routes.
2	2	3	

4	3	4	Addressing the traffic congestion at McDonald's roundabout on Nemwarket Road / Wadloes Road junction. At peak times, residents with homes accessed via Wadloes Road are prevented access as traffic backs up from McDonald's onto the Newmarket Road/ Wadloes Road / Barnwell Road roundabout. In addition, these queues can 'freeze' the roundabout adding to congestion on all three roads. Finally, once traffic has managed to squeeze past the queues, the all used and much needed zebra crossing can be hidden to drivers unfamiliar with the road who realise its there just at they speed up so feels quite dangerous. Has adding traffic lights to junction of High Ditch Road with Newmarket Road been	Its not clear white bus lanes into the City along Newmarket Road would be removed. Does this mean that local residents would need to travel out of and then around the city to get in to it? Would it be possible to advise (even at a high level) how travel plans may impact upon local residents on both the outskirts and centre of Cambridge city - particularly those unable to use active travel (very young or elderly
1	1	0	Congestion Charges, Park and Ride from further outside the City.	To all in Cambridge we must protect the individual by ensuring clean air and keeping traffic outside our cities.

4	2	4	High quality cycle lanes on Coldham's Lane as part of the public transport improvements here. Resurface Wadloes and Barnwell Road cycle ways. Redesign the side road junctions to give this path priority over turning vehicles - in line with government guidance LTN 1/20.	Cycleways must be smooth, accessed by dropped curbs and not have resrtictive barriers across them. This will allow use by wide range of cargo (family) and adapted (disabled) cycles. Also wheelchairs, buggies and mobility scooters.

4	4	5	
0	0	5	A twice hourly rail service from Cambridge to Ipswich please.

1	1	3	I do not see how these interact with the 'Greenway' proposals - for example the use of The Tins in that.	Phase 2 proposals have capacity to negatively impact quality of life for residents in protected groups.
3	3	5	A more frequent bus service linking my village of Exning to Newmarket and cambridge would be highly appreciated.	

3	3	5	More frequent trains between Cambridge and Newmarket.	Improving the rail network between newmarket and cambridge is essential for encouraging more professionals to settle in Newmarket. There are a number of health professionals being priced out of the cambridge central area and newmarket would be a great alternative to live if commuting was easier.

3	3	3	One good way would be to stop allowing housing development on the Newmarket Road. How did the Marleigh site get permission. As a villager outside Cambridge who has to use Newmarket Road to access the city, I think it is dreadful that I missed the time when I could have had input in the decision. Who was informed? 1000 houses? More cars accessing one of the few arterial roads into Cambridge - which is also an emergency route. Yes, it is only 20 mins to cycle into town, but do you think homeowners won't have two cars clogging Newmarket Road? I despair over Cambridge planners. No long term overall plan. 'Sticking plaster' approach when some of the issues have been of their making. We live in a village just outside Cambridge and we are being pushed out of feeling Cambridge is our city. Our bus	Negatively impact villagers on the East side of Cambridge
5	5	5	As a local resident, I am very concerned about the traffic on Coldham's Lane. There is already long traffic jams at rush hour and on weekens (for the beehive shopping centre). I cannot see how any of these proposals takes this into account. Second, I am concerned about the (cycling?) path through Coldham Common's which is outlined on each of the maps . None of the proposals gives any detail. The Commons is a pristine green space and it should be protected from any development, roads, cycling or housing.	

4	4	4	Hard to comment because the implications of the proposals are not clear. e.g. would a larger P&R lead to fewer buses to outlying areas? The proposals might be environmentally friendly in the long term, but not in the short term. Why would you remove inbound bus lanes? Would the Tins proposal affect the pedestrian route from Cherry Hinton to Burnside? It would have been helpful to have an explanation of CAM before I reached p11 - I'd never heard of it. Better public transport at a lower price would be beneficial all round.	I assume that disabled access would be built in to all proposals.
2	2	2	The consultation focusses on alternatives to the private car but this is not realistic - whilst I am a cyclist, there will always be people for whatever reason wish to use the private car and Newmarket Road (and to a lesser extent Ditton Lane) are major routes into Cambridge from the East. Previous GCP discussions have suggested looking at smart traffic lights along Newmarket Road as the poor sequencing current delays traffic and is something that could be done relatively cheaply to aid congestion - however this does not form part of the current discussion. Current discussion on Newmarket Road and Ditton Lane suggests further reduction in capacity and reallocation of space - this will just lead to more congestion. I personally have no issue with cycling along	n/a

0	3	3	The Park and Ride should stay closer to the A14 and buses could run from here to the train station as well as the shopping areas.	
5	5	5		
0	0	0		
3	3	3	Better Public Transport beyond your remit limit	N/A
5	5	5		

3	3	3	Typically your plans concentrate on restricting road capacity and cutting people who live outside the city off from being able to effectively use their Country town - or did I miss the part where public transport will be frequent 7 days a week? Most people are never going to be in a position to cycle from the necklace villages to and from Cambridge.	Disabled people relying on personal transport are being penalised yet again, including a great many people who whilst not having Blue Badges must use personal powered transport to get around.

1	1	3	Improve the quality and range of public transport operating from the P&R to take people where they want to go (eg Science Parks, West Cambridge site. Addenbrookes, Schools, Station etc) without having to travel to Drummer St and then out again. Improve the frequency and reliability of rural bus services into Cambridge. I realise these bus services are privately owned, but the changes to the road into Cambridge have to be integrated with improvements to bus services of they are to work. Improve traffic management in the area where the B1102 and A1303 and the shortly afterwards where the A1303 joins Jn35 to improve (not restrict) flow and reduce air pollution in Quy. Again I realise this is probably beyond your remit, but simply exporting
2	2	5	
2	1	3	
3	3	3	
3	3	5	Improve the frequency of trains between Cambridge and Bury St Edmunds

4	5	4	All transport into the city must access both the centre and the main station and must relieve congestion at the Quy roundabout	I can’t see how removing bus lanes on Newmarket road helps improve public transport in the short term

5	5	5	Continuing the closure of Mill Road Bridge to private car traffic, and extending the closure to more of Mill Road	
4	3	4	now before covid we would be over to addenbrooks 3/4 times a year and the Haverhill to Cambridge Park and Ride site Babraham all good better now you have got rid of the queue makers the money for one pound .all good [REDACTED]	good

4	4	5	Later trains from Cambridge to Newmarket. Currently one has to leave London King's Cross at 21:39h in order to get last train to Newmarket. Alternatively take a taxi for the last stretch Cambridge to Newmarket at GBP40.00 and therefore people go by car to London; why park at Cambridge station? Too few places and it takes forever to drive into the city. Not good though, environmentally bad, so an extra train in the evening from Cambridge to Newmarket would solve that.	No

1	1	1	The improved Park and Ride might be useful as I currently travel into Cambridge for work by train. However, I still have to drive to my nearest railway station, and none of these schemes would help with that.
3	3	0	

1	1	1	Improved public transport, either bus to Cambridge, or a bus to Newmarket or Ely Railway station. At present I am obliged to drive at least part of my commute to work. I live in Soham and there is no public transport that I can use to get to work. The timing and duration of the bus journey from Soham to Cambridge makes it impracticable, or impossible. The timing of the bus journey from Soham to Ely makes it impracticable, as the times dont coincide with the time I need to be in work. Either option is impossible on a Sunday.

4	4	3	Improved cycle routes and cycle parks between the city centre and addenbrookes. Public transport pricing that is competitive vs driving, with increased frequency of services and extended times of operation. Quicker and more comfortable modes of public transport. Maintain access to drive into the city centre and shopping centres around Newmarket rd, not always practical to rely solely on public transport for shopping/goods.
3	3	3	Newmarket road and main junctions are keenly in need of safer cycling infrastructure, and should be considered a priority for this project. The new route accross Coldhams common connecting the Chisholm trail to the airport site would be very welcome, but a new crossing of Barnwell road would also be needed at the entrance of Coldhams common to link to the employment sites on Barnwell Drive
4	4	4	

0	0	0	I am a Mill Road resident and echo here my comments on the ongoing consultation (after the fact) on the closure of Mill Road bridge to all traffic bar buses and cycles (which your options B1 and B2 assume will remain unchanged). I am concerned about these combined plans to effectively restrict Mill Road into a 2-way bus lane because of the impact on local businesses and road safety. Mill Road has a thriving community of local shops and restaurants that (like other places) are currently suffering from COVID related restrictions. I fear the ongoing restriction to traffic will compound these issues and permanently impact the area in a negative way. My main mode of transport in	The closure of Mill Road bridge (that your consultation assumes) is directly impacting older, disabled or generally less mobile residents that are reliant on their own cars or taxis to leave and return to their homes.

1	1	1	Seems you have lost the plot. You need to coordinate with the CAM plans and reopening of rail stations as well as finding a way to improve public transport. Making it harder for private vehicles in the hope that this creates demand for public transport in the hope then that private operators will improve services noting that the operators are merely interested in profits not public service is naive.	Proposals give undue priority to Cambridge residents which I appreciate not necessarily relevant but I do not know spread of people or groups with protected characteristics so making it harder for people to get into Cambridge might have an impact.

4	4	4	Must nsure that whatever is put n place does not mean other road traffic is bottlenecked, thus meaning longer queues of stationary vehicles

0	0	0		
5	5	5	Please run trains for Newmarket at least twice an hour, reopen old Newmarket Station and use land for a park and ride. This would not only have a very positive environmental impact by reducing car journeys to and from Cambridge but would have a major economic impact on the Newmarket and East Cambridge economy and the provision of housing to meet the needs of those priced out of the Cambridge housing market.	First time buyers priced out of Cambridge, Newmarket retailer and Newmarket - Cambridge commuters.
3	3	3		

3	4	5	The P&R needs to be moved to the North of the Quy roundabout. That traffic needs to be taken away from the Newmarket Road section.	The first two options don't really help
5	5	4	Free or affordable public transport. Along the tins, the current cycle infrastructure is inadequate e.g. bridge crossing railway line. This is also a popular recreational area (running, walking, cycling) so any works would need to take this into account and enhance the multiple use aspects of this route and it would be good if some thought was given to how this might link to the enjoyment of the lakes, Cherry Hinton Brook etc. Thinking of the scale of the guided busway, hard to see how one creates a high quality active travel option along the tins and enrty onto Brookfields Road. In terms of public transport, I think taking buses, cyclists etc along Mill Road makes more sense, easier access to the railway station, local shops etc rather than funnelling people along Coldhams Lane into town	Potential negative impact on residents of Brookfields / Burnside.

2	2	4	No; but, as the government's decision to bring forward the deadline for phasing out the sale of conventionally fuelled private vehicles in favour of electric transport takes effect, I do not see the justification on environmental grounds for reducing the flow of private vehicles entering the city.	The proposals to reduce junction capacity at * Elizabeth Way Roundabout; * Newmarket Road and Barnwell Road; and * Newmarket Road and Ditton Lane will create increased traffic congestion, resulting in serious delay, and act as a disincentive for vehicles to attempt to access the city. Many vulnerable people within the city depend on services that can only be provided by staff who need private vehicle
3	3	3		Negatively

3	3	4	KEEP MILL ROAD AND BRIDGE OPEN TO CARS AND TAXIS	Traders of Mill Road will be affected if the road is changed into a busway. How would we get our deliveries and will it really increase footfall? It hasn't shown to be the case with the bridge closed.
1	4	5	Rail travel is very important for travelling and freight, and where it can be encouraged, has got to be welcomed.	
3	3	3	You need to keep mill road and bridge open to cars and taxis do not close this	
2	2	3		
1	1	0		

0	0	0	It is critical to Cambridge vitality that Mill Road Bridge, Mill Road and all arterial route remain open	
1	1	1	Stop closing roads. Open mill road bridge to cars	Negatively

3	5	5	I have two main points 1.Rail access from fulbourn and beyond is vital if the east of the city (and hinterland) is to grow in a sustainable way - I would like this prioritised/brought forward. 2. I really like cycling but I am afraid of sharing the roads with motor traffic - frankly I feel the risk is too high that I could be hurt. This goes double for children. Please build non-road cycle lanes. The one by the tins is great - no cars/busses and no fumes. If it went all the way to the city centre Id never use my car. As it is though cars scare me and I don't feel comfortable unless the road is pedestrian or, the cycle lane is separate.	The disabled may have a legitimate car use need in the city, so that needs to be accommodated. Moving towards better cycle/tram/bus options would help the poorer people too. Cambridge is after all very unequal in terms of wealth distributuon
3	4	5		
3	3	3		Disabled, traders, residents

1	1	0	Reopen Mill Rd to all traffic	Disabled , traders , residents , tourists .visitors to residents ,deliveries to traders

3	1	1	
3	5	5	More frequent buses at the Park and Ride. I am put off using it because I have experienced long waits both going into the city and returning to the park and ride

1	1	1	Really worried that I will be trapped, unable to drive out of Romsey Town to the A14, Mill Rd, already difficult because of the Mill Rd bridge closure; must retain car access to the Beehive Centre and Retail Park via Coldham's Lane.	Private citizens need access by private car, regardless of whether or not we could walk or cycle.
0	0	0		
4	4	4		
5	5	5	More frequent trains from Newmarket to Cambridge	
0	0	0	Prioritise cars. Stop your war against cars now.	

2	2	4	Hourly train service Ipswich to Cambridge , if you want to get people out of there cars and off the A14 - a regular reliable train service is surely the most sustainable future option.	More bus and cycle lanes on an already congested Victorian city road infrastructure seems to only add to travel congestion at major intersections. Differentiate cycle networks from roads and like wise for future bus lanes where possible new development and renewal opportunity allows. Underpass and tunnel projects maybe the only viable way forward in places. But just closing main arterial roads like
5	0	5		
3	3	3	Faster transport from Haverhill and more regular trains from Newmarket	

2	2	0	Keep park and ride where it is instead of transferring to a place of security for the dwindling wild animals, such as deer, pheasant etc. The damage to the local environment if moved to the proposed location is very high. I take it the vacant site would be used for housing or parking at the ice rink, so no offset fir the major damage caused.	The local areas have a high elderly population and find buses difficult to use, so private taxis and cars are used instead. In these days of change on the high street it would be great if local populations were considered and consulted more, and if the councils could get to know the areas before bulldozing over it

4	2	5	Add cycle lanes alongside the new off-road high quality public transport route between the park and ride and Coldham's Lane. Moving the Cambridge East station closer to or into Cherry Hinton would make it easy for people from this area to walk to it and encourage use.	The rail option would likely positively impact people with limited mobility in the villages.
2	2	1	Add road from airport way to coldhams lane through edge of land north of cherry hinton. improve orbital bus routes to reduce need to travel into city centre	
3	3	3		
3	3	3	Scrap the guided bus and put the money into this project.	no comment

4	4	5	re-introduce the rail loop to the east of Newmarket ,therefore allowing Trains to travel directly from the Midlands Ely and Soham, when Soham station re.opens ,this would reduce car travel into Newmarket.	no negatives.
3	3	4	Very little detail is given about the cycling provision. It would seem that improving this on Newmarket Road and Coldhams Lane should take priority over any new path across the common. The greatest concern is that provision for the CAM would delay improvements to cycle infrastructure which is needed now.	Insufficient detail in the proposals. Improving routes for buses may make little difference if there are not also improvements in service frequency and hours.

5	5	5	Given the increased use of e-bikes and scooters, storage areas and nodes should include the provision of charging points for these.	This will depend on the detail of the implementation. All options should be designed to be an inclusive as possible.
1	1	1	active travel' is a misnomer here. The measures proposed will cause Newmarket Road, Coldhams Lane, Barwell Road and Ditton Lane to become gridlocked on a daily basis, with junction capacity increased at the Quy A14 , and reduced with more traffic lights at every other junction. In order to reduce queuing traffic at present on Newmarket Road and Barnwell Road, you only need to close the McDonalds drive-thru, which queues onto the roundabout and beyond every day. Secure cycle parking in the city, at the station and at Addenbrookes, and some indication that the Council and police take cycle theft seriously would also go a long way to promoting cycling as a viable option for transport within a 5-10 mile radius of Cambridge. Then this destructive program of 'improvements' would not even	Negatively affect elderly and vulnerable in Fen Ditton/Horningsea /Clayhithe when the local bus service becomes unviable as junction capacity is reduced on Ditton Lane, so traffic will queue through Fen Ditton and beyond. This will also cause a huge rise in air pollution in the village and around the primary school.

4	4	4	More trains from Newmarket Station to Cambridge Station(s). Improved bus timetable. I live in Wickhambrook Suffolk and the only way to get to Addenbrookes other than by car is a bus to Haverhill (2 a day) then a bus to Addenbrookes. A 10 minute appointment would mean being out of the house all day!	Better transport links east of Cambridge would improve access for people with disabilities
4	3	5	better bus route and train stations	negative towards elderly people who cannot carry shopping fa,r who 'have a regular bus service and who don't drive a car

4	3	4	better bus and train connections	some proposals would have a negative impact on the elderly carrying shopping or do not drive.
3	3	5		
0	0	5		
5	5	3		
4	4	2	(1) A new route through the existing Marshalls site and a tunnel into Cambridge centre is some way off and potentially very expensive. In the medium term an alternative and much cheaper option would be to re-open Cherry Hinton station and provide a dedicated bus shuttle service between that and the proposed A14/P&R interchange. (2) The proposed site of the new Cambridge East station is far too close to the existing main Cambridge station to justify the cost or disruption caused by its construction. It needs to be in or to the east of Cherry Hinton to be worthwhile.	

4	5	3	Phase 1 does not mention the Sainsbury's roundabout on Coldhams Lane which is often a source of delay.	
1	1	1	Reopen Mill Road bridge and do not close Coldhams Lane	Yes, it would put elderly and disabled at a disadvantage
3	3	3	stop all your nonsense to justify your jobs	TERRIBLE DISCRIMINATION AGAINST DISABLED AND ELDERLY AND BLUE BADGE HOLDERS BEING TREATED AS ALL DISHONEST BY CLOSING ALL BUS GATES TO THEM (UNLIKE tfl THAT ALLOWS REGISTRATION OF UP TO 3 VEHICLES BY ANY BLUE BADGE HOLDER THUS MAKING THEM EXEMPT FROM ANY CONGESTION CHARGES, COSTING TFL MONEY BUT TRUSTING THAT THE FACILITY IS NOT ABUSED
0	0	0		

3	1	5	Cycle connection from wadloes road/barnwell off-road cycle route from the new river bridge towards cherry hinton via link to tins path	Tins path option would negatively affect use of this area as recreational walking/cycling route. New park+ride option would negatively affect environment generally and negatively affect public transport users by encouraging car use, which ought to be discouraged. Routing lots of extra buses up Mill Road would make cycling along it more dangerous, and also feed them directly into
1	1	0		
5	5	5	Proposed restrictions to general traffic will slow vehicles and thereby increase existing rush hour pollution (eg Newmarket Rd, Ditton Lane). Access to specific groups (eg parents transporting pupils to school) should be prohibited and replaced by school bus transport operated from P&Rides. Traffic to and from A14 should be diverted from Ditton Lane to Quy roundabout (emissions from 2-3 hours slow/stationery traffic per weekday affects the respiratory health of residents).	Frequency of buses and existing routes must be maintained for those who depend on the service.

0	0	0	I agree with all the points that smarter transport has raised and their alternative ideas
2	3	5	
4	4	5	

0	0	0	Dutch style roundabout at Barnwell Road/ Newmarket Road roundabout. Integration of new and old cycling infrastructure to provide a network with no weak (i.e. dangerous) links.

2	2	0	- Please retain / prioritise / make big amounts of space for the natural environment. So much of the green or wild spaces that made Cambridge a beautiful and wholesome place to be in have been obliterated: every tiny gap is being built on, and Cambridge is becoming a crowded, planned and managed and manicured, a vast and soulless environment. (For example I was shocked by the loss of the large trees and of the quiet country path running from Fen Ditton to the Newmarket Park and Ride surrounded by woodland which I frequently rode along to clear my mind: it is replaced by a massive construction project) It is a matter of killing the goose that lays the golden eggs - we will have negligently lost what makes Cambridge the place people can love and enjoy. - While I understand the	Hopefully public transport can be affordable/subsidised, so that less well off people living out of Cambridge can afford to use it, and no longer need cars. I know this is not the remit for a transport project but the new housing on the outskirts of Cambridge need to have a heart/centre with amenities that allow the inhabitants to feel part of their community, and not dwellers of dormitory housing. The lines of the
3	3	4		

1	1	1	Cycle path improvement only and to allow electronic bikes and scooters as this will grow j. Usage. Against completely restricting car travel and we need to get I. And move freely around Cambridge although we don't use it I. Rush hour. Rather I travel to Audley End train station which has no traffic then get 25 min trai. To Tottenham and travel from there. I love in [REDACTED].	Residents of stow fun Quy who need to travel into Cambridge easily by far as part of their rights fir the enjoyment of their priority.
3	3	3		
4	2	4	No obvious fast and direct public transport routes into city centre? Where will public transportation terminate in the city as the bus depot to be relocated.	Not known

4	4	4	Existing infrastructure for walking and cycling needs to be upgraded as per LTN 1/20, including the Barnwell Road cycleways, the Newmarket Road/Barnwell Road Roundabout, the Coldham's Lane/Barnwell Road roundabout, Coldham's Lane, the Wadloes Road cycleway, and access to and through the Abbey Leisure Centre.

3	3	3	
0	0	0	I live in Great Wilbraham which essentially has no bus service to get to the proposed public transport system. It is virtually impossible to live in the village without having a car. If you have a car, it is nearly always more convenient to drive to your destination rather than park and ride. Bus services from the villages do not have to go right into Cambridge, only to link with the public transport system.

1	1	1	I agree that improved cycle access and bus routes in Cambridge are likely to be good for the transport around the city. I think that generally encouraging (safe) cycling is great from a public health and environmental point of view.

1	1	0	I am a longtime Mill Road resident and have serious concerns about the closure of Mill Road bridge to all traffic bar buses and cycles (which your options B1 and B2 assume will remain unchanged even though the consultation for that scheme is ongoing). Some people seem very keen on the Bus Gate arrangements but few of them actually live here. I am now also extremely concerned about the fact that the combined effect of both these schemes will effectively restrict Mill Road into a 2-way bus lane because of the impact on local businesses and road safety. Mill Road has a thriving community of local shops and restaurants that (like other places) are currently suffering from Covid-related restrictions. I	The closure of Mill Road Bridge (that your consultation assumes) is directly impacting older, disabled or generally less mobile residents that are reliant on their own cars or taxis to leave and return to their homes. I am extremely concerned that the plans in your consultation assume the outcome of another ongoing consultation regarding the closure of Mill Road Bridge. Particularly as your consultation

5 2 5

1	1	1	Not digging under, and destroying people's houses for the proposed CAM system would very complimentary!! It would vastly limit the environmental impact of digging tunnels that are unnecessary for transport - I've yet to see a plan that is better than improvement of cycle lanes, widening of roads and better use of Park and Rides, and would work just as well if not better. As a young professional and a cyclist based off of Mill Road, cars are not the issue when travelling in and around the junctions you've mentioned in your options (e.g. I have seen very few cars using the Coldham's Lane to the airport), so why are you introducing more pollution / more infrastructure that won't be used? Improve cycle lanes from TINS, but NO to CAM!	The proposal of CAM would not only negatively affect our house, the job opportunities and money that we bring, and the community and neighbourhoods that have brought us to this wonderful city, but also affect the wildlife and nature on the East of Cambridge that have been life-saving spaces and a clear respite during COVID-19; they are not an improvement on the existing traffic issues and are actually detrimental to the

4	4	3	Clearly you'ce already got a lot of work to do and adding more work will complicate options even more, but lots of people cycle along the river, and its quite busy with pedestrians and cars. I suspect it's out of scope for this project, but it would be good to improve things along there.	I don't think it would really matter about your Gender reassignment Marriage and civil partnership Race Religion or belief Sex Sexual orientation but it may affect people that are old or disabled or poor. Hopefully positively for old or poor people as public transport is cheaper so high quality access is important. If you are disabled and have to drive in it may be slow, but these people
3	3	4		
3	3	4		

3	3	0	It looks like the crux of this proposal is, as usual, to make it ever more frustrating for car users, particularly traffic lights. I dont see any other effects from option A1 and A2. Please remember that a large number of ratepayers need to access Cambridge by car, because all of our rural facilities have been closed over the years. The car is a convenient mode of transport, and most of us do not have the time to swap to other forms of transport as we approach Cambridge. Instead of making access by car more difficult, you should be looking at improving it instead of jumping on the current "hate the car" campaign.	I am no longer able to cycle due to age and health, though I am not decrepit enough to deprive someone worse off than me of a disabled drivers badge. Your proposals will make travel into Cambridge more awkward for the many elderly people who live in rural areas

2	2	4	Yes. The consultation doesn't even show the cycle routes. Nor does it make clear what tradeoffs we are making - e.g. using the Tins for a busway - does that remove it as a cycle route entirely? Active travel and actually _reducing_ vehicle miles is fundamental here. P&R does not really do that: people just drive to the edge of Cambridge which hardly reduces mileage at all. We have to take the travel hubs ideas that Smarter Cambridge Transport have described in their response seriously so people really can travel conveniently by rail or bus or cam from and between villages for many journeys and cycle to the hub/station. We need major improvements in cycle infra on all the roads here: NMR, Barnwell, Coldhams Lane, and big reductions in cars/vans by putting in filters to remove through-traffic or flow-control	There will of course be both positive and negative effects. Remember that 1/3rd of disabled people in Cambridge cycle (it's often easier than walking) so we mustn't assume that cycling is not relevant to the disabled.

2	2	2	This is not a helpful survey, as it is does not properly consider different modes of transport. Particularly cycling these difficult roads and connected to the network is not evident. This does not appear joined up, and this should be addressed and brought back. The roundabout at Newmarket/Barnwell road is dangerous, cycling over the railway bridge and the Beehive junction are also not suited, and not enough consideration of full connection to the cycling network is given. Coldham's Lane cycling is really bad. Car transport is needed but should be reduced as far as possible to enable movement for all, by high quality cycling infrastructure.	Proposals encourage cars, reducing air quality, which is bad for all, but particularly children and older people. Also lack of cycling provision reduces this healthy activity for all, and adds traffic which impedes those with disabilities who should have more priority.
3	4	5		

0	0	5	More frequent and reliable trains from villages to the eastinto Cambridge would facilitate reduction in road traffic, reduce traffic congestion in the peak times and be environmentally beneficial. A rail link direct to Addenbrookes would have a huge benefit	No
4	4	2	Existing active travel infrastructure on the Tins must be maintained. Newmarket road badly needs improved infrastructure, as does coldhams lane.	

4	2	4	A1 - Replace the Newmarket Road/Barnwell Road roundabout with a Dutch-style intersection rather than just traffic lights - a better solution is needed also at the Newmarket Road/Ditton Walk corner (West), as there is blind spot where cyclists and pedestrians can easily collide: here and elsewhere, properly segregated cycleways are needed and shared-use provision should be removed - a new cycle path through Coldham's Common is not a priority and the need for it is questionable - make sure that A51 cycle path is fully operational both through Marleigh and to the city centre (along the Cam, restoration of jetty) while construction work takes place at Marleigh development site and along Newmarket Rd

3	3	3	Resurface and widen pedestrian/cycle way between newmarket road and Coldhams Lane. Make filter traffic light at junction where pedestrian/cycle way from newmarket road across coldhams common meets Coldhams lane so cyclists can easily get onto the route without turning across in front of cars. Enforce no parking on existing and new cycle lanes at the edge of the road. Vehicles regularly like parking at the side of newmarket road blocking the cycle lane and making it less safe for cyclists possibly putting some off. Busses and other public transport need to run frequently (every 10 or less mins) and reliably current Cambridge busses are a joke and can only happily be used by those with all

3	3	5	There needs to be a review of bus services (or shared minibuses) city wide. Teversham and other villages do not have access to bus services and no option but to be car based.	The proposals assume that people are mobile and fit (and one could say young). The proposals don't take into account the needs of the elderly and less mobile.

5	5	5	In my opinion, for this project to successfully reduce congestion, encourage public transport use and active travel, and be kinder to the environment, there needs to be a 'stick' element to discouraging car use (perhaps a congestion zone in parts of Cambridge or something similar), as well as a 'carrot' element to making public transport more appealing (more reliable, cheaper fares, more routes, environmentally friendly options such as more electric busses). Actively discouraging car use is likely to prove unpopular with some individuals and businesses in the short term but I think without it Cambridge is going to become more polluted and congested with traffic, hurting its attractiveness as a place to live and work in.	Overall I think equality would be improved as there would be more options of how to travel in and out of Cambridge, however, there would, of course, need to be good disabled access to public transport. This shouldn't be an after thought, rather it should be included in the plans from the start.

3	3	5	Better buses for necklace villages	-
5	5	5	Please concentrate on better train access. It would be used so much more. The service is shocking and erratic at best organised by incompetent organisations.	No effect in equality except it is too expensive

3 3 3

The move of Marshalls away from Cambridge and the potential development of the huge airport site, should be taken into account now; it will be vital to ensure there is a major new slice of access land which will also provide access through to Barnwell Road, Coldhams Lane and Airport Way. This site, combined with Land north of Cherry Hinton, will change the whole environment of the eastern side of Cambridge through to Teversham.

0	0	0	It is difficult to unreservedly support YOUR proposals without details of each reconfiguration, junction capacity reduction etc. None of which you have provided. That lack of data impacts on my response to questions 2, 3 and 7. You propose six "aims" of "the scheme". One of these is "Reduce congestion & improve air quality". Reducing total vehicle units on the route would be a major factor. The next step is to keep traffic moving at a steady pace. Accelerating causes pollution. Braking causes pollution. Stationary vehicles cause pollution. Red traffic lights cause vehicles to emit a lot of pollution. Wherever possible use roundabouts without traffic lights, high roads & filter lanes to help keep traffic moving.	There is a need to recognise that many people covered by the Equality Act 2010 may need access to the City. Such people are not always able to simply hop on a bus cycle or walk from districts beyond the city boundary i.e. South & East Cambs or West Suffolk. Not all can afford taxis. Use of private car is then a justifiable means. For that reason good car routes must be maintained. QUESTION to YOU. As a [REDACTED] who are protected

We would like to thank you for completing our survey. If you have any further comments on the project or the proposed options, please add these in the space available below. Please continue on a separate sheet/s if needed.	The following information will help us better evaluate the consultation respon					
	Resident in Cambridge	Resident in Waterbeach	Resident elsewhere - please specify	Local business owner / employer	I regularly travel in the area	I occasionally travel in the area
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0

1	0	0	0	0	0

0	1	0	0	0	0

I was disappointed to find that priority was not given to transport out towards Burwell, Soham, etc. Hopefully that will come in time. I can see why it makes sense to begin in this way, emphasising Newmarket.	0	0	1	0	0	0
	1	0	0	0	0	0

I reiterate my support for Rail - I think it will only go 'from strength to strength'.	1	0	0	0	1	0
"high quality" as a qualifier is meaningless. No one ever offers the alternative of "medium" let alone "low"	1	0	0	0	0	1
	0	0	1	0	0	0
	0	0	1	0	1	0

0	0	0	0	1	0
0	1	0	0	0	0
0	1	0	0	1	0
1	0	0	0	0	0
0	1	0	0	0	1
0	1	0	0	1	0

The lack of detail in these proposals makes it very difficult to give an informed opinion. For example, what is meant by 'reconfiguring' the Newmarket Road/Coldhams Lane junction?; how would it be possible to provide segregated cycle lanes on both sides of the Newmarket Road as well as an outbound bus lane as far as the Leper Chapel?; is a congestion charge being considered as part of the general plan?	1	0	0	0	0	0
	1	0	0	0	1	0

The action of improving these routes is not just about providing a solution but making sure the improvements and solutions actually do what their intentions are. It is pointless to spend all this money and carrying out research believing you have found the way to make improvements and then mess it up at the final hurdle by implementing silly traffic lights, islands, bus lanes etc. which do not improve anything.	1	0	0	0	0	0
	1	0	0	0	0	0

People responsible for shutting Cambridge down and making the area a university campus should look hard for some common sense to lowering pollution.	0	0	1	0	1	0
The outline proposals to provide cycle ways along the length of the Newmarket Road are very welcome, but the devil is in the detail. 1. Too many cycle schemes end up with weak links that do not enable or encourage all potential users to ride them. It would be good to have an early commitment that all cycling infrastructure will meet or exceed the standards of the new LTN 1/20 from the DoT. 2. I would also like to see a commitment to ensure that cycle parking at the existing or new P&R sites will be safe, secure and properly monitored. The experience to date of the cycle park at Cambridge Station - where there are insecure bike stands, high theft levels and many abandoned bikes - should not be repeated.	1	0	0	0	0	0

	0	0	1	0	1	0
I've lived in CB5 for [REDACTED] years and I have no idea what "the tins" are.	1	0	0	0	0	0
	1	0	0	0	1	0
	0	0	1	0	1	0

Key message for short term measures is that the proposed P&R relocation is inadequate and will offer few benefits compared to existing other than more space, but if it does not address the wider issues people still will not use it. More thought needs to be given to the practicalities of how people do and would like to use public transport. You need to make their lives easier not harder. With the exception of the train improvements these offer little benefit to those living outside of the city.	0	0	1	0	0	0
What's the point? You won't listen and the decision has already been made. But thanks for nothing.	1	0	0	0	1	0

	1	0	0	0	0	0
There's not a lot of detail regarding the proposals so I can't really comment on anything. Good to see you mention electric buses on the routes but what are the timescales for these?	0	1	0	0	0	0
	0	0	1	0	0	0
	1	0	0	0	1	0
	0	0	1	0	1	0

	1	1	0	0	1	0
	0	1	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	1	0
no comments	1	0	0	0	0	0
	1	0	0	0	0	1

Please introduce a congestion charge or similar and close/reduce the city's car parks. A carrot is nothing without the stick.	1	0	0	0	0	0
	1	0	0	0	0	0
Please see my comments in section 8.	0	1	0	0	0	1
	1	0	0	0	0	0

	1	0	0	0	0	0
Concerned over the routes through the airport, as this will clearly mean additional housing is planned. Having lived in this area for some time, have thousands of more cars on the road would be a concern, and forecast modelling for car usage is always underestimated. I cannot see any high quality bike lanes running alongside options B and 3. Any Newmarket Road route I would be concerned about, as the traffic on that road is a nightmare due to the retail shops there. Adding a better bus route would seem to be a sensible place to put it.	0	1	0	0	0	0
I am very opposed to the proposed location for the Cambridge East Station.	0	1	0	1	1	0
	0	0	1	0	0	0

Don't imagine for an instant that you are actually consulting on Options when you don't provide any detail. Don't take a single blade of grass for any of these insane proposals.	1	0	0	0	1	0
	1	0	0	0	1	0
	0	0	1	0	0	0

	1	0	0	0	0	0
Please consider better, frequent (tram) connections to villages. People coming from outside the zoned area would still probably drive rather than double their journey time and hassle by using park and ride (queues ard long, bus tickets purchasing is slow if not on a pass). Altdrnatively, i would limit shopping if on foot or bicycle.	0	1	0	0	0	0
Not enough being done to address traffic control and capacity, particularly in the light of 12000 homes being built on Marshalls site.	0	0	1	0	1	0

	1	0	0	0	1	0
Limit traffic on B1047.	1	0	0	0	1	0
Especially on Coldhams Lane and Newmarket Road there is far too much car traffic and Coldhams Lane is actually a residential street rather than part of the ring road so this ought to be more recognised to address the detrimental impact of traffic on residents.	1	0	0	0	1	0

1	0	0	0	1	0

1	0	0	0	1	0

Mill road traffic is already quite heavy, having more buses passing on that road would not be ideal	1	0	0	0	0	0
It would be ideal if you could take the P&R out to somewhere near the Quy roundabout - ideally, to a location (with supporting link roads) to save traffic travelling along the B1102 from having to queue through the village of Quy (but also convenient for traffic coming off the A14 westbound). Good luck!	1	0	0	0	0	0
	0	0	0	0	1	0

0	0	1	0	1	0
1	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0

	1	0	0	0	1	0
The underpass beneath the A14 west of Stow cum Quy desperately needs some attention. Regardless of season, if there has been a heavy rainfall event, there is a large quantity of standing water which cyclists and pedestrians have to pass through to navigate the underpass. This is due to blocked drainage systems. This in itself is enough to put off some people from using sustainable/active modes of transport into the city.	0	0	1	0	1	0
	1	0	0	0	0	0
	1	0	0	0	0	0

1) I am concerned that the junction capacity improvement at Quy roundabout may not be sufficient to compensate for A2 proposal to close A14 J34, along with ITM which may hold inbound traffic at Quy and increase peak congestion. Villages along the B1102 corridor are poorly served by public transport so most have no option but to drive, even to access the P&R site(s). 2) Also concerned that alignment of the HQPTR with the Tins cycle path will delay delivery of a much needed new rail bridge as part of the Fulbourn Greenway proposals; presumably HQPTR and cycles/pedestrians will use a common bridge structure in B2 proposal? 3) While I support the	0	0	1	0	1	0
	1	0	0	0	0	0

Very pleased with the Newmarket road protected lanes for cycling and walking. I can see a real transformation along the road with small shops and local businesses becoming more viable	1	0	0	1	0	0
	1	0	0	0	0	0

Solutions to penalise goods deliveries during peak times and especially by large/heavy vehicles would be hugely beneficial at reducing congestion and pollution. Not taking months to do basic roadworks, especially where the works make no effort to minimise disruption (ie all of them) would be of huge benefit. Also any such works should only be signed-off once they have left the roads/pavements in a better state than before - the contractors should be required to remedy all poorly executed works at their own expense.	1	1	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	0	1
	1	0	0	0	0	0
	1	0	0	0	0	0

1	0	0	0	0	0

0	1	0	0	0	0

Added in a previous box.	1	0	0	0	0	0
	0	1	0	0	0	0

Money would be better spent fixing the shambles of roads /cycle paths/ footpaths which are all broken, a trip hazard, generally off putting as the crumbliest town in the UK. Think about tomorrows generation.	1	0	0	0	0	0
	1	0	0	0	0	0

Hire someone with a better brain... A 3 year old could put more thought into this.	1	0	0	0	1	0
	1	1	0	0	0	0
	0	1	0	0	1	0

0 1 0 0 1 0

	1	0	0	0	1	0
Proper consultation with everybody who is going to be affected and not just one group as has been the case prior to present	1	0	0	0	0	0
	1	0	0	0	0	0

	1	0	0	0	0	0
Increasing the amount of park and ride usage is not compatible with reaching net zero carbon emission. Car usage both in the city and from outside must be reduced and replaced by more sustainable modes, e.g. cycling	1	0	0	0	0	0
	1	0	0	0	1	0

	1	0	0	0	1	0
We welcome the improvements to Newmarket Road - this road is already massively congested and dangerous to cyclists. With new housing developments near the existing park and ride, traffic will become impossible. We strongly welcome improved rail link to Newmarket with new station at Fulbourn and/or Six Mile Bottom as this will greatly reduce dependency on cars. Please also consider improved cycle route from the Wilbraham into Cambridge via Fulbourn. Thanks	0	1	0	0	0	0
	1	0	0	0	1	0

1	0	0	0	0	0
0	1	0	0	0	0
1	0	0	0	0	0
0	1	0	0	1	0
0	1	0	0	0	0
0	1	0	0	0	0
0	1	0	0	1	0
1	0	0	0	0	0

1	0	0	0	1	0

As in my previous comment for Q8.	1	0	0	0	0	0
We need a train station in cherry hinton	1	0	0	0	0	0
	1	0	0	0	0	0

Transport should have been thought about before all the developments were given the go ahead. Phase 1 is underwhelming, no news ideas brought forward in this phase, this has all been tried before. 'Discouraging cars' is not enough, alternative options have to be made more attractive than cars. Don't see the point of relocating the park and ride. Don't skimp on the cycle lanes, do them properly if you're serious about active travel	1	0	0	0	0	0
	0	1	0	0	0	0
	1	0	0	0	1	0
	1	0	0	1	1	0

You are using and American dictionary.. it does not like centre but does like center. It would be helpful to use the correct English version of English please.	1	1	0	0	1	0
	0	1	0	0	1	0
	0	1	0	0	0	0

It would have been helpful to have had the pros and cons of each scheme laid out to help us weigh up the decisions and come to a more informed opinion.	1	0	0	0	0	0
	0	1	0	0	1	0

After the Dutch Roundabout, I struggle to trust the authority to deliver a safe, efficient and cost effective 'upgrade' for road users. I feel it is important to reflect that the Beehive needs good car access, or needs to be moved to somewhere with good car access for the sake of business. I am concerned that the Newmarket road 'improvements' will not account for this. I am supportive of P&R improvements, but concerned about more development on green fields. What will happen to the old site? I question who will use the new Coldhams Common	1	0	0	0	1	0

	0	1	0	0	0	1
Noise pollution must be avoided, therefore I do not support rail and tram. I support cycling and electric (silent) buses	1	0	0	0	0	0

The options outlined in B2 and B3 of the proposal make no consideration for the negative impact for the residents of the mill road area. B3 for example is proposing a line running through a residential area, which is totally unacceptable. B2 is also a poor proposal as it includes adding an extra road in an area currently well suited to cyclist and pedestrians, which would be a regression in infrastructure.	1	0	0	0	0	0
	1	0	0	0	1	0

1	0	0	0	0	0

1	0	0	0	1	0

	1	0	0	0	0	0
	0	1	0	0	0	0
I strongly oppose new rail links into the city and the CAM tunnel proposals.	1	0	0	1	1	0
	1	0	0	0	1	0

	1	0	0	0	0	0
I do not approve of making Ditton Lane and Elizabeth Way junctions with Newmarket Rd slower or less accessible.	1	0	0	0	0	0

I am opposed to all these measures because they assume growth of our city which many residents do not want to see. Why is it not an option to keep things as they are? It feels like growth and infrastructure projects and loss of green space is being forced upon us, even though we don't want it. I am not an old person! I am a [REDACTED] year old Cambridge uni grad who loves the city I have lived in for [REDACTED] years and don't want to see it developed into a shiny, ultra-modern city that only really serves the technology giants.	1	0	0	0	0	0
	1	0	0	0	0	0

1	0	0	0	0	0

Consideration should also be given to the congestion caused by the MacDonald restaurant at weekends. It often causes queuing at the roundabout which exacerbates Newmarket Road congestion.	0	1	0	0	1	0
	1	0	0	0	0	0

	1	0	0	0	0	0
I think that this is the most positive, joined up approach to alleviating the traffic issues in Cambridge that I've ever seen - I am very happy to see it!	1	0	0	0	1	0
	1	0	0	0	0	0

Reducing the capacity of the Newmarket road will not solve the problem of car use whilst public transport to outlying towns and villages remains slow and infrequent.	0	0	1	0	1	0

I am astonished and horrified in equal measure at this plan which impacts negatively, to put it mildly, on the people who live in the path of the proposed CAM route. Why not just use the roads that are already there?	1	0	0	0	0	0
	0	1	0	0	0	0
Modern Rail Travel needs to be high priority	0	1	0	0	1	0

	0	0	0	0	0	0
None	0	1	0	0	0	1
	1	0	0	0	0	1
	1	0	0	0	0	0

The railway option b3 should be considered as an enhanced b2 and not a solution on its own. I find it very unlikely that a two line railway could follow the existing route so this consultation misleads what b3 would look like. As a result b2 is what I support at this early stage.	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0

Please, for the love of all things holy, open Mill Road and stop destroying small business' just because you can get some money from the government!	1	0	0	1	1	0

I would like to see it become much easier for those with bicycles to transport them on buses when necessary.	1	0	0	0	0	0

Since Covid 19 and the impact on work, the changes that people have made to work from home and use cycles more this plan is a bit out of date. I don't think you will have to cater for as many vehicles	1	1	0	0	1	0

Cambridge will never be pollution free until: All through traffic is compulsorily diverted around by construction of outer southern/eastern ring road, linking m11 to A14 eastbound. Park and Ride for commuting is made compulsory. Public transport,including taxis, are electric, or at least non diesel initially.	1	0	0	0	1	0
Most of your proposals rely on using Marshall's Airport site, or part of. You are assuming that closure will go ahead. This will require an alternative for the airport which, up until now, you have failed to achieve. You are also assuming that the owners of the 6000 proposed houses for Marshall's site, will be willing to use public	1	0	0	0	0	0

I did not know about the proposal to have an underground transport system, and I live in central Cambridge, and have done for [REDACTED] years! Very poor consultation, if the people who it will effect, are unaware of it!	1	0	0	0	0	0
I like the airport and don't want houses on it	1	0	0	0	1	0
	0	0	0	0	0	0

Do a little bit at a time to see its impact and how things can be improved adapted. Perhaps work from city centre outwards to get best impact soonest	1	0	0	0	0	0
See 8. and 9. above	1	0	0	0	1	0

I do not support expansion of park and ride around the Cambridge periphery as this will bake in dependence on the private motor vehicle. This would run counter to the Climate Change Act.	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0

Rather than concentrating on bus improvements, really high-quality, segregated cycleways and a focus on park and cycle, with a small number of low-occupancy vehicles for whom cycling is not a suitable option would be great, rather than bus-by-default with an afterthought of allowing cyclists in bus lanes.	0	1	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	1	0
	1	0	0	0	1	0

Open the Mill Road Bridge	1	0	0	1	1	0
	1	0	0	0	0	0

0	1	0	1	1	0
1	0	0	0	0	0
1	0	0	0	0	0

1	0	0	1	0	0

Options B1 and B2 have Mill Road being used for the transport route to/from the station. This road is narrow with lots of side roads, cyclists, pedestrians and delivery vehicles. It is not suitable to be used as the main transport corridor into Cambridge from the east. Using this route when the Newmarket Road route is much more suitable would have a detrimental effect on residents of Romsey and Petersfield by making this road less safe for cyclists and pedestrians..	1	0	0	0	1	0
	1	0	0	0	1	0
	1	0	0	0	1	0

I understand the desires to make access to Cambridge city center more available. We need to understand however that Cambridge is an ancient city and is not designed to hold huge volumes of people. I believe towns around the outside of the city should be further improved before building more options and routes to get into Cambridge. I think further improvements should be made first to access Cambridge Universities Hospitals (addenbrookes and Papworth) from the south, building a Cambridge South train station BEFORE more infrastructure is put in for people to access from the east. I am HIGHLY against option	1	0	0	0	1	0

1	0	0	0	1	0

No to traffic light proposal at Newmarket Rd/Barnwell Rd roundabout I'm old enough to know the negative impact this had on the Golden Hind roundabout in Chesterton ~30 years ago	0	0	0	0	1	0

I get the feeling that whoever designed this consultation has no real knowledge of Newmarket Road! I've lived close by for over [REDACTED] years and have seen it deteriorate with every ridiculous planning decision, allowing the Beehive Centre to expand and the Newmarket Road retail park to be built. Tesco's and now Aldi as well add to the demand for car traffic. I am usually travelling against the normal traffic flow, either by car or bike and can only fume about many junction problems. I am against the removal of the Elizabeth Way underpass which provides a safe road crossing for pedestrians and cyclists. I am also opposed to any so-called improvements which would reduce junction capacity.	1	0	0	0	1	0
	1	0	0	0	0	0
Stop building high rises in Cambridge to much ratio of people hence the congestion	1	0	0	0	0	0
	1	0	0	0	0	0

I feel that all of these suggestions are punishing those who drive. They pay a lot of money to use the roads and there are a wide variety of reasons why they drive for many it's the convenience as driving to the city and paying an hours parking for to go to a shop i cheaper than catching a bus over all. It's also important to think of those already living in the city and the quality of life they will HSBC's with the increased pressure of the infrastructure as all of the developments happen at the same time the whole city will grind to a halt	1	0	0	0	0	0
	1	0	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	0	0

	1	0	0	0	0	0
A bus service to and from Cambridge in the evenings and at weekends would be much appreciated and would save pollution.	0	0	1	0	0	0

I am opposed to the further development of the P&R at the newly proposed location which is currently a green field site. Can not use of the Marshall's airport site be used to develop the park and ride further or area around the Marleigh development.	1	0	0	0	1	0
	1	0	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	1	0
	0	1	0	0	1	0
n/a	1	0	0	0	0	0

The indicative Cambridge Area Metro alignment is alarming because if it is built where the yellow arrow indicates it will be it will obliterate my house and street. (Corrie Road). It will also wreck the local park.	1	0	0	0	0	0

First provide alternative ways of travelling. Don't restrict capacity of current streets!!! In the covid times, you really cannot expect people traveling by bus. I definitely travel around Cambridge by car (or by bike if distance and weather allows), as it is faster and much cheaper than by bus. Especially if you don't got to the city centre, but on the other side of Cambridge. Cambridge centre should be centre for education and culture, not for business and shopping centres. There is also not enough bike racks, especially safe ones.	1	0	0	0	1	0

as above	1	0	0	1	1	0

	1	0	0	0	1	0
NA	1	0	0	0	1	0

Thank you, GCP, and all at our local authorities, for the good work you carry out, each and every year, or behalf of your constituents.	1	0	0	0	1	0
	0	0	1	0	0	0

Build more protected cycleways more quickly. They should be continuous across side roads with cyclist priority. Continuous footways should also be used at side roads. Cyclops junctions should be used at all major junctions.	1	0	0	0	0	0

1	0	0	1	1	0

Park & Ride sites should be sited to capture local traffic, as difficult as that may be to single out from overall traffic flows. P&R sites can capture long distance car traffic which in the era of climate emergency is counter productive. Better interurban train services must be encouraged and protected to counter longer distance car travel. Overall, ALL road traffic must be reduced even though of course, the concentrated “last mile” of any flow is always the most problematic. P&R city-edge sites weaken rural bus services too. These should protected and enhanced. Providing car-based facilities such the larger P&R proposed new site closer to the Quy interchange (even worse in your other area of	1	0	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	1	0

As a resident in the eastern area of Cambridge north of Newmarket Rd, I am aware that a direct public transport link between our area and Addenbrookes's Hospital is non-existent. I understand that all previous efforts to introduce a direct bus service have failed, due to lack of demand and the costs involved. The planned scheme will not help in this regard, as it will bypass our area by traveling instead towards Cherry Hinton. I wonder if it would be possible to add a secondary bus route from the Park & Ride, first going along Newmarket Rd, then into the top of Barnwell Rd, before carrying on as planned.	1	0	0	0	0	0
n/a	1	0	0	0	0	0
	1	1	0	0	0	0

If fewer village stops are being proposed to speed up bus journey times, then an increased frequency of buses over the peak times would be desirable. Students should not have to catch a bus at 6.45am to get to college for 9am.	0	0	0	0	1	0

Please be more explicit about proposals - less of the "reconfiguration of the Fen Ditton / Horningsea junction" when you mean "closure". Please consider in the round: for example how do the transport proposals link with the Honey Hill option for the (unnecessary) relocation of the water/waste processing plant?	0	1	0	0	0	0
	0	1	0	0	1	0
	0	0	1	0	1	0

See 8.	1	0	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	0	1	0	0	1	0
	0	0	1	0	0	0
	0	0	1	0	0	0

I do not want road, busway, metro tunnel on the tins pathway.	1	0	0	0	1	0
Cambridge is a developing city, and there is always a tendency to not want more development. The profile of this project, focussing on the needs of people on lower incomes and needing public transport is very positive, and provides a realistic way forward for the provision of more affordable and sustainable living in Cambridge	1	0	0	0	0	0

0 0 1 0 0 0

1 0 0 0 0 0

The proposed location of "Cambridge east" in B3 makes no sense - it is possible to walk from that location to the station in about 20 mins (walkable) placing Cambridge east on Cherry Hinton high street or on Yarrow road next to Tescos would make far more sense as these locations take about an hour to walk to the startion (not really walkable).	0	1	0	0	0	0
	1	0	0	0	1	0
	0	1	0	0	1	0

Why the need to move Park and Ride? It is illogical as the Ice Rink was cited there for parking spots. Moving P&R to a Greenfield site would be a blot on the landscape for us residents of Teversham and would not ease traffic along Newmarket Road. [REDACTED] has inadequate transport options into Cambridge. It has a single daily bus service for a village a mile out of Cambridge, our family are unable to use public transport because of the poor availability, so better provisions for this ignored village would be advantageous.	0	1	0	0	1	0

The need to improve (for active travel and public transport) the "Newmarket road corridor" is quite separate from the need to do the same for the "Fulbourn/ Cherryhinton corridor". The preferable option for the latter - Rail plus Greenway, could take place at the same time as the former, there is no reason why it should be in a later phase This shows a fundamental flaw in the preliminary studies which have led up to this survey!	0	1	0	0	0	0
Don’t do it, it doesn’t need it	0	0	1	0	0	0

0	0	0	0	0	0

If you insist on making further cycle paths can you force cyclists to use them? I think that only about 50% of cyclists use the existing ones which means they are a colossal waste of money.	0	0	1	1	0	0
	1	0	0	0	0	0
	0	0	1	0	0	1
The CAM will be a real deal breaker. Cannot wait to see it being implemented	1	0	0	0	1	0
	0	0	1	0	0	0

	1	0	0	0	1	0
Looks to me like you are missing the issue here. Unless the buses are reliable, regular, air conditioned and MUCH CLEANER you won't get people to use them so spending a small fortune on these changes won't fix the traffic problems	0	0	1	1	1	0

	1	0	0	0	1	0
	0	1	0	0	1	1
Option B1/B2 seems totally unworkable to me. Building a tunnel underneath the reservoir and all those houses just for a CAM network that may or may not happen seems like a vast waste of public money, not to mention the environmental disruption it would cause. Secondly, the proposal in B2 to put a bus route through Brookfield's and the Tins is just impractical. This is currently a cycle path used by many and this would disrupt this. Furthermore the Brookfield's road is currently only wide enough for one car, with the road being used by residents on both sides for parking. Placing a bus route down this would cause horrendous congestion and traffic on this road, and leave	1	0	0	0	1	0

	1	0	0	0	1	0
Your survey asks how often I would travel into Cambridge using these routes, but I already live in the centre of Cambridge! That doesn't mean I'm any less interested in transport in and out of Cambridge, or making more vulnerable road users safer, and reducing the environmental impact of travel.	1	0	0	0	0	0
	0	1	0	0	1	0
	1	0	0	0	0	0
	1	0	0	0	1	0

I don't use this route on a daily basis or at rush hour. However, I think improvements to Newmarket Rd soon should be a high priority. I worry that moving the Park and Ride (even though it's not that far) would discourage Park and Cycle.	1	0	0	0	0	0
	0	1	0	0	0	0

It seems that all of the options will generate more private motor traffic on Coldhams Lane. That's bizarre given that this unclassified road, which is already many times over capacity (with >17,000 vehicles per day) and isn't part of the ring road. Your previous engagement process - and other recent public engagement - showed that many people are very concerned about Coldhams Lane. Putting all your attention on improving Newmarket `Road will cause even more traffic to choose Coldhams Lane, which is killing it's residents with very high levels of pollution.	1	0	0	1	1	0
Yes please to improving the Tins cycle route especially the bridge over the railway.	1	0	0	0	1	0

n/a	1	0	0	0	0	0
I'd propose to ban car idling across the board; it's wasteful, environmentally-unfriendly and damages public health. Another proposal would be to turn Mill Road into one-direction road for cars, and bidirectional for bikes; the times the road has been closed to cars, and when cafes and restaurants managed to put chairs outside, made a huge difference to how lively it felt, how safe to walk, safe to social distance, and generally how welcoming it was to go out and shopping.	1	0	0	0	0	0
	1	0	0	0	1	0

Coldhams Lane is already packed during rush hours, please do not add more traffic to this road.	1	0	0	0	0	0

1	0	0	0	1	0
0	0	0	1	0	0
1	0	0	0	1	0

Whilst I welcome this initiative, I retain strong concerns that implementation of one or more of the options could simply shift transport issues to outlying areas. I am particularly concerned about the B1102 which is fed by the rapidly growing commuter communities of Burwell and Fordham. Thought and resources have to be given over to persuading users of this road to opt for public transport. This requires a fast, frequent and reliable bus or tramway system with car parking and cycle storage at hub stations at Lode (for Anglesey Abbey), Swaffham Bulbeck, Burwell and Fordham. There should also be dedicated cycle lane to the hubs from smaller outlying villages.	0	0	1	0	1	0
	1	0	0	0	0	0

The emphasis on access to Cambridge station may be misplaced, there are many other destinations for people entering Cambridge from or towards the west. Relocation of the park and ride should be a priority since this should also reduce travel times towards Airport Way.	0	1	0	0	1	0

I'm not sure what you aim to achieve from this public consultation. It's really difficult to use - as you have to open 5 PDFs showing the proposals and then refer to these whilst answering the questions (as opposed to the information being embedded in the questionnaire). The questions are poorly worded - i.e. do you support the proposals? There are aspects which one might support, and aspects which one might not support, and these are all bundled in together. There is no or little information on the overall strategic objectives of each of the options - i.e. what the proposals aim to achieve and how they do this. If this was provided it would be much easier to comment, i.e. do you agree with the	1	0	0	0	0	0
	0	1	0	0	0	1

I think sustainability and wellbeing should be at the core of these decisions. The chosen solution should focus on solving the longer distances while active travel for all short should be a default solution with adequate provision for the elderly, disabled and infant transport. Consideration for children in terms of areas for play, reduction of health impacts from pollution as well as safety should be a primary driver - too often Cambridge developments have neglected them.	1	0	0	0	0	0
	1	0	0	0	0	0
	1	0	0	0	0	0

The use of electric buses and smaller buses at low usage times, linked with a reliable service more opperating more frequently and later in the day.	0	1	0	0	0	0
Proposed additional housing along Newmarket Road would create pressures on travel into Cambridge which is unacceptable and improvements in access are imperative. Moving PnR nearer A14 junction at Quy would reduce traffic congestion especially in the mornings and evenings.	0	1	0	0	0	0

Insufficient information is provided within the consultation on assessed transport impacts, environmental impacts or costs. Once this information is available it would be possible to provide meaningful views on the balance of impacts and the impacts on traffic, congestion and businesses along the route to result from the scale of public transport priority being proposed.	0	0	1	0	1	0
	0	1	0	0	0	0
	0	1	0	0	0	0
	0	0	0	0	1	0

	0	1	0	0	0	0
	0	1	0	0	0	0
Could I suggest dividing the surveys into smaller surveys in the future? In addition, a video explainer could help those who are not available to read a document. I have heard from different people that there are too many options in the survey. I know some PhD trained citizens who don't have the mental bandwidth to review all the options and make a choice. Also, directing citizens to the website could allow people to selectively pick the level of detailed information they can handle to take a decision.	1	0	0	1	0	0

Proposal A1/B1/B2 continue the trend of eating into the areas then are currently green/fields/parks, covering them with tarmac/cement/roads (for instance the new huge P&R designated area). Bigger P&R means more cars driving towards Cambridge from the surroundings, moving the problem rather than solving it.	0	1	0	0	0	0

My village has a bus every two hours - i regularly use it to get to and from the city centre to allow me to attend sixth form sometimes i have to wait almost 2 hours because of my time tabling and with corona virus restrictions the only place to wait is outside which is a problem in winter.	0	0	1	0	1	0
	0	1	0	0	0	0

	0	0	1	0	0	0
	1	0	0	0	0	1
	0	0	0	0	0	0
Please give people some workable alternative to getting in their cars, but don’t introduce congestion charging.	0	1	0	0	1	0

How much taxpayer's money has been wasted on this 'pie-in-the-sky' set of proposals that will never be affordable in the post-Covid economy? Cambridge is already overdeveloped and chronically traffic congested and the huge further unsustainable housing developments proposed in this area will only exacerbate the problems. These proposals can never be affordable in the period of austerity that must now follow Covid. If implemented they will do little to alleviate the problems, while destroying even more of the little green space left to those of us who have the misfortune to live on the east side of Cambridge.	1	0	0	0	1	0
	1	0	0	0	0	0
	0	1	0	0	0	1
	1	0	0	0	0	0
	1	0	0	0	0	0

See previous narrative comments	1	0	0	0	0	0
Stop spending money on highfaluting proposals that will take years to impliment and get on with improving the present infrastructure.	0	0	1	0	0	0

Please go ahead with plans asap, this side of the city struggles with access to and from Cambridge at peak times.	0	0	1	0	1	0
	0	1	0	0	0	0
	1	0	0	1	1	0

	0	1	0	0	0	0
DO not damage in an way the common, football playing areas or the natural habitat areas. do you works to the main roads, make those safe to cycle and walk along. add more green spaces, but don't damage what little we have left. Be a leader of green spaces and innovative thinking, not damaging them. We all know the huge benifits such spaces have, you MUST save the few we have.	1	0	0	0	1	0
	0	0	1	0	0	0

This consultation leaflet has been produced very badly. The key to the maps is so small (must be about font size 4) that it is almost impossible to read and elements such as the tunnel are mentioned without any clarity as to its planned location. It is also unclear as to what type of vehicle is planned to go up and down eg. mill road and the Tins (B1 and B2) - it is therefore impossible to answer the survey when we are not provided with the information. The survey avoids any of the real questions and focuses instead on some very vague notions about the environment and groups of people without allowing us to answer on any specific issues. It does not seem long ago that I completed a	1	0	0	0	1	0
	0	0	1	0	0	0
	0	1	0	0	0	0

Myself and my family regularly use the newmarket rd east rd subway. Why are you intending to do away with this? Are you trying g to encourage us to travel by car instead? Also in your list of options for transport used I noted that van was not on the list , have you noticed that Van's use the roads too? And unfortunately for people who use them they often cant switch to cycle or public transport, and are going to be stuck in endless jams with your scheme. We really dont need all these new houses , letting the airport stay is a much better option, environmentally too.	1	0	0	0	0	0
	0	0	0	0	0	0

1	0	0	0	0	0
1	0	0	0	1	0
0	0	1	1	0	0
1	0	0	0	0	0

In general, it would be far better to fix potholes and road surfaces and make other small improvements, and make public transport more reliable and cheaper, rather than making grand plans like the options in this consultation. Deliberately making things worse for car drivers is a terrible idea - it does not "encourage" people to use public transport, because the public transport is not good enough. Local governments should try to make things better, not worse.	0	1	0	0	0	0

1	0	0	0	0	0
0	0	1	0	0	0
0	0	1	0	1	0
0	0	1	0	1	0

Would you be able to let me know if a tram system could be a viable option for the future please? My email address is: [REDACTED]. Thank you, [REDACTED]	1	0	0	0	0	0
The impact regarding traffic especially on race days should be considered carefully. The town can someyimes reach standstill so trying to inprove routes into cambridge may be possible, but ensuring travel back to newmarket after is efficient is very important. This includes public transport, a14, a1303, a1304, fordham road, high street and bury road	0	1	0	0	0	1

0	0	1	0	0	1
0	0	0	0	1	0
0	0	0	0	0	0
0	0	1	1	1	0

N/A	0	0	1	0	1	0
	0	0	1	0	1	0
We desperately need a more regular train service from Suffolk to Cambridge. And please make it more affordable! I work in Cambridge and live in [REDACTED] and the only viable option is driving :-/	0	0	1	0	1	0
	0	0	1	0	1	0
	0	0	1	0	1	0
	0	0	1	0	1	0

thank you for looking into these improvements.	0	0	1	0	1	0
	0	0	1	0	1	0
	1	0	0	0	0	0
	0	0	1	0	0	1

0	0	1	0	0	0

0	0	0	0	1	0
0	0	1	0	1	0

If train services are increased between newmarket and cambridge (as is much needed!) More provision should be made for carparking at newmarket station to ease congestion on the neighbouring residential streets.	0	0	1	0	1	0
	0	0	1	0	1	0
	0	0	1	0	1	0
	0	0	1	0	1	0
	0	0	0	0	0	0

	0	0	1	0	1	0
	0	0	0	0	1	0
n/a	0	1	0	0	0	0
n/a	0	0	0	1	0	0
	0	0	0	0	1	0

Currently not using public transport in the epidemic, responses assume return to normal. Trains more frequently than every 1 1/2 hours during rush hour, can not come soon enough.	0	0	1	0	1	0
	1	0	0	0	1	0
	0	0	1	0	1	0
	0	0	1	0	1	0
	0	0	1	1	1	0
	0	0	0	0	0	1

Thank you for the opportunity to contribute.	1	0	0	0	0	0
	0	0	1	0	0	0
	0	0	1	0	0	0

Would love a more frequent train service from the east (Dullingham station). The lack of trains is the only reason I drive to the P&R instead of using public transport all the way to Cambridge.	0	0	1	0	0	0
	0	0	1	0	1	0

Do NOT restrict junctions along Newmarket Road. This would lead to longer queues of traffic and have a negative environmental impact. The longer term rail option would be very good, especially if trains from the east continued directly to London.	0	1	0	0	1	0

There is a real need for increased trains from Newmarket to Cambridge to increase the feasibility of using public transport into Cambridge in order to decrease the use of cars in the city.	0	0	1	0	1	0

I really do hope there is an improvement to the Newmarket road transport situation however, as the city bus service is poor at best towards the edge of the city in this regard I would like to think there will be a huge improvement to public transport for city residents.	1	0	0	0	1	0
	0	0	1	0	1	0

Please, please, please add extra trains. My son can't plan to get the [REDACTED] because if this one is cancelled the next train isn't until [REDACTED] - too late for school. My son has to get up at [REDACTED], he leaves the house at [REDACTED], gets the [REDACTED] train and is at school for [REDACTED]. School starts at 8.50am. More trains are needed.	0	0	1	0	1	0
	0	0	1	0	0	1

It is vital that railways are invested in, and more regular services between Newmarket and Cambridge will help, but so too will bus service improvements from outside Cambridge into the city centre also.	0	0	1	0	0	1
	0	0	1	0	1	0

	1	0	0	0	1	0
	0	0	1	0	0	0
Tunnelling is bad for the environment -- all that concrete.	1	0	0	0	0	0
	0	0	1	0	1	0

Currently there is a plan for a large development in the north of cherry hinton. I am a bit worried about the impact of the traffic and character of the area. Currently I go for walks down a footpath alongside the airport and a field and I am worried about the loss of green space if this is developed on.	1	1	0	0	1	0
	0	0	1	0	1	0

Moving the spark and Ride would be a very bad idea, as more green fields would disappear. It's ideally placed currently.	0	0	1	0	0	0
I have supplied separate detailed comments to consultations@greatercambridge.org.uk as I believe the questions in this survey are not detailed enough and can be misinterpreted i.e. support for increasing capacity on Newmarket Road does not imply support of the specific proposals (i.e. the implied restriction to the existing carriageway on Newmarket Road by moving cycle lanes onto it)	0	1	0	0	1	0

Please improve public transport from surrounding villages into Cambridge	0	0	1	0	0	0
	1	0	0	0	1	0
If you move the P&R further east, remember that a lot of land around Quy is a Site of Special Scientific Interest and therefore protected.	0	0	1	0	0	1

If you really want to improve the rail line (Option B3) why would you not put a station in Cherry Hinton? The proposed site for Cambridge East is so close to the main station its pointless.	1	0	0	0	1	0

I am very sad to see the green spaces being replaced with car park and new housing projects and Little shops replaced with more flats and supermarket in Cherry Hinton. Very sad.	1	0	0	0	1	0

It is good to plan safer cycle routes but it would be good if existing cycle paths could be better maintained - poor cycle lane Newmarket Rd by Barnwell bridge and Barnwell Road towards Sainsburys from the Vets/cycle shop to Sainsburys roundabout-- it is terribly bumpy.	1	0	0	0	1	0
	1	0	0	0	1	0

greater cycling provision is a great idea, particularly as electric and 3-wheeled bicycles make it more accessible to more people and for longer journeys. We need to reduce private vehicle use in Cambridge. The air and sound pollution is bad for health and we should allow these public spaces to be used by the many, not by the polluting few.	1	0	0	0	0	0
	0	0	1	0	1	0

It's all very well to encourage cycling and walking but at my age (REDACTED) I'm no longer safe on a bicycle, nor can I walk long distances. The day time bus services to the city centre are excellent as is the park and ride system. However to get anywhere else in the city is difficult during the day and try to get anywhere in the city in the evening by public transport is nearly impossible. Also try to use public transport to get home late at night from the station!	1	0	0	0	0	0

Not a fan of road widening options (eg see B1 widening of Coldhams Lane) as this encourages more traffic and can be difficult to navigate even if combined with segregated cycle lanes (because you still have to cross lanes on your bike to turn off the road).	1	0	0	0	0	0

Currently feel that this consultation has not been widely published enough to those who are likely to be impacted who live to the rest of Cambridge - along B1102. It's only through a random post on Facebook that I was even aware of this. Due to Covid19 restrictions for the first time in [REDACTED] yrs I haven't been traveling into the centre of Cambridge for work so have missed all publicity around these consultations. Very sneakily carried out.	0	0	1	0	1	0
	1	0	0	0	0	0
	1	0	0	0	0	0
	0	0	1	0	0	0

Please explain why the old rail corridor is not being considered.	1	0	0	0	0	0
	1	0	0	0	0	0
	0	0	0	0	1	0

0	0	1	0	0	0
0	1	0	0	0	0
1	0	0	1	1	0

0	0	0	0	0	0

if option B1 is chosen, the connection between the new busway and mill road should have dedicated lanes and junction signal priority. if option B3 is selected, the frequency of the Cambridge-Ipswich rail service should be increased. Also, earlier and later trains, specifically away from cambride, should be introduced. This may require having some of the services start at Cambridge station instead of Ipswich. Cycle improvements along newmarket road, that provide safe, separated lanes away from both cars and pedestrians are essential and should be constructed regardless of the option chosen	1	0	0	0	1	0

I totally oppose the proposal, i think it will kill Cambridge as a shopping destination, people we choose to visit other areas that do offer parking or free parking . Again I think the council are only considering the rich city residents, forgetting the poorer population who live outside of the city	0	0	0	0	1	0
	1	0	0	0	0	0

0	0	1	0	0	0

I do not support the location of the new cycleway marked to join development at the Airport site up with the Chisholm Trail. Coldhams Common is a rich area of green space and biodiversity and any new routes must be carefully considered with existing paths (on the common and on surrounding roads) improved before any new routes are proposed.	1	0	0	0	0	0
	0	0	0	0	1	0
Just a ridiculous idea!	0	0	1	0	1	0
	1	0	0	0	0	0
	0	1	0	0	0	0

I am concerned that any measures to reduce traffic should not adversely affect those who live outside the city e.g. by increasing cost of parking and/or taking measures to increase difficulty of driving into Cambridge without first (or simultaneously) improving public transport options.	0	0	1	1	1	0

1	0	0	0	0	0

Under Option A2, a much enlarged Park and Ride site is shown in open countryside. There is a belt of trees here and its possible destruction is surely undesirable. You have provided no evidence that the existing Park and Ride site is at capacity at present. The City Council and South Cambridgeshire District Council have already trashed large parts of the Cambridge green belt. Do you never stop? The proposed site is surely too large and would encourage yet more car use. Bad idea. Please note that the more you develop around the city the more the city will heat up - basic physics.	1	0	0	0	0	0
Promote the rail enhancements (Newmarket line).	0	0	1	1	1	0
	0	0	1	0	1	0

	0	0	1	0	0	1
	0	0	1	0	1	0
	0	0	1	0	0	1
If there were more well run public transport (especially trains) especially from smaller villages and towns at reasonable cost then this would be better for all and the environment. Buses should be electric or a tram-like service in and around Cambridge.	0	0	1	0	1	0

All the concentration of transport infrastructure needs to be concentrated on Railway access to and from Cambridge and consider turning the guided busways into Tram Routes that could connect with the railway as currently in places such as Manchester.	0	0	0	0	1	0
	0	0	1	0	1	0

1	0	0	0	1	0

	0	0	1	0	1	0
	0	0	1	0	1	0
	0	1	0	0	0	0
	0	1	1	0	1	1
New buses citi 1 and 3	0	1	0	0	0	0

This "consultation" is deeply flawed and you should not place any emphasis on the outcomes of it. For example, it is not possible to support some parts of an option and not other; I would support improving capacity at Quy interchange but not reducing capacity at junctions further down Newmarket Road, but the survey doesn't allow for any nuances, nor for understanding the reasons why a person may or may not support the various option.s	0	1	0	0	0	0

Clearly the Eastern Access Project proposals haven't been informed by proper analysis of existing cycling infrastructure and barriers. The impacts of the various public transport schemes have not been identified- even if TA land can be used for a new Tins busway the route is difficult to envisage at Brookfields- there is no reference to this being part of the Greenway route. The Greenways do not appear on any the detailed plans but only on the Future Network diagram, as faint dotted lines trailing away to destinations unknown. There doesn't seem to be much justification for including a new Coldham's Common cycle link in Phase 1 particularly since it is so contentious. It may well be	1	0	0	1	1	0

1	0	0	1	1	0

I feel that both B1 and B2 would impact negatively, because this would bring in more road traffic to this already congested area. Coldhams Lane even through lockdown has been massively congested, in part because of the changes to traffic along Mill Road. For B2, even though the Tins might look like a good new route when looking at a map, on the ground, even with barely any cars it's already extremely busy. Cyclists, dog walkers, parents with buggies and joggers cross Burnside and Brookfields constantly. Many people use Snakey Path to access Cherry Hinton Hall park - our nearest "green lung" and making changes to	1	0	0	0	1	0
	1	0	0	0	1	1
	0	0	1	0	1	0

0	1	0	0	0	0
1	0	0	0	1	0
0	0	1	0	1	0

1	0	0	0	1	0

Id like to see a reissue of this consultation once some suitable schemes that actually tackle the problem have been considered.	1	0	0	0	0	0
	1	0	0	0	0	0
	0	0	0	0	1	0

Would it be possible to explain how reducing junction capacity could make congestions better rather than worse in future information sharing? in particular what incentives will be given to drivers to use alternatives routes - especially those unaware of or disinterested in environmental protection (e.g. faster, free (or cheaper), more reliable travel and more choice and safer parking). Could links to CAM proposal be provided in future consultation information sharing, including proposed Cambridge East sites?	1	0	0	0	0	0
	0	0	0	0	0	0

Please integrate these proposals with those coming from other projects such at GCP City Access, plans for the Greenways, and the East Barnwell Framework for Change.	0	1	0	0	0	1

Doubling of the Line to Newmarket. Strongly support doubling of line Cambridge to Newmarket to achieve a 20 minute service.(Services need to be that frequent for people to change journey patterns) Strongly support the proposed two new stations at Cambridge East and 6 Mile Bottom. Previous Cambridge Corridor Study by Network Rail completely failed to recognise the potential increased usage that comes with better service. Estimated £150m for a 3 mile section of double track at Coldhams Lane End by 2043.! This was multiple times the cost of new lines elsewhere including those that have many infrastructure issues eg New	0	0	1	0	1	0
	0	0	1	0	0	0

I note there was no phase 2 related to Option A1 of Phase 1. I do hope this does not mean that this consultation is the usual smokescreen to disguise the fact that there has already been a decision to implement Option A2. Despite the headline 'better public transport, walking and cycling journeys', I note that a lot of this is about improved car movement on Newmarket Road.	1	0	0	0	1	0
Phase 1 --------- Traffic lights at Airport Way junction not needed. Anomaly in reduction of capacity at points yet 'improve' capacity at Quy interchange - this supports the idea that this is actually to make motorised transport flow along Newmarket Road seem	0	0	1	0	1	0

0	0	1	0	0	0

Be daring in your planning. An underground system is what would work best. Cyclists should also obey the rules of the road. I have to drive over the Dutch roundabout slowly (which I am happy to do). Cyclists need speed limits too and to share the road.	0	0	0	0	0	0
	1	0	0	0	0	0

See comments in section 8 above.	0	1	0	0	1	0
I feel it is dangerous giving too much weight to Camcycle who are not representative of the majority of Cambridge cyclists - there are some 56,000 regular cyclists in Cambridge and Camcycle has a membership of circa 1500 which is less than 3%. I greatly enjoy cycling around Cambridge as my primary mode of travel and feel the huge costs on currently committed projects, let alone giving further funds to new projects is not beneficial and there is a limit to the additional number of cyclists it will attract. Newmarket Road could be left to cars with excellent cycling infrastructure already in place or committed.	1	0	0	0	1	0

Please keep the Park and Ride close to the A14.	0	0	1	0	0	0
	1	0	0	0	1	0
	0	0	0	0	0	0
You can't close off a major access / egress route without alternatives in place. Once again the proposal is the wrong way around - put in the alternatives, then close Newmarket Road.	0	0	1	1	0	0
	0	1	0	0	0	0

0 0 1 0 1 0

This is a difficult questionnaire to respond to owing to the way the responses are constrained (eg given that the rural bus service is so poor, if I have to travel into central Cambridge I would probably drive to the P&R and then use a bus; however I only have a choice of car or bus for my response). In principle I am fully supportive of increasing the use of public transport into and around Cambridge and would suggest the integrated network in Zurich as a model. However, I am very sceptical that these proposals alone will have a beneficial effect. The proposals seem to be strongly focused on making it more difficult to drive into Cambridge, but unless there	0	1	0	0	0	0
	0	1	0	0	0	0
	0	1	0	0	1	0
	1	0	0	0	0	0
	0	0	1	0	0	1

We live in [REDACTED] and the main problem for us is getting across the Quy roundabout in the morning. Any measures must alleviate the build up of traffic through Quy and link up with cycle routes and frequent public transport from the Anglesey villages and out to Reach and Burwell. Please can you involve East Cambs District Council in this and not just South Cambs - it affects us just as much.	0	0	1	0	1	0

I'm strongly in favour of the proposals, but somewhat concerned that enlarging a car park as per option A2 is not guaranteed to have a positive environmental impact, so I would prefer the proposals improve public transportation without car park construction	1	0	0	0	0	0
good runs well when get our freedom back	0	0	1	0	0	0

The schemes are very 'Cambridge-centric'. Understandably, but re-instating 300 metres of railway track would allow train journeys between Ely and Newmarket directly taking dozens of cars of the road.	0	0	1	1	1	0

The rail system into Cambridge is fine as it stands, and we certainly don't need any more roads. However, improved access to the railway system would be helpful. For example, I have to drive from my home to Ely station as there is no public transport that will get me to Ely, my nearest station. The new station at Soham will be of limited use as the line it is on, Bury to Ely, means that users will have to change at Ely, and the service from Bury to Ely is in any case very limited. Shuttle buses from the villages around Ely to Ely station would be very useful, especially electric ones. These would be ecologically very good and will reduce car traffic from the area around Ely to the station. Better use of the existing rail	0	0	1	0	1	0
	0	0	1	0	1	0

Extensive road/rail building isn't necessary, apart from as a vanity project. The infrastructure is adequate, it just needs joined up thinking to link communities to the existing rail system. If the rail system was accessible by public transport, the speed of journey from Ely to Cambridge would mean that few would wish to use a car. Fewer cars in Cambridge would mean a quicker and more efficient bus service. More smaller, and more frequent buses, especially electric buses would be a vast improvement. There is no need at all for a metro system. Minimise car use and public transport would be more efficient. A more efficient integrated public transport system would lead people to not need to use cars!	0	1	0	0	1	0

Improved cycle routes and cycle parks between villages in the East and the city centre and addenbrookes. Public transport routes from the East/Stow to addenbrookes. Public transport pricing that is competitive vs driving, with increased frequency of services and extended times of operation. Quicker and more comfortable modes of public transport. Maintain access to drive into the city centre and shopping centres around Newmarket rd, not always practical to rely solely on public transport for shopping/goods.	1	0	0	0	1	0
	1	0	0	0	0	0
	0	1	0	0	0	0

I find it very distressing that the plans in your consultation assume the outcome of another ongoing consultation re the closure of Mill Road bridge. Particularly as your consultation closes first and was not well communicated in the local area. Mill Road bridge was closed without consultation during the COVID pandemic and the reasons for its closure have been implied to be: a) to enable social distancing b) to improve the local area by limited traffic No mention is made of your plans in the following consultation (after the closure), but when viewed together I can only assume that your plans have impacted that decision.	1	0	0	0	0	0

Going back to original assemblies (distorted representation) and lack of notice to my community of consultation, proposals show lack of understanding of situation leading to flawed proposals. Simply making life harder for drivers will not improve matters and will increase pollution. Plans need reconsideration in light of changes following Covid (working from home) and use of electric and self driving vehicles.	0	1	0	0	1	0

I have no choice but to drive to work ([REDACTED]) as there is no public transport links from where I live - 30 miles away in Suffolk. My only route in is via junction 35 of the A14 via Quy. Any closure/bottlenecking of traffic along Newmarket Road would have a huge impact on the route into Cambridge via Cherry Hinton village/Teversham road - which already struggles to cope at rush hour.	0	0	1	0	1	0

You will NEVER make a difference to car use as long as everyone involved in the insane planning of these schemes makes the assumption that everyone only wants to get into the centre of Cambridge. I live off Newmarket Road and my office is at the [REDACTED] junction. I have NEVER ONCE used public transport to get there as my options are to go all the way into town and out again taking an hour, or there is a more direct route that only runs once an hour. These are simply not viable options. Shaving a couple of minutes off the trip down Newmarket Road will not make any difference to my choice there. I will still use my car as that takes 15 minutes - losing 90 minutes a day on inept bus routes is	1	0	0	0	0	0
	0	0	1	1	1	0
	0	0	1	0	0	0

	0	1	0	1	0	0
There is very little open space around Romsey so it would be a shame if the transport development negatively impacted on the Chalk Pits / lacks , Cherry Hinton Brook and birdlife. It might be useful to do a survey of the number of people who walk and cycle along the Tins, Burnside and Snakey Park. This has always been high in my opinion and increased significantly during the covid pandemic.	1	0	0	0	0	0

These proposals, specifically Options A1 and A2, will make it more difficult to enter and exit the city for people who have no alternative but to use private vehicles. The avoidable delays created will simply make for more congestion and, certainly in the short term, more pollution. Contrary to the stated aim of securing future economic growth, the net effect will be to: (i) seriously damage the economy of the city because so many employees have no other means of accessing the city centre, many requiring business vehicles to do so; (ii) act to the disadvantage of city residents who need to exit and enter the city to access their work, often to locations where no public	1	0	0	0	0	0
	1	0	0	1	0	0

1	0	0	1	1	0
1	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0

It is critical that Mill Road Bridge, Mill Road and all arterial route remain open to cars and other modes of transport	1	0	0	1	0	0
Open Mill Road bridge to all.	1	0	0	0	0	0

I think given the rate of growth, transport infrastructure implementation needs to be sped up. The initiatives so far are a decent start.	1	0	0	0	0	0
	1	0	0	0	1	0
Reopen Mill Rd bridge to all traffic	1	0	0	1	1	0

The isolation of Romsey from the other end of Mill Rd begs the question why make cars go either HIlls Rd or Coldhams Lane on a 20min journey insted of 2 min ?	1	0	0	1	1	0

1. Proposals assume and encourage growth to the east. Fen Ditton, Teversham and Fulbourn will cease to be separate villages. The traffic problem is one of your own (or the government's) creation: more housing inevitably means more traffic, and no proposal to mitigate will be effective - as well try to catch Niagra Falls in a bucket.	1	0	0	0	0	1
2. From the diagrams it is not clear what might happen at The Tins - is the CAM route here in a tunnel? Anything above ground that follows the indicated route would be a huge intrusion for those living at Burnside and Brookfields.						
3. Stations at Fulbourn and Six Mile Bottom would be an incentive for developers to build housing, and would	0	0	0	0	1	0

Very worried about the longterm effect on wildlife, particularly the corridor that runs from Cherry Hinton Hall, along Burnside, under Coldham's Lane and into Coldham's Common. Could be devastated by the works going on, both in the area of the Sainsbury's roundabout and any widening of the railway track. Very worried that pupils will not be able to access [REDACTED] as unable to travel door to door carrying heavy cellos. I need to use my private car for essential travel with my cello, getting a pet to the vet etc. Devastated.	1	0	0	0	0	0
	0	0	1	0	0	1
	0	0	1	0	1	0
	0	0	0	0	1	0
Typical Greater Cambridge Disastership move against cars. Just stop.	1	0	0	0	0	0

More bus and cycle lanes on an already congested Victorian city road infrastructure seems to only add to travel congestion at major intersections. Differentiate cycle networks from roads and like wise for future bus lanes where possible new development and renewal opportunity allows. Underpass and tunnel projects maybe the only viable way forward in places. But just closing main arterial roads like Mill rd to traffic to allow a few cyclists a safer route seems like cutting your nose off to spite your face in terms of the damage to trade and traffic congestion in the city. This scheme is a poorly thought through scheme coming from out of touch governance. The rail network could	0	0	0	0	1	0
	0	1	0	0	0	0
	0	0	0	0	1	0

Hope the consultation is extended due to Covid	0	1	0	0	1	0

I don't know how much of a need there is to relocate the park and ride, so I am concerned about a large swathe of green space being tarmacked if it isn't necessary. There are reedbeds and other uncultivated areas nearby so hopefully any impact on wildlife using these areas would be taken into consideration and minimised. Would the original space be used to offset it by reclaiming that space for nature? I am not clear why you would remove the subway from the Elizabeth Way roundabout? This enables people to easily cross the roundabout and contains public artwork. Very supportive of you re-	1	0	0	0	1	0
	1	0	0	0	1	0
	0	0	1	0	1	0
	0	0	1	0	0	1

these plans are long over due, and would compliment the recently completed A14 upgrade .	0	0	1	0	1	0
	1	0	0	0	1	0

	0	0	1	0	1	0
The last page of your consultation document is hilarious. All this upheaval, years of roadworks and vast sums of public funds to shave 6 minutes off a journey time on public transport? No one in a hurry gets the bus. Why is this your benchmark? Retail and hospitality in the city centre is already on it's knees after this year. A few more years of epic roadworks on this major route will see even more visitors choosing Bury St Edmunds or Newmarket for their shopping, and completely kill off the city centre in Cambridge.	1	1	0	1	1	0

	0	0	1	0	0	1
i think this takes no account of the people who live in East Cambridgeshire and is all about shutting them out of the city and leaving them with a very poor bus service	0	0	1	0	0	0

this takes no account of people who live in East Cambs and shutting them out of the city with poor bus services.	0	0	1	0	0	0
	1	0	0	0	1	0
	0	0	1	0	0	0
	0	0	1	0	1	0
	1	0	0	0	1	0

	0	1	0	0	1	0
Reopen Mill Road bridge and don’t close Coldhams Lane	1	0	0	0	0	0
Do NOT KILL MILL ROAD WITH ANY RESTRICTIONS ON CAR, TAXI, BLUE BADGE USE. STOP REMOVING PARKING SPACES ON 29 SIDE STREETS OFF MILL ROAD AND RESTORE PARKING SPACES REMOVED THE PAST 8 YEARS. DO NOT TREAT MILL ROAD BUSINESSES UNFAIRLY AS YOU HAVE DONE WITH THE CLOSURE OF THE BRIDGE SINCE JUNE 2020 WHICH HAS REDUCED TRADE. OTHERWISE, IF YOU WERE GENUINE AND FAIR ABOUT STOPPING CARS COMING IN TO CAMBRIDGE, YOU WOULD CLOSE LION YARD MULTISTORY CAR PARK AND GRAFTON CENTRE MULTISTORY CAR PARK. STOP PICKING ON THE EASY TARGET OF ETHNIC MINORITIES AS MILL ROAD TRADERS LARGELY ARE. STOP DISCRIMINATING	1	1	0	1	1	0
	1	0	0	0	0	0

The focus appears to be on engineering solutions rather than providing public transport options. For example, the bus service along Coldhams Lane has declined over the last few years from having a regular service to the point of being discontinued altogether (making it now very difficult for me to access my workplace there by public transport). This decline is in no way related to the lack of road capacity - during the times when there was still a service, the places that buses were most often held up in conjestion was in the city centre, where all the proposed schemes converge. I fail to understand how such schemes can be proposed with no prior	1	0	0	0	1	0
	0	0	0	0	0	0
	1	0	0	0	1	0

Please take into account smarter transport ideas	1	0	0	0	1	0
I prefer option B1 which has at least a possibility of avoiding Mill Road. However I can't choose option B1 without choosing option A2 - the relocated Park & Ride. Since this involves enlarging the Park & Ride this might compensate drivers for "signals that would prioritise public transport...."	1	0	0	0	0	0
	0	1	0	0	0	0

There is not enough detail in the proposed options for me to make well informed comments. For example option B2 may or may not be advantageous to cyclists depending on how the public transport infrastructure affects the cycleway. I have read Camcycle's official response and agree with it.	1	0	0	0	1	0

	1	0	0	0	0	0
Please increase rail services between Bury St Edmunds and Cambridge to half-hourly.	0	0	1	0	1	0

Please don’t do this. It’s not needed. Keep it as it is and protect the natural beauty of stow cup quy. Your prirority should be a way of getting into the A14 via a road straight onto it rather than via the roundabout.	0	1	0	0	0	0
	0	0	1	0	0	0
	1	0	0	0	1	0

All junctions need to be improved to prioritise walking and cycling. All shared use provision should be returned to pedestrians, along with the creation or upgrade of segregated cycleways on Newmarket Road, Wadloes Road, Barnwell Road, and Coldham's Lane (and redesign to Dutch style roundabouts). These existing routes should be prioritised, and the new East-West route across Coldham's Common has little utility and is not needed.	1	0	0	0	1	0

I strongly support the idea of improvements to Newmarket Road along the following lines. Cycling should be provided for by separated cycleways similar to those planned for Milton Road, along the length of the road from the Elizabeth Way roundabout to the Park and Ride (and possibly beyond) (footways should be separate from the cycleway). Junctions should be improved, especially at Elizabeth Way, Coldhams Lane, Barnwell Road and Ditton Lane. I would expect (1) single stage pedestrian crossings (2) cycle-only phases. It is unclear what is proposed for the Tins in phase 2. I do not object to public transport improvements provided that	1	0	0	0	0	0
	0	1	0	0	0	0

But I think that the CAM metro tunnels is a flawed concept that is unlikely to be economically or environmentally sound. Therefore I solidly object the B options that include the CAM metro tunnels.	1	0	0	0	0	0

I commend your high level ideas for the Greater Cambridge area, but reading this survey it is directed at people who live outside of Cambridge and travel into it. I fear you are not giving enough weight to the opinions of the local community on the impact on their lives. Some of the proposed options, like adding to traffic on Coldhams Lane and doubling, or even trebling, the bus traffic on Mill Road, are totally impractical. As I am now forced by the closure of Mill Road Bridge to use Coldhams Lane rather more often than I would want, I can advise you that except during times of lockdown Coldhams Lane is often gridlocked with queues of traffic in one,	1	0	0	0	1	0

Bus services (applicable to all options): We support integration of East Barnwell to the wider area via Newmarket Road and Barnwell Road improvements. We wish to point out that the current situation with a privatised bus service means that only profitable routes are served, for example residents in Barnwell who wish to travel to Addenbrooke's hospital for either work or an appointment are unable to do so directly. We will also raise this as part of the East Barnwell Regeneration consultation, but wish to see concrete measures for how public transport networks can be designed, incentivised or required to provide connections from areas such as Barnwell to major hubs such as	1	0	0	0	0	0

- Firstly, having moved to the city recently, I have to say about the underhanded reporting of the proposed CAM system has been particularly galling, especially as it directly affects our move here, and has made me seriously think about our decision to bring our money and prospects as young professionals. - Any person I have mentioned the CAM plan to has been met with derision; you are planning to dig under years of history, for a transport system that is ill-equipped to handle the transport needs of the city! It is a predominately cycling city - improvement of cycling paths (such as your proposed bridges and paths - without the CAM), bus services and park and rides would be better use of funds.	1	0	0	0	1	0

Option A1 bundles up a lot of cool things.	1	0	0	0	0	0
Newmarket road is just so busy and feels very car-oriented. When you make things car oriented then you discourage people from using other modes of transport - cycling feels dangerous, the bus is slow, and if you walk you end up just breathing in loads of pollution - think about that girl that died because N2O levels were too high near her home!						
It would be great to replace that subway under Elizabeth Way roundabout with better cycle lanes (maybe one of those dutch roundabouts eh?). If you're cycling it's an absolute nightmare - so steep that it's dangerous, and quite difficult to cycle	0	0	1	0	0	0
I don't understand how "improve capacity" at Quy interchange fits in with "reduce capacity" at all the other junctions nearby.	1	0	0	0	0	0

Instead of making life ever more frustrating for those of us who live in rural areas, I suggest the following. (1) Reinstate a number of our local facilities - courts, hospitals, police stations etc. (2). Put a moratorium on large scale building in our rural towns and villages. Instead, build in and around Cambridge, where nearly all the areas employment is. All Cambridge residents could then cycle to work, to do their weekly grocery shop etc.	0	0	1	0	1	0

This consultation is very poor and trivialises a complex problem. The long responses from Camcycle and Smarter Cambridge Transport make lots of sensible points. I agree with pretty much everything they said. Coldhams Lane (both halves) is in desperate need of improvements. Please look at moving the rail line again - it has a lot of advantages including hugely improving coldhams common, fixing the Railway Bridge on Coldhams Lane problem. New rail stations at Soham, 6-mile bottom, Fulbourn/Cherry Hinton make huge sense as does dualling the line. It's really important to do the quick cheap easy stuff first: traffic flow control, segregated cycle lanes, safe junctions - the Barnwell	1	1	0	0	1	0

Please please take into account cycling properly in these provisions.	1	0	0	0	0	0
	0	1	0	0	1	0

	0	0	1	0	1	0
Extremely confusing survey with very vague questions and a lack of detail and space for nuance.	1	0	0	0	1	0

The plans should have had existing and planned cycle ways marked up. Positive/negative "environmental impact" is not well defined. Objectives of the proposals should be stated more clearly.	1	0	0	0	0	0

Proposals currently feel very vague so it's hard to be too opinionated about them.	1	1	0	0	0	0

In response to the Cambridge Eastern Access Consultation. Teversham Parish Council has the following observations: •Development of East Cambridge e.g. Marleigh was put forward on the basis of there being existing adequate infrastructure in place. This is clearly not the case from the statements on page 2. Future developments need to take existing infrastructure into account. •Page 3 shows a picture of a horse and rider and document mention equestrians , but with no detail. Our parish has several people who are riders. We would be interested to know more about how bridleways and equestrians have been	0	0	0	0	0	0

I would very much welcome better public transport and encouraged active travel in Cambridge. However, I do not think there has been enough information provided of what exactly is being proposed in options A1, A2, B1, B2 and B3. For example, I found out through attending a Q & A session that 'reconfiguration of A14 junction 34 (with Ditton Lane)' could involve closing that junction. I would hardly describe that as reconfiguration, and I think that things like this should have been included in the consultation documents as otherwise I don't think that the results of the survey are going to provide a clear idea of what respondents would or wouldn't be in support of. It would have been better, in my opinion, to have	1	0	0	0	0	0

Don't see point of moving P& R from an environmental point of view. Look more like an opportunity for a few more housing units adding to Marleigh. If P&R is moved would make sense to make current location a coach park and electric charging point for taxis.	1	0	0	0	0	0
	0	0	1	1	1	0

Reducing junction capacity at all the roundabouts along Nemarket Raod will make it more difficult/more dangerous for bike users as it has at Perne Road/Radegund Raod Roundabout - giving less space for bikes and drivers of cars/lorries anxious to get on to the roundabout without even more delay that the reduced capacity roundabout would result in. Dualling the east end of Newmarket Road near High Ditch Road will make it even harder for people living on High Ditch Road to use that junction. It is already very difficult to get out as traffic is flowing too fast along this secton of Newmarket Road. Moving the Park and Ride further away from the city centre will discourage Park and Cycle - it will be just too	0	1	0	0	1	0

1. Further comments on options for Cambridge Eastern Access Transport consultation. 2. Your proposed options each contain a number of different sub-options or possible interventions. Some of these interventions are sensible, some are bad ideas. 3. Each of the options that you present contains both good and bad interventions. So we have no choice but to oppose each of your proposed options as they all contain some bad interventions. 4. You do not ask for any feedback on why we oppose your options, or on any of the individual interventions. But here we outline our reasons for opposing some of the bad interventions. 5. Option Rail. In principle we would support a new	1	0	0	0	1	0

If PHASE 2 ever becomes anywhere near a possibility, I would like to be able to participate in any public participation/consultation. REF: Phase 1 Option A2. Reconfiguration of A14 junction 34. No details, no explanation provided. Which leads to speculation. What changes, what objective? SUGGESTION. If reducing traffic through Fen Ditton to Newmarket Road would be the objective, then introduce, at the top of the exit slip road from the A14 i.e. at the point of its junction with Ditton Lane, NO RIGHT TURN. This would reduce traffic south bound through Fen Ditton and continue to allow access to Horningsea parish, important for heavy goods vehicles such as bulk agricultural produce lorries	0	0	1	0	0	0

ıse. Please indicate		If you do usually travel in the area, please indicate how you do so. Tick all that apply.						
Interest Other	Interest Other specified	Car driver	Car passenger	Van or lorry driver	Motorcycle	Bus	Cycle	On foot
0		1	1	0	0	0	1	1
0		1	0	0	0	0	1	0
0		1	0	0	0	0	1	1

0 1 0 0 0 1 0 0

0	1	0	0	0	0	1	0

0 1 0 0 0 1 1 1

0 1 1 0 0 0 0 1

0	0	0	0	0	1	0	0
0	1	0	0	0	0	1	0
0	1	1	0	0	0	0	0
0	1	0	0	0	0	0	0

1	Currently resident on Newmarket Road - moving to [REDACTED].	1	0	0	0	0	1	1
0		1	0	0	0	0	1	0
0		1	0	0	0	1	1	0
0		1	0	0	0	0	1	1
0		1	0	0	0	0	0	0
0		1	0	0	0	1	0	1

0 1 0 0 0 0 1 1

0 0 0 0 0 0 1 0

0 0 0 0 0 0 1 0

0 1 0 0 0 0 1 1

0	1	0	0	0	0	0	0

0	1	0	0	0	0	1	1

0	1	0	0	0	0	0	0
0	1	0	0	0	0	1	0
0	1	0	0	0	1	1	1
0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	0

0	0	0	0	0	1	1	1

0	1	0	0	0	0	1	1
0	1	1	0	0	0	1	0
0	0	0	0	0	1	0	0
0	1	1	0	0	1	1	1
0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	1
0	1	0	0	0	0	0	0
0	0	0	0	0	0	1	0
0	0	0	0	0	1	1	1
0	1	0	0	0	0	1	0
0	0	1	0	0	0	1	1

0	1	0	0	0	0	1	1
0	1	1	0	0	0	1	1
0	1	0	0	0	1	0	1
0	1	0	0	0	0	1	0

0	0	0	0	0	1	1	1
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0

1	I breathe in the consequences of all of the journeys made by everybody who travels in the area. So do my children and grandchildren. I need the water the supply of which will be threatened by the insane excessive Growth Agenda.	0	0	0	0	0	1	0
0		1	0	0	0	0	1	1
0		1	0	0	0	1	0	0

0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	1	1	0	0	0	0	0

0	0	0	0	0	0	1	1
0	1	0	0	0	0	1	0
0	1	1	0	0	0	1	1

0 0 0 0 0 0 1 1

0 1 0 0 0 0 1 1

0 1 0 0 0 0 1 0

0 1 1 0 0 1 1 1

0 1 1 0 0 0 0 0

0	1	0	0	1	1	1	1

0	0	0	0	1	0	0	0
0	1	0	0	0	0	1	1
0	0	1	0	0	0	1	1

0	1	1	0	0	0	1	1
0	1	1	0	0	1	1	0
0	0	1	0	0	1	1	0
0	0	0	0	0	0	1	1

0 1 0 0 0 0 1 1

0 0 0 0 0 0 1 1

0 0 0 0 0 0 1 1

0 1 1 0 0 0 1 1

0	1	0	0	0	0	0	1
0	1	0	0	0	0	1	1
0	1	0	0	0	1	0	1
0	0	1	0	0	0	0	0
0	0	0	0	0	0	1	1

0 1 0 0 0 1 1 0

0 0 0 0 0 0 1 0

0 1 1 0 0 1 1 1

0 1 0 0 0 0 0 0

0 0 0 0 0 0 1 0

0 1 0 0 0 0 1 1

0	1	0	0	0	0	1	1

0	1	1	0	0	1	0	0
0	1	0	0	0	0	1	0

0	1	0	0	0	0	1	1

0 1 1 0 0 0 1 1

0 1 1 0 0 0 0 1

0 0 0 0 0 0 0 1

0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	1
0	0	0	0	0	0	1	1

0	1	0	0	0	0	1	1
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0

0	1	0	0	0	0	1	0
0	0	0	0	1	0	0	0
0	1	0	0	0	1	1	0
0	1	0	0	0	1	1	1
0	1	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	0
0	1	0	0	0	0	0	0

0	0	0	0	0	0	1	0

0 1 1 0 0 1 1 1

0 1 1 1 0 1 1 1

0 0 0 0 0 0 1 1

0	1	0	0	0	0	1	1

0	1	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	0

0	1	0	0	0	1	1	1

0	1	0	0	0	0	1	0
0	1	1	0	0	0	1	0

0	1	1	0	0	0	0	0

0	1	0	0	0	0	1	0

0	1	0	0	0	0	1	1

0 1 0 0 0 0 0 0

0 1 1 0 0 0 1 1

0 0 0 0 0 0 0 1

0 0 0 0 0 0 1 1

0 0 0 0 0 0 1 1

0 0 0 0 0 1 1 0

0	0	0	0	0	0	1	1
0	1	0	0	0	0	1	0
0	1	0	0	0	0	1	1
0	1	0	0	0	1	0	0

0	1	0	0	0	0	0	1

0	1	0	0	0	1	0	1

0 0 0 0 0 0 1 0

0 0 1 0 0 0 1 1

0	1	0	0	0	0	0	0

0 1 0 0 0 0 1 0

0 1 0 0 0 0 1 1

0 1 1 0 0 1 1 1

0 1 1 0 0 0 1 1

0 1 1 0 0 1 1 1

0 1 1 0 0 1 1 1

0	0	0	0	0	0	1	1
0	1	0	0	0	0	0	0
0	1	0	0	0	1	0	1

0	1	1	0	0	0	1	1
0	1	0	0	0	0	0	0
0	0	0	0	0	1	0	1
0	1	0	0	0	0	1	1

0	1	0	0	0	0	0	0
0	0	0	0	0	0	1	0
0	1	0	0	0	0	1	1

0	1	0	0	0	0	0	1

0	0	0	0	0	0	1	0

0	1	0	0	0	0	1	1

0 1 0 0 0 0 1 1

0 0 0 0 0 0 1 1

0	1	0	0	0	0	1	1
0	1	1	0	0	0	1	1
0	0	0	0	0	0	0	0

0		1	1	0	0	1	1	1
1	Freelance work to south and east of city.. need good connections, buses and/or better traffic management	1	0	0	0	1	0	1

0	1	0	0	0	0	1	1

0	1	1	0	0	1	1	1
0	1	1	0	0	1	1	1

0	1	0	0	0	0	1	1

0	1	1	0	0	1	0	1
0	0	1	0	0	0	1	1
0	1	0	0	0	0	1	1

0 1 0 0 0 0 1 1

0 0 0 0 1 0 0 1

0	1	0	0	0	0	0	0
0	0	0	0	0	0	1	0
0	1	0	0	0	1	1	1

0	1	0	0	0	0	1	1

0	0	0	0	0	0	1	1

0	1	0	0	0	0	1	1

0	0	0	0	0	0	1	1

0 1 1 0 0 0 1 1

0 1 0 0 0 1 1 1

1	Not technically disabled but unable to cycle a pushbike so interested from the perspective of a car driver and local resident	1	0	0	0	0	0	1

0	1	1	0	0	1	1	1
0	1	1	0	0	0	1	1
0	1	1	0	0	0	0	0
0	1	0	0	0	0	0	0

0	1	0	0	0	0	1	1

0	1	0	0	0	0	1	1
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	1

0 1 0 0 0 1 0 1

0 1 0 0 0 1 0 0

0	1	0	0	0	1	1	1
0	1	1	0	0	0	1	1
0	1	0	0	0	0	1	1
0	0	0	0	0	0	1	1
0	1	0	0	0	1	1	1
0	1	0	1	0	0	1	1

0	1	0	0	0	0	1	1

0 1 1 0 0 0 1 1

1	Conservation Area, Neighbourhood improvement	1	0	0	0	0	1	1

0 0 0 0 0 0 1 0

0 0 1 0 0 0 1 1

0 1 0 0 0 0 1 1

0 1 0 0 0 0 1 0

0	1	0	0	0	0	1	1

0	1	0	0	0	0	1	1

0	0	0	0	0	1	1	1
0	1	0	0	0	1	0	1
0	0	0	0	0	0	1	1

0	0	0	1	0	0	1	0
0	1	1	1	0	1	1	1
0	1	0	1	0	0	0	0

1	Resident in East Cambs, parent of student at Sixth Form College, work near Hills Road.	1	0	0	0	1	0	1

0	1	1	0	0	1	1	0

0	1	1	0	0	1	0	0
0	1	0	0	0	0	0	0

0	1	0	0	0	1	0	0

0	0	0	0	0	0	1	1
0	1	1	0	0	1	1	0
0	1	1	0	0	1	1	1
0	0	1	0	0	1	0	1
0	0	0	0	0	1	1	1
0	1	0	0	0	0	0	0
0	1	0	0	0	1	0	0

0	0	0	0	0	0	1	1

0	0	0	0	0	0	1	1

1	My children travel to Hills Road from [REDACTED] area - public transport is not an option. Luckily they are strong and stoic enough to cycle but conditions for cycling are far from ideal (bad road surfaces and too	1	0	0	0	1	1	0
0		1	0	0	0	0	1	1

0 1 0 0 0 0 1 1

0 1 1 0 0 0 1 1

0 1 0 0 0 0 1 1

0	1	1	0	0	0	0	0

0 0 0 0 0 0 1 0

0 1 0 0 0 0 0 0

1	Resident in East Cambridgeshire	1	0	0	0	0	0	0

0	1	0	1	0	0	0	0
0	1	1	0	0	1	0	0
0	1	0	1	0	0	0	0
0	1	0	0	0	0	0	0
0	1	0	0	0	1	1	0

0	1	1	0	0	0	1	1
0	1	0	0	0	0	0	0

0	0	0	0	0	1	1	1
0	1	0	0	0	1	0	0
0	1	0	0	0	0	1	1

0	0	0	0	0	0	1	1
0	1	1	0	0	0	1	1
0	0	0	0	0	1	1	1
0	0	0	0	0	0	1	1
0	0	1	0	0	0	1	0

0 1 0 0 0 0 1 0

0 1 0 0 0 0 0 0

0 1 0 0 0 0 1 1

0 1 1 0 0 0 1 1

0	0	0	0	0	0	0	1
0	0	0	0	0	0	1	1
0	1	0	0	0	0	1	1

0	1	0	0	0	0	0	0

0 1 0 0 0 0 1 1

0 0 0 0 0 1 0 0

0 0 0 0 0 0 1 1

0 1 0 0 0 0 1 1

0 0 0 0 0 0 0 0

0	1	0	0	0	0	0	0

0 0 0 1 0 0 1 1

0 1 0 0 0 0 1 0

0	0	0	0	0	1	1	1
0	1	0	0	0	0	1	0
0	1	0	0	0	1	1	1

0 1 0 0 0 1 0 1

0 1 0 0 0 1 0 0

1	Resident of East Cambridgeshire. Somewhat surprising that this isn't on a list for a consultation on access to East Cambridge!	1	1	0	0	0	0	0
0		1	0	0	0	1	0	0
0		1	0	0	0	0	0	0
0		1	1	0	0	1	1	1

0	1	1	0	0	1	0	1
0	0	0	0	0	0	1	0
0	0	0	0	0	0	1	1

0 1 0 0 0 1 1 0

0 0 1 0 0 0 0 0

0 1 1 0 0 0 1 0

0		0	0	0	0	0	1	0
0		0	1	0	0	0	0	0
0		1	1	0	0	0	0	0
1	Employed in central Cambridge.	1	0	0	0	0	0	0

0	1	1	0	0	0	1	1
0	1	0	0	0	1	1	1
0	0	0	0	0	0	1	0
0	1	0	0	0	0	1	0
0	0	0	0	0	0	1	1

0	1	0	0	0	0	1	0

0	0	0	0	0	1	0	0

0	1	0	0	0	1	1	0
0	1	1	0	0	1	1	1
0	1	0	0	0	0	1	1

0 1 1 0 0 0 0 0

0 0 0 0 0 0 1 1

0 1 0 0 0 1 0 0

0	1	1	0	0	0	1	1

0	1	1	0	0	1	0	0

0	1	0	0	0	0	1	1

0		1	1	1	1	1	1	1
1	East Cambs	1	0	0	0	0	1	1

0	1	1	0	0	0	0	1
0	1	0	0	0	1	1	1
0	1	0	0	0	1	0	1
0	0	0	0	0	0	0	1

0	1	0	0	0	0	1	1

0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	1	0	0	0	0	0	0

0	0	0	0	0	1	1	0
0	1	1	0	0	0	0	0

0		1	0	0	0	1	0	0
0		0	0	0	0	0	0	0
1	I live in East Cambs (why is this not an option given this affects us the most), or is this a consultation for those who it doesn't affect?	1	1	0	0	0	1	0
0		1	0	0	0	0	0	0

0	1	0	0	0	1	0	0
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	1	0	0	0	1	1
0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0

0		1	0	0	0	0	0	1
0		1	1	0	0	0	1	0
0		1	0	0	0	0	0	0
0		1	0	0	0	0	0	0
1	Small village called [REDACTED], I don't drive sso use the dulling station Dailly	0	0	0	0	0	1	0

0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	0	0	0	0	1	0	0
0	1	1	1	0	1	1	1
0	0	1	0	0	1	0	1

0	1	1	0	1	0	1	1
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	0	0	0	0	1	1	0
0	1	0	0	0	0	0	0
0	1	1	0	0	0	0	0

0	1	1	0	0	1	1	1

0	0	0	0	0	0	0	1
0	1	0	0	0	0	1	0

0 1 1 0 0 1 1 1

0 1 0 0 0 0 0 0

0	1	1	0	0	0	0	0

0	0	0	0	0	0	0	0

0 1 1 0 1 1 1 1

0 1 0 0 0 0 0 0

0	0	0	0	0	0	0	0
0	1	1	0	0	1	0	0

0 1 0 0 0 0 0 0

0 1 0 0 0 0 0 0

0	1	0	0	0	0	1	1
0	0	0	0	0	0	1	0
0	0	0	0	0	0	1	1
0	1	0	0	0	0	1	0

0 1 0 0 0 0 1 1

0 1 0 0 0 1 1 0

0 1 0 0 0 1 0 0

0 1 1 0 0 1 1 1

0	1	0	0	0	0	0	0
0	1	1	0	0	1	1	1
0	1	0	0	0	1	0	0

0	0	0	0	0	1	0	1

0 0 0 0 0 1 1 1

0 1 1 0 0 1 1 1

0 1 0 0 0 0 1 0

0 0 1 0 0 0 1 1

0 1 1 0 0 1 0 1

0 1 0 0 0 1 0 1

0	1	0	0	0	0	1	1

1	I work in Central Cambridge but am a resident in East Cambridgeshire - that district you've decided to ignore.	1	0	0	0	0	0	0
0		1	0	0	0	0	1	0
0		1	0	0	0	0	0	0
0		0	0	0	0	0	0	0

0	1	0	0	0	0	0	1
0	0	1	0	0	1	1	1
0	1	0	0	0	0	0	0

1	The BSE Rail Station Group is concerned to enhance BSE Rail Station and make it a true commuting hub as well as enhancing the entrance to the town.	1	0	0	0	0	0	0
0		1	0	0	0	0	0	0
0		1	1	0	0	1	0	1

1	Resident in east Cambridgeshire	1	0	0	0	0	0	0

0 0 0 0 0 1 1 1

0	1	0	0	0	0	0	0

0	0	0	0	0	0	1	1

0	0	0	0	0	0	0	0

0	0	1	0	0	0	1	1
0	1	0	0	0	0	1	0
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	1	1	0	0	0	0	0

0 1 0 0 0 1 0 0

0	1	0	0	0	0	0	0

0		0	0	0	0	1	0	1
1	Resident of East Cambridge. Why isn't this on your form for a consultation of Eastern access ?	1	0	0	0	0	0	0
0		1	0	0	0	0	0	0

0	1	0	0	0	0	0	0
0	1	0	0	0	1	0	1
0	1	1	0	0	1	0	0
0	1	1	0	0	0	0	0

0	1	0	0	0	0	0	0

0	1	1	0	0	1	0	0

0	1	1	0	0	0	0	1

0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0
0	1	0	0	0	0	1	0
0	0	0	0	0	1	0	1
0	0	0	0	0	1	0	0

0	1	0	0	0	0	0	0

0 1 1 0 0 0 1 1

0 1 1 0 0 0 1 1

0 1 0 0 0 0 1 1

0 1 1 0 0 1 1 1

0 1 0 0 0 0 0 0

0	1	0	0	0	0	0	0
0	1	1	0	0	0	1	1
0	0	1	0	0	0	0	1
0	1	0	0	0	0	0	1

0	1	0	0	0	1	1	1
0	1	1	0	0	0	1	1
0	1	0	0	0	0	0	0

0		1	1	0	0	1	1	1
1	Newmarket and West Suffolk Councillors joint view following consultation.	1	0	0	0	0	0	0

0	1	0	0	0	0	1	0

0 1 0 0 0 0 0 0

0 1 0 0 0 0 0 0

0 1 0 0 0 0 1 1

0 1 1 0 0 1 0 0

0	1	0	0	0	0	0	0

1	Village on the East side of Cambridge. Why are we not on the list and South Cambridge is?	1	1	0	0	0	1	0
0		1	0	0	0	0	1	1

0 1 0 0 0 1 1 1

0 1 0 0 0 0 1 1

0	1	1	0	0	0	0	0
0	1	0	0	0	0	1	1
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0
0	1	0	0	0	0	1	1

0 1 0 0 1 0 0 1

0	1	0	0	0	0	0	0
0	1	0	0	0	0	1	1
0	1	0	0	0	0	1	1
0	0	0	0	0	0	1	0
0	1	0	0	0	1	0	0

0 1 1 0 0 1 1 0

0 0 0 0 0 0 0 1

0 1 0 0 0 0 0 0

0	1	0	0	0	0	0	0

0 1 0 0 0 0 0 0

0 1 0 0 0 0 0 0

0	1	1	0	0	0	0	0

0 1 0 0 0 0 1 0

0 1 0 0 0 0 1 0

0 1 1 0 0 0 0 1

0 1 0 0 0 1 1 1

0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	0

0 1 1 0 0 0 0 0

0 1 0 0 0 0 0 0

0 1 0 0 0 0 0 0

0	1	0	0	0	0	0	0
0	1	0	0	0	1	1	1

0 1 0 0 0 1 0 1

0 1 1 0 0 0 1 0

0	1	0	0	0	0	0	0
0	0	0	0	0	1	0	0
0	1	1	0	0	1	1	1
0	1	0	0	0	0	0	0
0	1	1	0	0	0	0	0

0 1 0 0 0 0 1 0

0 1 0 0 0 0 1 1

0	0	1	0	0	1	1	1

0	0	0	0	0	1	1	1
0	1	0	0	0	0	0	1

0	1	0	0	0	0	0	0

1	I cycle regularly for recreation and exercise via The Tins out to countryside to the east - almost the only area unspoilt (as yet) by new developments.	0	0	0	0	0	0	0
0		1	1	0	0	0	0	0

1	Self-employed music teacher and cellist.	1	0	0	0	0	1	1
0		1	0	0	0	0	0	0
0		1	0	0	0	0	0	0
0		1	1	0	0	0	0	0
0		1	0	0	0	0	0	1

0	1	0	0	0	0	0	0
0	1	0	0	0	1	0	0
0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	1

0	1	1	0	0	1	1	1
0	0	1	0	1	0	1	1
0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	0
0	1	1	0	0	0	1	1

0 1 0 0 0 0 1 0

0 1 0 0 0 0 1 1

0	1	1	0	0	0	0	0

0	1	1	0	0	1	1	0

1	Live in East Cambs.	1	0	0	0	0	0	0
0		0	0	0	0	1	1	1
0		1	0	0	0	1	1	0
0		0	0	0	0	0	1	1
0		1	0	0	0	1	1	1

0	1	0	0	0	0	1	0
0	1	0	0	0	0	0	1
0	1	1	1	0	0	1	1
0	0	0	0	0	1	1	1

0	0	0	0	0	1	1	1

0	0	0	0	0	0	0	0
0	1	0	0	0	1	0	1

0	1	1	0	0	0	1	1
0	0	0	0	0	0	1	1
0	1	0	0	0	1	0	0

0	0	0	0	0	0	1	1

0 1 0 0 0 0 1 1

0 0 0 0 0 0 0 1

0	1	0	0	0	0	0	0

0	1	0	0	0	0	0	0
0	1	1	0	0	1	1	1

0 1 1 0 0 1 1 1

0 0 0 0 0 0 1 1

0 1 0 0 0 0 0 0

0	1	0	0	0	0	1	1

0	1	0	0	0	0	1	1

0	0	0	0	0	0	0	0

0 1 1 0 0 0 1 1

0	1	0	0	0	0	1	1

0	1	0	0	0	0	0	0
0	1	0	0	0	0	1	1

0	1	0	0	0	0	0	0

0 0 0 1 0 0 1 0

0 1 0 0 0 0 1 1

0 1 1 0 0 0 1 1

1	I travel daily to Addenbrookes and my children travel daily to [REDACTED]. We live 30 miles away.	1	0	0	0	0	0	0
0		1	0	0	0	0	1	0

0	0	1	0	0	0	1	1

0	0	0	0	0	0	1	0

1	Teversham Parish Council	1	0	0	0	1	1	1

0 1 1 0 0 0 1 1

0 1 0 0 0 1 1 1

0 1 0 0 0 0 0 0

0 1 1 0 0 1 1 0

0	1	0	0	0	0	1	1

0 1 1 0 0 1 1 1

Not applicable	Mode of travel Other	Mode of travel Other specified	Leisure Central Cambridge	Leisure East Cambridge	Leisure South Cambridge (including Addenbrooke's and Biomedical Campus Site	Leisure West Cambridge	Leisure North Cambridge (Including Science Park, Business Park)
0	0		1	1	1	1	1
0	0		1	0	0	0	0
0	0		1	0	0	0	0

0	0	0	0	0	0	0

0	0	1	0	1	0	0

0	0	1	0	1	0	0

0	0	1	1	0	0	0

0 0 1 1 1 0 0

0 0 0 1 0 0 0

0 0 1 1 0 0 0

0 0 1 0 1 0 1

0	0	0	0	0	0	0
0	0	1	0	0	0	0
0	0	1	0	0	1	0
0	0	1	1	1	0	0
0	0	1	0	1	1	0
0	0	1	0	1	0	0

0 0 1 1 1 1 1

0 0 1 1 1 1 1

0	0	1	1	0	0	0

0	0	1	1	0	0	0

0	0	1	1	1	0	0

0	0	1	0	0	1	0

0	0		1	1	1	0	0
0	0		0	0	0	0	0
0	0		1	1	1	1	1
0	1	Park and Ride user	0	0	0	0	0

0	0	1	0	0	0	0

0	0	1	0	0	0	0

0	0		1	1	0	0	0
0	0		1	1	1	1	1
0	0		1	0	0	0	0
0	0		1	0	0	0	0
0	1	train	1	1	1	0	0

0	0	1	0	1	0	1
0	0	1	0	0	0	0
0	0	1	1	1	1	1
0	0	1	0	1	0	0
0	0	1	0	0	0	0
0	0	1	0	0	0	1

0	0	1	1	1	1	0
0	0	1	1	0	0	1
0	0	0	0	0	0	0
0	0	1	0	1	0	0

0	0		1	1	1	0	0
0	0		1	0	0	0	0
0	0		0	0	0	0	0
0	1	Rail User	1	0	1	0	0

0	1	Very, very occasionally (a very few times per year) I might be a car passenger, or a car driver or a van driver along Newmarket Road. Over 99% of my journeys along Newmarket Road are by bicycle.	1	1	1	1	1
0	0		1	1	0	0	0
0	0		1	0	0	0	0

0	0	1	0	1	0	0
0	0	1	0	1	0	0
0	0	1	0	0	0	0

0	0	1	0	0	0	1
0	0	1	0	0	0	0
0	0	1	1	1	0	0

0	0	1	1	1	1	0

0	0	1	1	0	0	0

0	0	1	1	1	0	0
0	0	1	1	1	0	0
0	0	1	0	0	0	1

0	0	1	1	1	0	0
0	0	0	1	0	0	0
0	0	0	1	0	0	0
0	0	1	1	0	0	0

0	0	1	0	0	1	0
0	0	1	1	1	1	1
0	0	1	1	0	0	0
0	0	1	1	1	0	0

0 0 1 1 1 0 1

0 0 1 1 1 0 0

0	0	1	0	0	0	1

0	0	1	0	0	0	0

0	0	1	1	0	0	0
0	0	1	1	0	0	0
0	0	1	1	0	1	1
0	0	1	0	1	0	0
0	0	1	1	1	1	1

0	0	1	0	0	0	0

0	0	1	0	0	0	0

0	1	Train	1	1	1	1	1
0	0		1	0	1	0	0

0	1	I dont bother as youve already ruined the town and infrastructure. Any other town is better then Cambridge.	0	0	0	0	0
0	0		0	1	0	0	0

0	0	1	0	1	0	0

0	0	0	0	1	0	0
0	0	0	0	1	0	0

0	0	1	1	1	1	1

0 0 1 1 1 1 1

0 0 0 1 1 0 0

0 0 0 0 0 0 0

0	0	1	1	0	0	0
0	0	1	1	1	0	1
0	0	1	1	0	0	0

0 0 1 0 1 0 1

0 0 1 1 0 0 0

0 0 0 0 0 0 1

0	0	1	1	1	1	1
0	0	0	0	1	0	0
0	0	1	1	1	0	1
0	0	1	0	0	0	0
0	0	0	0	0	0	0
0	0	0	1	0	0	0
0	0	1	0	0	0	1
0	0	1	0	0	0	0

0	0	1	1	1	1	1

0	0	1	1	0	0	0
0	0	1	0	1	0	0
0	0	1	0	0	0	0

0	0	1	1	0	0	0

0	0	0	1	0	0	0
0	0	1	1	0	0	0
0	0	0	0	1	0	0

0	0	1	1	0	1	1

0	0	1	0	0	0	0
0	0	1	1	0	0	0

0	0	1	1	1	1	1

0	0	1	0	0	0	0

0	0	1	1	0	0	0

0	0	1	0	0	0	0

0	0	1	1	1	0	0

0	0	1	1	0	0	0

0	0	1	1	0	0	0

0 0 1 1 0 1 0

0 0 1 1 1 0 0

0	0	1	1	1	0	0
0	0	1	0	1	0	1
0	0	1	0	0	0	0
0	0	1	1	0	0	0

0	0	1	1	1	1	0
0	0	1	1	1	0	0

0	0	0	0	0	0	0
0	0	1	1	1	0	0

0	0	1	1	1	0	0

0 0 1 1 0 0 0

0 0 1 1 1 1 1

0	0	0	0	0	0	0
0	0	1	1	1	0	1
0	0	1	1	0	1	0

0 0 1 1 0 0 1

0	0	0	0	0	0	0
0	0	1	1	1	0	0
0	0	1	0	1	0	1

0	0	1	1	0	0	1

0	0	1	1	1	0	0
0	0	0	1	1	0	0
0	0	1	1	0	0	0

0	0	1	0	0	0	0

0	0	1	1	1	1	1
0	0	1	1	1	0	0

0	0	1	0	0	0	0

0	0	1	1	0	0	0

0	0	1	1	1	0	0

0	0		1	0	1	1	1
0	1	Rail	1	0	0	0	0

0	0	1	0	0	0	0
0	0	1	1	1	0	0
0	0	0	0	0	0	0

0	0	1	1	1	1	1
0	0	0	1	1	0	0

0	0	1	0	1	0	0
0	0	1	0	0	0	0
0	0	1	0	1	0	0

0	0	0	0	0	0	1
0	0	1	0	0	0	0
0	0	1	1	0	0	0
0	0	1	1	1	1	1

0	0	1	1	1	1	0

0	0	0	1	0	0	0

0	0	0	0	0	0	0
0	0	1	0	0	0	0
0	1	By horse - which I see is clasified as active transport, but no stabling provisions are being made within the city…	1	1	1	1	1

0 0 1 0 1 0 1

0	0	1	0	0	0	0

0	0	1	1	1	0	0
0	0	1	1	0	0	0

0 0 1 1 1 0 1

0	0	1	1	1	0	0

0 0 1 1 1 0 1

0	0	1	0	1	1	0
0	0	0	0	1	0	0
0	0	1	1	1	1	1
0	0	0	0	0	0	0

0	0	1	0	0	0	1
0	0	1	1	1	0	0
0	0	0	1	0	0	0
0	0	1	1	0	1	1

0 0 1 0 0 0 1

0 0 0 1 1 0 0

0	0	1	1	1	0	1
0	0	1	1	1	0	1
0	0	1	0	1	0	0
0	0	1	0	0	0	1
0	0	1	1	1	1	1
0	0	1	0	1	0	0

0	0	1	1	1	1	1

0 0 1 1 0 1 0

0	0	1	0	0	0	0

0	0	0	1	1	0	1
0	1	Train to London , Harwich and Ely.	1	1	0	0	0

0	0	1	1	1	0	1

0	0	1	0	0	0	0

0	0	1	0	0	0	0

0	0	1	1	1	0	0

0	1	Train	1	1	1	0	1
0	0		1	1	1	0	0
0	0		0	1	1	0	1

0	0	1	1	1	0	0
0	0	1	1	0	0	1
0	0	0	1	0	0	0

0	0	1	1	1	0	0

0	0	1	0	0	0	0

0	0	1	0	0	0	0
0	0	1	1	1	1	1

0	0		0	0	0	0	1
0	0		1	1	1	0	0
0	0		0	0	0	0	0
0	0		1	1	0	1	0
0	1	Taxi passenger	0	0	0	0	0
0	1	Rail	1	1	1	1	1
0	0		1	1	1	0	1
0	0		0	0	0	0	0

0	0	1	1	1	0	0
0	0	0	0	0	0	0

0	0	1	1	1	0	0

0	0	1	0	0	0	0

0	0		1	1	1	0	0
0	0		1	1	0	1	0
0	1	train	1	0	1	0	0

0	0	1	0	0	0	0

0	0	1	1	1	1	0

0	0	1	0	0	0	0

0	0	1	1	0	0	0

0	1	Agricultural vehicles (REDACTED)	1	0	0	0	0
0	0		1	1	0	0	0
0	0		1	0	1	0	1
0	0		1	1	1	0	1
0	0		1	1	0	0	0

0	0	1	1	1	1	0
0	0	1	0	1	0	0

0	0	1	1	1	0	0

0	0	1	1	1	0	0
0	0	1	0	1	0	0

0	0	1	0	0	0	0
0	0	1	1	1	0	0
0	0	1	1	0	0	0
0	0	1	1	0	0	1
0	0	1	1	1	0	1

0 0 1 1 1 0 0

0 0 1 1 0 0 0

0	0	1	0	0	0	0

0	0	1	1	1	0	1

0	0	1	1	0	0	0
0	0	1	0	1	1	0
0	0	1	1	1	1	1

0	0	1	0	0	0	0

0	0	1	0	1	0	0
0	0	0	0	0	0	0
0	0	1	0	0	0	1

0	0	1	0	1	0	0
0	1	Car Driver for a blue badge holder	0	0	0	0	0

0	0	0	1	0	0	0

0 0 1 1 0 1 0

0 0 1 0 1 0 0

0	0	1	0	1	1	1

0	0	0	0	0	0	0
0	0	0	0	1	1	0

0	0	1	0	0	0	0

0	0	1	0	1	0	0

0	0	0	0	0	0	0
0	0	1	0	0	0	0
0	0	1	0	0	0	0
0	0	1	1	0	0	0

0	0		1	0	1	0	0
0	0		0	0	0	0	0
0	1	train	1	0	1	0	1

0 0 1 1 1 0 1

0	0	1	1	1	0	0

0	0	1	0	0	0	0

0	0	1	0	1	0	0
0	0	0	1	0	0	0
0	0	1	1	0	0	0
0	0	1	1	0	0	1

0	0	1	1	1	0	1
0	0	1	1	0	0	0
0	0	1	1	0	0	0
0	0	1	0	1	0	0
0	0	1	1	0	0	0

0	0	1	0	0	0	0

0	0	1	0	1	0	0

0	0	1	0	0	0	0
0	0	1	1	1	1	1
0	0	1	1	1	1	1

0	0	0	0	0	0	0
0	0	1	0	0	0	0
0	0	1	1	0	0	0

0	0		1	1	0	0	0
0	1	Train	1	0	1	0	0
0	0		1	1	0	0	0

0 0 1 1 0 0 0

0 0 1 0 1 0 1

0	0	1	0	0	0	0
0	0	1	1	1	1	1
0	0	1	1	0	0	0
0	0	0	0	0	0	0

0	0	1	1	1	0	0

0	0		1	0	0	0	0
0	0		1	1	1	1	1
0	1	train	1	0	0	0	0
0	0		1	0	0	0	0

0	0	1	0	0	0	0

0	0	1	0	0	0	0

0	0		1	0	0	0	0
0	1	train	1	0	0	0	0
0	0		0	1	1	0	0
0	0		1	1	0	0	0

0	1	Train	1	1	1	0	1
0	1	By train.	0	0	0	0	0
0	0		1	0	0	0	1
0	0		0	0	1	0	0
0	0		1	0	0	0	0
0	0		0	0	0	0	0

0	1	Train	1	0	0	0	0
0	1	Train	1	0	1	0	0
0	0		1	0	0	0	0
0	1	Train	1	0	0	0	0

0	0	1	1	1	0	0

0	0	1	0	0	0	0
0	0	1	0	0	0	0

0	1	Train	1	0	0	0	0
0	1	Train	1	0	1	0	1
0	0		1	0	0	0	0
0	1	Rail	1	0	0	0	0
0	0		1	0	0	0	0

0	0	0	0	1	0	0
0	0	1	1	0	0	0
0	0	1	1	1	1	1
0	0	1	0	1	1	1
0	0	0	1	0	0	0

0	0		0	0	1	0	0
0	1	Train	0	0	0	0	0
0	1	Train	1	0	0	0	0
0	1	Train	1	1	0	0	0
0	0		0	0	0	0	0
0	0		1	0	1	0	0

0	1	Electric bicycle. This may not be particularly relevant as they would use all the same infrastructure as regular cycles. However, it is worth raising to likelihood of newer forms of electrically powered transport such as scooters becoming	0	0	1	0	0
0	0		0	0	1	0	0
0	0		1	0	0	0	0

0	0		1	1	0	0	0
0	1	Train	1	0	0	0	0

0 0 1 1 1 0 1

0	1	Train	0	0	1	0	0

0 0 1 1 1 0 0

0 0 1 1 0 0 1

0	1	Train	1	0	0	0	0
0	1	Train	1	0	1	0	1

0	1	I use Park n Ride, and occasionally use the train into Cambridge city from Suffolk.	1	0	0	0	0
0	1	Rail	1	0	0	0	0

0	0	1	0	0	0	0
0	0	1	0	0	0	0
0	0	1	1	1	0	0
0	0	1	0	0	0	0

0 0 1 1 0 0 1

0 0 1 0 1 0 0

0	0	1	1	0	0	0

0	0	1	0	1	0	0

0	0		1	0	1	0	0
0	0		1	1	1	1	1
0	1	Drive to car park and use P & R bus.	1	0	0	0	0

0	0	1	1	0	0	0

0	0	1	1	0	0	0

0 0 1 0 0 0 0

0 0 0 1 0 0 1

0	0	0	0	0	0	0

0	0	1	0	0	0	1

0	0	1	1	1	1	0

0	0	1	1	1	0	0

0	0		1	1	0	0	0
0	0		1	0	0	1	0
0	0		1	0	1	0	0
0	1	Rail	0	0	0	0	0

0	0	1	0	1	0	0
0	0	1	0	0	0	0
0	0	0	1	0	0	0

0	0	1	0	0	0	0
0	0	0	0	0	0	0
0	0	1	1	1	0	1

0	0	1	0	1	0	0

0	1	Rail	1	1	1	1	0

0	0	1	0	1	0	0

0	0	1	1	1	0	0

0	0	0	0	0	0	0

0	0	1	1	1	1	1

0	0	1	1	0	0	0
0	0	0	0	0	0	1
0	0	1	0	1	0	0
0	0	1	0	0	0	0

0 0 1 1 1 0 1

0	0	1	1	1	0	0

0 0 1 0 1 0 0

0 0 1 1 0 0 1

0 0 1 0 1 0 0

0	0		1	0	0	0	0
0	1	Train plus park and ride	1	1	0	0	0
0	0		1	0	1	0	0
0	0		1	0	0	0	0

0	1	Train where possible.	1	0	0	1	0
0	0		1	1	1	0	0

0	0	1	1	1	1	1

0	1	Train	1	1	0	0	0
0	0		1	1	1	1	0
0	0		1	0	0	0	0
0	1	Rail	0	0	1	0	1
0	0		1	0	1	0	0

0	0	1	0	0	0	0

0	0	1	1	1	1	0

0	0	1	1	1	1	1

0	0	1	1	1	1	1
0	0	1	0	0	0	1
0	0	1	0	0	0	0

0	0		0	0	1	0	1
0	0		1	0	0	0	0
0	1	Train from Bury St Edmunds	1	0	0	0	0
0	0		1	0	1	0	0

0	0		1	1	1	0	0

0	0		1	1	1	0	0
0	1	train	1	0	0	0	0

0	0	1	1	1	0	0

0	0	1	0	0	0	0

0 0 1 0 1 0 1

0	1	Rail	1	0	1	0	0
0	1	Train!	1	1	0	0	1

0	0	0	0	0	0	0
0	0	1	0	1	0	0

0	1	train	1	1	1	0	0

0 0 1 0 1 0 1

0 0 0 0 0 0 0

0	1	Taxi	1	1	1	0	0
0	0		1	1	0	0	1

0	0	1	1	0	0	0
0	0	1	0	1	0	0
0	0	0	0	0	0	0
0	0	1	1	1	1	1
0	0	1	0	1	0	1

0	0	1	1	1	1	0

0	0		1	1	1	1	0
0	1	rail (odd ommision)	1	1	1	1	0
0	0		1	0	0	0	0
0	0		0	0	0	0	0
0	1	Train	1	0	1	0	0

0	0	1	0	1	0	0

0	0	1	0	0	0	0

0	0	0	0	0	0	0

0	1	train	1	0	0	0	1

0	1	Train from Ely	1	0	0	0	0
0	0		1	0	0	0	1

0	1	Train	1	0	1	0	0

0	0	1	1	1	0	0
0	0	1	1	0	0	1
0	0	1	0	0	0	0

0	0	1	1	1	1	1

0	0	1	1	1	1	1

0 0 1 0 1 1 0

0	1	Taxi	0	0	0	0	0
0	0		1	1	1	1	0
0	0		0	0	1	0	1

0	0	1	0	1	0	0
0	0	1	0	1	1	0

0	0	1	0	0	0	0

0	0	1	0	1	1	0

0	0	1	0	0	0	0
0	0	1	1	1	0	0
0	0	1	1	1	1	0
0	0	1	0	0	0	0
0	0	1	0	0	0	0

0	0	1	0	0	0	1

0	0	0	0	0	0	0

0	0	1	1	0	0	0

0	0	1	1	1	1	1
0	0	0	1	0	0	0

0 0 1 1 0 1 0

0	0	1	0	1	1	0

0	0	1	0	0	0	0

0	0	1	1	1	1	1

0	0	1	0	0	0	0
0	0	0	0	0	0	1
0	0	1	1	0	0	0
0	0	1	1	1	1	1

0	0	1	0	0	0	0

0	0	1	0	0	0	0
0	0	1	0	0	0	0

0	0	1	0	1	0	0

0	0	1	1	0	0	0
0	0	1	1	1	0	0
0	0	0	0	0	0	0
0	0	1	0	0	0	0

0	0	0	1	0	0	0
0	0	1	1	1	1	0

0 0 1 0 1 0 1

0 0 1 1 1 0 0

0	0	1	0	1	0	0
0	0	0	0	0	0	0

0	0	1	1	1	0	0
0	0	1	0	1	0	1
0	0	1	0	0	0	1
0	0	1	0	0	0	0
0	0	1	1	1	1	1

0	0		1	1	0	0	0
0	0		1	1	1	1	1
0	0		1	1	1	1	1
0	1	Rail	1	0	1	0	0

0	0	1	1	0	0	1

0	0	0	0	0	0	0
0	0	1	1	1	0	0

0	0	1	1	1	1	1
0	0	1	1	0	0	0
0	0	1	0	1	0	0

0	0	1	1	1	1	1

0	0	1	1	1	0	0

0	0	1	0	0	0	0

0	0	1	0	1	0	0

0	0	1	0	1	0	0
0	0	1	1	1	1	1

0	0	1	1	0	0	0

0	0	1	0	0	0	0

0	0	1	0	1	0	0

0	0	1	0	0	0	1

0	0	0	0	0	0	0

0	0	0	0	0	0	0

0 0 1 1 1 0 1

0	0	1	1	0	0	1

0	0	1	0	0	0	0
0	0	1	1	0	0	0

0	0	0	1	0	0	0

0	1	Rail	1	0	1	1	0

0 0 1 0 1 1 1

0 0 1 0 0 0 0

0	1	Children use train from Cambridge but have to wait 2 hours for lessons to start when they get to [REDACTED] due to infrequent trains. I travel to Addenbrookes by car as rail service is too infrequent for this to be feasible	1	0	1	0	0
0	0		0	1	1	0	0

0 0 1 1 1 0 1

0	0	1	1	0	0	0

0	0	1	1	1	1	1

0 0 1 1 0 0 1

0 0 1 1 1 0 0

0 0 1 0 1 0 0

0 0 1 0 1 0 1

0 0 1 1 0 0 1

0 0 1 1 1 1

Leisure South Cambridgeshire	Leisure Other (please specify)	Leisure other specified	Workplace Central Cambridge	Workplace East Cambridge	Workplace South Cambridge (including Addenbrookes and Biomedical campus Site	Workplace West Cambridge
1	0		1	0	0	0
0	0		1	0	0	0
1	0		0	0	1	0

0	0	0	0	0	0

0	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	1
0	0	1	0	0	0
0	0	0	0	1	0

0	1	Leavig from East Cambridge travelling anywhere else in Britain	0	0	0	0
0	0		0	0	0	0
1	0		0	0	0	0
1	0		0	0	1	0
0	0		0	0	0	1
1	0		0	0	0	0

1	0	0	0	0	0

1	0	0	0	0	0

1	0	0	0	0	0

1	0	0	0	0	0

0	0	1	0	0	0
1	0	0	0	0	0

0	0	0	0	0	0
0	0	1	0	0	0
1	0	0	0	0	0
0	0	1	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0

0	0	1	0	0	0
1	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	1	0
0	0	1	0	0	0

0	0	0	1	1	0
1	0	1	0	0	0
1	1	North of cambridge - milton	1	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0

0	0		0	0	0	1
0	0		1	0	0	0
0	1	I travel through Cambridge on my way to various destinations.	0	0	0	0
1	0		1	1	1	1

0	0	1	1	1	0
1	0	0	0	0	0
0	0	0	1	0	0
0	0	1	0	0	0

1	1	All by bicycle!!!! !	1	0	0	0
0	0		0	0	0	0
0	0		0	0	0	0

0	0	1	0	0	0
1	0	0	0	1	0
0	0	0	1	1	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	1

1	0	0	0	0	0
0	0	1	0	0	0

0	0		1	0	0	0
1	1	Villages in East Cambridgeshire	1	0	0	0
0	0		1	0	1	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	1	0	0
0	0	1	0	0	0

0	0	1	0	0	0
1	0	1	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
1	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0

1	0	0	0	1	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	1	0	0	0

0	0	0	0	0	0
0	0	1	0	0	0

1	1	Histon, NorthStowe and villages to the north. Also along the riverside path and adjacent meadows	0	1	0	1
0	0		0	1	0	0

0	1	Nope,I take my trade elsewhere.	0	0	0	0
0	0		0	0	0	0

0	0	0	0	1	0
1	0	0	0	1	0
0	0	0	0	1	0

1	0	0	0	0	0

1	1	Sports Cycling in the local area, e.g. heading out towards Bottisham, Fulbourn, The Shelfords etc.	1	0	0	0
0	0		0	1	0	0
0	0		0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	1

0	0	0	0	0	0
0	0	1	1	0	0
1	0	0	0	0	0

1	0	0	0	0	0
0	0	0	0	1	0
1	0	1	0	0	0
0	0	1	0	0	0
1	0	0	0	0	0
0	0	0	1	0	0
0	0	0	0	0	0
0	0	0	0	0	0

1	0	1	0	0	0

0	0	1	0	0	0
0	0	0	0	1	0
0	0	0	0	0	0

0	0	0	1	0	0

0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	1	0

1	1	Milton Country Park, Cherry Hinton Hall, Trumpington, Ditton Meadows, Fen Ditton, Cam riverbank.	0	0	0	0
0	0		0	1	0	0
0	0		0	0	1	0

0	0	0	0	0	0
1	0	1	0	0	0

0	0	0	0	0	0

0	1	To gain access to A14 and A10 for travel north and east out of the county.	0	0	0	0
0	0		0	0	0	0

0	0	0	0	0	1
0	0	0	0	0	0

0	0	1	1	0	1

0	0	0	0	1	0

0	0	1	0	0	0
0	0	0	1	0	0
0	0	1	0	0	0
0	0	0	1	1	0

1	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	1	0

0	0	0	0	0	0

0	0	0	0	0	0
1	0	1	1	1	1

0	0	0	0	0	0
0	0	0	0	1	0
0	0	1	0	0	0

0	0	0	0	0	0

0	0	0	0	0	0
0	0	1	0	0	0
1	0	0	0	0	0

1	0	1	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0

0	0	0	0	0	0
1	0	0	0	0	0
0	0	1	0	0	0

0	0	1	0	0	0

0	0	1	0	0	0

1	0	0	0	1	0

1	0	0	0	0	0
0	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	1	0
0	0	0	0	0	0

0	0	0	0	1	1

1	1	East Cambridge,Voluntary work in south villages and also Ely.. need good access from south city to A10 north.	0	1	1	0

1	0	0	0	0	1
0	0	1	0	0	0
0	0	0	0	1	0

1	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
1	0	0	0	0	0

0	0	1	0	0	0

0	0	0	1	0	0

0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	1	0

0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	0

0	0	0	0	1	0

1	0	0	0	0	0

1	0	0	0	0	0

1	1	East Cambridgeshire - Lode; Suffolk	0	0	0	0
0	0		0	0	0	0
1	0		1	1	1	0
0	0		0	0	0	0

1	0	0	0	0	0
1	0	1	0	0	0
0	0	0	0	0	1
1	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	1	0
0	0	0	0	1	0
1	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	1	0	0

0	0	0	0	0	0

0	0	1	0	0	1

0	1	Central Cambridge Train Station	1	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	1	0

1	0	1	0	0	0

0	1	Babraham Road Park and Ride	1	0	0	0

1	1	By rail to various destination	0	1	0	0
1	0		0	0	0	0
1	0		0	0	0	0

1	1	London	0	0	0	0
0	0		1	0	0	0
0	0		0	1	0	0

0	0	0	0	1	0

1	0	1	0	0	0
0	0	1	0	0	0
1	0	0	0	0	0

0	1	Leisure facilities in Chesterton	0	0	0	0
0	0		0	0	0	0
0	0		0	0	0	1
0	0		1	1	1	0
0	0		0	0	0	0
1	0		1	0	0	0
0	0		0	0	0	0
0	0		0	0	0	0

0	0	0	0	1	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	1	0
0	0	1	0	0	0
1	0	0	0	0	0

0	0	0	0	0	0

1	0	0	0	0	0
0	0	1	0	0	0

0	0	0	1	0	0

0	0	0	0	0	0
0	0	1	0	0	0
1	0	0	0	0	0
0	0	1	0	1	0
0	0	0	0	1	0

0	0	1	0	0	0
0	1	Shopping in the city or Shelford for sporting activity	1	0	0	0

0	0	0	1	0	0
1	0	0	0	0	0
0	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	1	0
0	0	0	0	1	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0

0	0		1	0	0	0
1	1	Fulbourn	0	0	0	0

0	0	1	0	1	0
1	0	0	0	0	0
1	0	0	0	0	0

0	0	1	0	0	0

0	0	1	0	0	1
0	0	0	0	0	0
0	0	1	0	0	0

0	0		0	0	0	0
0	1	I live in the study area so I use all routes to access any part of the ares	0	0	0	0

0	0	0	0	0	0

0	0	1	0	0	0
1	0	0	0	0	0

0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0

0	1	Suffolk, Newmarket, Bury.	0	0	0	0
0	0		0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	1	0	0	0
0	0	1	0	0	0

0	0	0	1	0	0

0	0	0	0	1	0
1	1	East Cambridgeshire	0	0	0	1

0	0	0	0	1	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	1	0	0	0

1	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	1	0	0

0	0	0	0	0	0

0	0	0	0	0	0

0	0	0	0	0	0
1	0	0	0	1	0
1	1	countryside around Cambridge for cycling	1	0	0	0

0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	1	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	1	1	0	0

0	0	0	0	0	0

0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	1	0

0	1	Teversham	1	0	0	0

0	0	1	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0

0	0	1	0	0	0
1	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

1	1	Peterborough	0	0	0	0
0	0		1	0	0	0
0	0		0	0	0	0
0	0		0	0	0	0
0	0		1	0	0	0
0	0		0	0	0	0

0	0	0	1	1	0
0	0	0	0	1	0
0	0	1	0	0	0
0	0	0	0	0	0

1	0	0	0	1	0
0	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	1	0	0	0
0	0	0	1	0	0

0	0	0	0	1	0
0	0	0	1	0	0
1	0	0	0	0	0
1	0	0	0	0	0
0	0	0	1	0	0

1	0	0	0	1	0
0	0	1	1	0	0
0	0	1	0	0	0
0	0	1	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0

0	0	1	0	1	0
0	0	0	0	1	0
0	0	1	0	0	0

0	1	Newmarket area	0	0	0	0
0	0		1	0	0	0

1	0	0	0	1	0

0	0	0	0	1	0

0	0	0	1	0	0
0	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0	
0	1	Cambridge Rail station for connections	0	0	0	0

1	0	1	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	1	0	1	0

0	0	0	0	0	0
1	0	0	0	0	0

0	0	0	0	0	0
1	0	0	1	0	0

0	0	0	0	0	0
1	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	1	0

0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	1	0	0

0	0	0	0	0	0
0	0	0	0	0	0

1	0	0	0	0	0

0	0	1	0	0	0

0	0	1	1	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	1	0	0

0	1	Rail Station	0	0	0	0
0	0		1	0	0	0
0	0		0	1	0	0

0	1	London and other cities	0	0	0	0
0	0	1	1	0	0
0	0	0	0	0	0

0	0	0	0	0	0

0	1	Cherry Hinton (from cambridge)	1	0	0	1

0	0	0	0	1	0

0	0	0	1	0	0

0	0	0	0	0	0

1	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0

0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	1	0	0
0	0	1	0	0	0

0	0	0	0	0	0
0	1	Cambridge United (Abbey Stadium)	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

1	0	0	0	0	0
0	0	0	0	0	0

1	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	1	0
0	0	0	0	1	0

0	0	0	0	0	0

1	0	0	0	0	0

0	0	1	0	0	0

1	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	1	0

0	0	0	0	1	0
0	0	0	0	0	0
0	1	[REDACTED] near main train station in Cambridge.	1	0	0	0
0	0	0	0	0	0

1	0	0	1	0	0
0	0	1	0	0	0
0	0	0	0	0	0

0	0	1	1	1	0
0	0	0	0	0	0

0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0

0	1	destinations out of cambridge	0	0	0	0
0	0		0	0	1	0

1	0	0	0	1	0

0	0	0	0	0	0
0	0	0	0	0	0

1	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
1	0	1	0	0	0

1	0	0	0	0	0

1	0	0	0	0	1
1	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	0

0	1	Central station for [REDACTED] work, science park for [REDACTED] work, and in the future, Hills Road or Long Road sixth forms for the children - it is imperative that these are easily accessed	1	0	0	0

0	0	0	1	0	0
0	0	0	0	0	0

1	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0

0	0	1	0	0	0

0	0	0	0	1	0
0	0	0	0	0	0
1	0	1	0	0	0

1	0	0	0	0	0

0	0	1	0	0	0

0	0	0	0	1	0

0	0	0	0	0	0
0	0	1	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	1

0	1	East Cambridgeshire and Norfolk	0	0	0	0
0	0		1	0	0	0

0	0	0	0	0	0
1	0	1	0	1	0
0	0	0	0	0	0
0	0	0	1	0	0
0	0	1	0	0	0

0	0		1	0	0	0
0	1	Mill Road	0	0	0	0

0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	1	0	0

1	0	0	0	0	0

1	0	0	0	0	0
0	0	0	0	0	0

1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	1	0	0	0
1	0	0	0	0	0
0	0	1	0	0	0

1	0	1	0	0	0

1	0	0	1	0	0
0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
1	0	0	0	0	0

1	0	0	0	0	0
1	0	1	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0

1	0	0	0	0	0
0	0	1	0	0	0
0	0	1	0	0	0
0	0	1	0	0	0
1	0	0	0	0	0

0	0	0	0	0	0
1	0	0	0	0	0
1	0	0	1	1	0
0	1	Newmarket	0	0	0	0

0	0	0	1	0	0

0	0	0	0	0	0
0	0	0	0	0	0

1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

1	0	0	0	0	0

0	0	1	0	0	0

0	0	1	0	0	0

0	0	0	0	1	0

0	0	0	0	0	0
1	0	0	0	0	0

0	0	1	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0

0	1	My home My allotment My grandchildren's home	0	0	0	0

0	0	0	0	0	0

0	0	0	0	0	0

0	0	1	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0

1	0	0	0	0	0

0	0	0	0	0	1

1	0	0	0	0	0

0	0	0	0	1	0

0	0	0	0	1	0

0	0	0	0	0	0

0	0	0	0	1	0

1	0	0	0	0	0

0	0	1	0	0	0

1	0	0	1	0	0
0	0	0	1	0	0

0	0	0	0	0	0

0	0	0	0	0	0

1	1	East Cambridgeshire, Norfolk & Suffolk	0	0	0	0

Workplace North Cambridge (Including Science Park, Business Park)	Workplace Villages in South Cambridgeshire	Workplace Other	Workplace Other specified	Please indicate your age range	In education	Employed	Self-employed
0	0	0		35-44		1	
0	0	0		35-44		1	
0	0	0		35-44		1	

0	0	0	65-74	1

0	0	0	45-54	1

0	0	0		35-44	1
0	0	1	Ely	45-54	1

0	0	0	45-54	
0	0	0	Prefer not to say	
0	0	0	55-64	1
0	0	0	25-34	1

0	0	1	Arm Campus on Fulbourn Rd. - I specifically mention this as although there are 3000 plus jobs at Arm and the two hospitals and Capital Park this seems to be ignored by the GCP as a travel destination. However, it is the source of a lot of the traffic on Airport	55-64	1	
0	0	0		25-34	1	
0	0	0		65-74		
0	0	0		55-64		1
0	0	0		65-74		
0	0	1	Retired	75 and above		

0	0	0	65-74	
1	0	0	55-64	1

0	0	0	45-54

0	0	0	45-54

0	0	0	55-64	1
0	0	0	55-64	

0	0	0	55-64		
0	0	0	55-64	1	
0	0	0	45-54		1
0	0	0	55-64	1	

0	0	0	45-54	1
0	0	0	Prefer not to say	

0	0	0	45-54	1
0	0	0	35-44	1
0	0	0	65-74	
0	0	0	35-44	1
0	0	0	25-34	1

0	1	0	55-64	
0	0	0	55-64	1
0	0	0	25-34	1
0	0	0	65-74	
0	0	0	25-34	1
1	0	0	55-64	1

0	0	0		35-44	1
0	0	0		35-44	1
0	0	1	I am retired so do not commute.	65-74	
1	1	0		35-44	1

0	0	0	35-44	1	
0	1	0	45-54	1	
0	0	0	35-44		1
0	0	0	45-54	1	

0	0	1	All by bicycle!!!!!	65-74	
0	0	0		25-34	1
0	0	0		65-74	

0	0	0	55-64	1
0	1	0	45-54	
1	0	0	25-34	1

0	0	0		35-44	1
0	0	1	Huntingdon	55-64	1
0	0	0		35-44	1

0	0	0	55-64	1
0	0	0	45-54	1

0	0	0	35-44	1
0	0	0	45-54	1
1	0	0	15-24	1

1	1	0	35-44	1
0	0	0	65-74	
0	0	0	45-54	1
0	0	0	25-34	1

0	0	0	35-44	1
0	0	0	35-44	1
0	0	0	Prefer not to say	1
1	0	0	45-54	1

0	0	0	55-64	
0	1	0	25-34	1

0	0	0	65-74	1
0	0	0	35-44	1

0	0	0	45-54	1
0	0	0	45-54	1
1	0	0	25-34	1
0	0	0	75 and above	
0	0	0	55-64	1

1	0	0	45-54	1
0	0	0	45-54	1

0	0	0	25-34	1
0	0	0	45-54	1

0	0	1	12345	45-54	
0	0	1	Outside Cambridge	25-34	1

0	0	0	25-34	1
0	0	0	25-34	1
0	0	0	35-44	1

0	0	0	55-64	1

0	0	0	35-44	1
0	0	0	75 and above	1
0	0	0	65-74	

0	0	0	55-64	
1	0	0	25-34	1
0	0	0	55-64	1

0	0	1	Norwich, out onto A14.	25-34	1
0	0	0		45-54	1
0	1	0		65-74	1

0	0	0	Prefer not to say		
0	0	0	25-34	1	
1	0	0	35-44	1	
0	0	0	25-34	1	
0	1	0	45-54	1	
0	0	0	35-44		1
1	0	0	35-44	1	
0	0	0	35-44	1	

0	0	0	35-44	1

0	0	0	15-24	1
0	0	0	35-44	1
0	0	0	25-34	1

0	0	0	45-54	1
0	0	0	65-74	
0	0	0	25-34	1
0	0	0	35-44	1

0	0	0	65-74	
0	0	0	25-34	1
0	0	0	35-44	1

0	0	0	55-64	
0	0	0	35-44	1

0	1	0	25-34	1

0	0	0	55-64	1
0	1	0	35-44	1

0	0	1	Use of station for commute outside of Cambridge.	25-34	1	
0	0	0		45-54		1

0	1	0	25-34	1
0	1	0	35-44	1

0	0	0	35-44	1
0	0	0	35-44	1
0	0	0	45-54	1
0	0	0	35-44	1

0	0	1	London	55-64	1
0	0	0		65-74	

0	0	0	35-44	
0	0	0	25-34	1

0	0	0	35-44

0	0	1	Near the Cambridge Rail Station	25-34	1
0	1	0		45-54	1

0	0	0	25-34	1
1	0	0	35-44	1
0	0	0	25-34	1

1	0	0	45-54	1

0	0	0	Prefer not to say		1
1	1	0	25-34		1
1	0	0	35-44	1	

0	0	0		45-54	1
0	0	0		55-64	
0	0	0		45-54	1
0	0	1	I commute to Bishops Stortford mainly on the train but sometimes by car	45-54	1

0	0	1	Ely	45-54	1	
0	0	0		25-34	1	
0	0	0		35-44		1

0	0	0	25-34	1

0	0	0	45-54	1

0	0	0	65-74	1

0	0	0	65-74	1
0	0	0	35-44	1

0	0	0	55-64	1
0	0	0	35-44	1
0	0	0		

1	0	0		25-34	1
0	1	1	Ely and environs	65-74	

0	0	0	45-54	1
0	0	0	55-64	1
0	0	0	35-44	1

1	0	0		35-44	1
0	0	1	Do not commute	75 and above	
0	0	0		55-64	1
1	0	0		25-34	1

0	0	0	65-74
0	0	0	25-34

0	0	0		25-34		1
0	0	0		25-34	1	
0	0	1	Varies	35-44		1

1	0	0	45-54	1

0	0	0	45-54	
0	0	0	55-64	1
0	1	0	45-54	1

0	0	0	25-34	1

0	0	1	Leisure	65-74

0	0	1	My workplace is not fixed as I'm a contractor and go where the work takes me. This means any and all of the above over the course of recent years	45-54

0	0	0	65-74	
0	0	0	45-54	
0	0	0	45-54	1
0	0	0	45-54	

0	0	0	35-44	1
0	0	0	45-54	1
0	0	0	Prefer not to say	
0	0	0	35-44	1

0	0	0	Prefer not to say	
0	0	0	65-74	1

0	0	0	55-64	1
0	0	0	55-64	1
0	1	0	35-44	1
1	0	0	25-34	1
0	0	0	45-54	
0	0	0	45-54	1

1	0	0	45-54	1

0	0	0	35-44	1

0	0	0	35-44	1

0	0	0	45-54	1
0	0	0	45-54	

0	0	0	65-74

0	0	0

0	0	0	35-44	1

0	1	1	Saffron Walden	45-54		1

0	0	0	65-74	1
0	0	0	55-64	
0	0	0	55-64	

0	0	0	55-64	1
0	0	0	15-24	1
0	0	0	Prefer not to say	

0	0	0	45-54	1

0	0	0	65-74	1	
0	1	0	15-24	1	
0	0	0	35-44		1

0	0	0	75 and above	
0	1	0	25-34	1
0	0	0	45-54	1
0	0	0	45-54	1
0	0	0	35-44	1
0	0	0	15-24	1
0	0	0	65-74	
0	0	0	65-74	

0	0	0	55-64	1	
0	0	0	55-64		1

0	1	0	45-54	1
0	0	0	35-44	1

0	0	0	25-34	1
0	0	0	Prefer not to say	
0	1	0	65-74	

1	0	0	45-54	1

0	0	0	65-74	
0	0	0	45-54	1

0	0	0	45-54	1

0	1	0	35-44		1
0	0	0	45-54	1	
0	0	0	55-64		1
0	0	0	25-34	1	
0	0	0	45-54	1	

0	0	0	55-64	1
0	0	0	55-64	

0	0	0		25-34	1
0	1	0		75 and above	
0	0	1	Huntingdon	25-34	1

0	0	0	25-34	1
0	0	0	45-54	1
0	0	0	15-24	1
0	0	0	65-74	
1	0	0	25-34	1

0	0	0	55-64	1
0	0	0	25-34	1

0	0	0		55-64	1
0	0	1	Fulbourn	45-54	1

0	0	0		15-24	1	
0	0	1	Live in Cambridge, used to commute to London	35-44		1
0	0	0		25-34		1

0	0	0	35-44	1

0	0	0	25-34	1
0	0	0		
0	0	0	45-54	1

0	0	1	London	55-64
0	0	0		65-74

0	0	1	Fulbourn Road Peterhouse Technology Park.	45-54	1

0	0	0		35-44	1
0	0	1	Ely	45-54	1

0	0	0	65-74	1
0	0	0	45-54	1
0	0	0	75 and above	

0	0	0	75 and above
0	0	0	65-74

0	0	0		25-34	1	
0	0	0		65-74		
0	0	1	London	65-74		1
0	0	0		25-34		

0	0	0	65-74		
0	0	0	55-64	1	
0	0	0	35-44		1

0	0	0	45-54	1

0	0	0	15-24	1
0	0	0	35-44	1

0	0	0	45-54	1
0	0	0	65-74	
0	0	0	45-54	1
0	0	0	35-44	1

1	0	0		Prefer not to say	1
0	0	0		55-64	
0	0	0		35-44	1
0	0	1	London	35-44	1
0	0	0		35-44	1

0	0	0	65-74
0	0	0	75 and above

0	0	1	Retired	55-64	
0	0	0		45-54	1
0	0	0		55-64	1

0	0	0	45-54	1
0	0	0	35-44	1
0	0	0	65-74	

0	0	0	55-64	1
0	0	0	45-54	1
0	1	0	35-44	1

0	0	0	45-54	1
1	1	0	35-44	1

0	0	0	55-64	1
0	0	0	75 and above	
0	0	0	65-74	
0	0	0	35-44	1

0	0	0	45-54	1

0	0	0	65-74	
0	0	0	55-64	
0	0	0	45-54	1
0	0	0	35-44	1

0	0	0	35-44	1
0	0	0	25-34	1

0	0	0		45-54	1
0	0	1	Bishops stortford, commute through Cambridge	45-54	1
0	0	0		45-54	
0	0	0		35-44	

0	0	0	45-54	
0	0	0	35-44	1
1	0	0	25-34	1
0	0	0	35-44	1
0	0	0	35-44	1
1	0	0	45-54	1

0	0	0	35-44	1
0	0	0	25-34	1
0	0	0	55-64	1
0	0	0	45-54	1

0	0	0	25-34		
0	0	0	25-34	1	
0	0	0	45-54		1

0	1	0	35-44	1
1	0	0	35-44	1
0	0	0	55-64	1
0	0	0	35-44	1
0	0	0	15-24	1

0	0	0	45-54	1	
0	0	0	45-54	1	
1	0	0	45-54		1
0	1	0	55-64		
0	0	0	35-44	1	

0	0	0	35-44	1	
0	0	0	25-34	1	
0	0	0	25-34	1	
0	0	0	35-44	1	
1	0	0	35-44		1
0	0	0	65-74		

0	0	0	45-54		1
0	0	0	15-24	1	
0	0	0	25-34	1	

0	0	0	25-34	1
0	0	0	25-34	1

0	0	0	35-44

0	0	0	15-24	1

0	0	0	45-54	1
1	0	0	55-64	1

0	0	0	Under 15	1
0	1	0	35-44	1

0	0	0	35-44	1
0	0	0	55-64	

0	0	0	55-64	1
0	0	0	35-44	1
0	0	0	45-54	1
0	0	0	35-44	1

1	0	0	25-34	1
0	0	0	65-74	

0	0	0	75 and above	
0	0	0	45-54	1

0	0	0	55-64	
0	0	0	45-54	1
0	0	0	65-74	

0	1	0	35-44	1

0	0	0	35-44

0	0	0	65-74	
0	0	0	25-34	1

0	0	1	London occasionally	35-44	1	
0	0	0		55-64		1

0	0	0	75 and above

0	0	0	35-44	1

0	0	0	45-54	1
0	1	0	65-74	
0	1	0	45-54	1
0	0	0	25-34	1

0	0	0	65-74	
0	0	0	55-64	1
0	0	0	55-64	1

0	0	0		
0	0	0	35-44	1
0	0	0	65-74	1

0	0	0	65-74	1

0	0	0	15-24

0	0	0	55-64	1
0	0	0	15-24	1

0	0	0	75 and above

1	0	0	35-44	1
0	0	0	25-34	1
1	0	0	35-44	
0	0	0	55-64	1
0	0	0	25-34	1

0	0	0	65-74

0	0	1	I an retired	55-64

0	0	0	65-74	
0	0	0	55-64	1
0	0	0	65-74	

0	0	0		55-64	1
0	0	0		45-54	1
0	0	0		15-24	1
0	0	1	Bury St Edmunds and Mildenhall	45-54	1

0	0	1	Newmarket	55-64	1
0	0	0		55-64	1

0	0	0	45-54

0	0	0	15-24	1
0	0	0	Prefer not to say	
0	0	0	65-74	
1	0	0	15-24	1
0	0	0	Prefer not to say	1

0	0	0	35-44	1

0	0	0	55-64	1

0	0	0	45-54	1

0	0	1	I travel out of Cambridge via [REDACTED] and out on the A1307.	45-54	1
1	0	0		35-44	1
0	0	0		55-64	1

0	0	0		25-34	1
0	0	1	Outside Cambridge	Prefer not to say	1
0	0	1	Station Road	25-34	
0	0	1	Nationally	55-64	1

0	0	0	35-44	1
0	0	0	35-44	1
0	0	0	45-54	1

0	0	0		45-54	1
0	0	1	Newmarket	65-74	

0	0	0	35-44	1

0	0	0	65-74	
0	0	0	45-54	1

0	0	0	Prefer not to say	
0	0	0	55-64	1

0	0	0	25-34	1

0	1	0	55-64	1
0	1	0	25-34	1

0	0	0	65-74	
0	1	0	35-44	1

0	0	0	55-64	1
0	1	0	55-64	1
0	0	0	35-44	1
0	1	0	65-74	1
0	0	0	35-44	1

0	0	0	45-54	1

0	0	0	65-74	1
0	0	0	65-74	1
0	0	0	55-64	1
0	0	0	35-44	1
0	0	0	55-64	

0	0	0	45-54	1

0	0	0	15-24	1
0	0	0	65-74	

1	1	0	55-64	1

0	0	0	55-64	1
1	0	0	65-74	1

0	0	0	45-54	1

0	0	0	25-34	1
0	0	0	25-34	1
0	1	0	45-54	1

0	0	1	My office is in London, but currently working from home	35-44	1

0	0	0	55-64	1

0	0	0	45-54	1

0	0	1	The business park on Clifton Road behind the leisure centre	35-44	1	
0	0	0		65-74		1
0	0	0		55-64		

0	0	0	65-74	1
0	0	0	45-54	1

0	0	1	Work from home	65-74	
0	0	0		55-64	1

0	0	0	35-44	1	
0	0	0	45-54	1	
0	0	0	45-54	1	
0	0	0	65-74	1	
0	0	0	25-34		1

1	0	0		55-64	1
0	0	1	Mill Road	45-54	

0	0	1	WFH mostly with the odd meeting in London	25-34	1	
0	0	0		65-74		
0	0	0		75 and above		1

0	0	0	75 and above	1

0	0	0	65-74
0	0	0	55-64

0	0	0	55-64	1
0	1	0	35-44	1
1	0	0	45-54	1
0	0	0	45-54	
0	0	0	65-74	

0	0	0	35-44	1	
0	0	0	65-74		1
0	0	0	15-24	1	

0	0	0	65-74	1

0	0	0		25-34	1
0	0	0		55-64	1
0	0	1	London	35-44	1
0	0	0		65-74	

1	0	0	55-64	1
0	1	0	45-54	1

0	1	0	35-44	1	
0	0	0	35-44		1

0	0	0	55-64	1
0	0	0	65-74	

0	1	0	75 and above			
0	0	0	25-34		1	
0	0	0	45-54			1
0	0	0	15-24	1		
0	0	0	55-64			1

0	0	0	55-64	
0	0	0	45-54	
0	0	0	45-54	1
0	0	0	65-74	

0	0	0	45-54	1
0	0	0		
0	0	0	65-74	

1	0	0		45-54	1
0	0	0		55-64	
0	0	1	Newmarket	65-74	1

0	0	0	65-74

0	0	0	65-74	
0	0	0	35-44	1

0	0	0	35-44	1
0	0	0	65-74	
1	0	0	45-54	1

0	0	0	35-44	1

1	0	0	45-54	1
0	0	0	65-74	

1	0	0	25-34	1

0	0	0	65-74

0 0 0

0	0	1	Hertfordshire	25-34	1

1	0	0		15-24	1
0	0	1	St albans	45-54	1
1	0	0		35-44	1

0	0	0	65-74	1

0	0	1	Cherry Hinton area	45-54	1

0	0	0	45-54	1
0	1	0	45-54	1

0	0	0	45-54	1
0	0	0	35-44	1

1	0	0	55-64	1

0	0	0	25-34	1

0	0	1	Not applicable as this response is on behalf of parish	Prefer not to say

0	0	0	35-44	1

0	0	1	I work from home, but need to travel to London or abroad (in normal times) meaning access to Stansted and train station on a monthly basis.	55-64	
0	0	0		45-54	1

0 0 0

0	0	0	45-54	1

0	0	0	75 and above

Unemployed	A home-based worker	A stay-at-home parent, carer or similar	Retired	Prefer not to say	Employment Other	Employment Other specified	How did you hear about this consultation? Tick all that apply
							Email
							Website
							Email

Email

Local
community
news

Email

Email

1	Website
1	Email
	Email
	Word of mouth

	Email
	Website
1	Email
	Email
1	Email
1	Website, Local community news , Word of mouth, Email

1 Email

Email

1	Social media

1	Social media, Local community news

		Website, Social media, Local community news , Email, Word of mouth

1	Email
	Other (please specify),cambridge city council staff webiste
	Email
	Local community news

Social media

1 Word of mouth

	Local community news
	Website
1	Social media
	Other (please specify),Mentioned by our travel team at work
	Word of mouth

1	Word of mouth
	Email
	Leaflet/flyer
1	Local community news
	Local community news
	Word of mouth

Social media

Social media

1

Local community news

Local community news Website

Website

Email

1	Email
	Leaflet/flyer
1	Other (please specify),Burwell Parish Council via village Facebook page

			Advert in local newspapers
	1	Stay at home parent, plus [REDACTED] and [REDACTED] (online and London)	Social media
			Local community news

Social media

Leaflet/flyer

Website, Social media

Social media

Social media, Local community news

Leaflet/flyer

Email

Leaflet/flyer

		Other (please specify),link emailed to employees at my workplace
	1	Leaflet/flyer
		Leaflet/flyer
		Leaflet/flyer

Leaflet/flyer

Social media

Leaflet/flyer

Leaflet/flyer

1 Email

Leaflet/flyer

Leaflet/flyer

Other (please specify),Mail to home address

		Leaflet/flyer
		Advert in local newspapers
		Leaflet/flyer
	1	Leaflet/flyer
		Leaflet/flyer, Email

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Other (please specify),Great Wilbraham Primary School shared the link.

1	Makes no difference. This is not what the survey is intended	Leaflet/flyer, Other (please specify),Leaflet, Local News,
		Website, Leaflet/flyer

Leaflet/flyer

Local community news

Social media

		Leaflet/flyer, Social media
		Leaflet/flyer
1		Leaflet/flyer

1	Leaflet/flyer
	Leaflet/flyer
	Leaflet/flyer

Leaflet/flyer

Social media

Leaflet/flyer

1	Social media
	Social media
	Social media
	Social media
	Social media
	Website, Social media
	Leaflet/flyer
	Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

1 Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

1		Leaflet/flyer, Local community news
		Leaflet/flyer Social media

1 Leaflet/flyer

Social media

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

1 Leaflet/flyer

1 Leaflet/flyer

Leaflet/flyer

1	Disabled with [REDACTED]	Leaflet/flyer

Word of mouth

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Local
community
news

Leaflet/flyer

Leaflet/flyer

Advert at
Railway Station

	Leaflet/flyer
1	Email
	Website
	Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

		Social media
	1	Leaflet/flyer, Website

Leaflet/flyer

Leaflet/flyer

Email

		Social media, Radio Advert
1		Social media
		Leaflet/flyer
		Leaflet/flyer

1		Social media, Leaflet/flyer
1	Disabled.	Leaflet/flyer

Leaflet/flyer

Social media

Leaflet/flyer

Leaflet/flyer

1		Leaflet/flyer
		Leaflet/flyer
		Leaflet/flyer

Leaflet/flyer, Local community news

1	Contractor	Leaflet/flyer, Social media, Local community news

	1	Leaflet/flyer, Email, Advert in local newspapers, Other (please specify),I am a member of an organisation which is a statutory consultee, the Ramblers and Cambridgeshire Local Access Forum
1		Social media Word of mouth
	1	Leaflet/flyer

		Leaflet/flyer
		Leaflet/flyer
	1	Advert in local newspapers
		Leaflet/flyer

1	Leaflet/flyer
	Other (please specify),District Councillor's alert

	Leaflet/flyer
	Leaflet/flyer
	Leaflet/flyer
	Leaflet/flyer
1	Other (please specify),Twitter.
	Leaflet/flyer

Email

Leaflet/flyer

Leaflet/flyer, Social media, Website, Local community news , Word of mouth

		Leaflet/flyer
1	Self employed, home based.	Email

1	Leaflet/flyer
	Local community news

Social media

Leaflet/flyer

Social media

1 Leaflet/flyer

1 Email

	Leaflet/flyer
	Leaflet/flyer
1	Word of mouth

Local
community
news

Website, Social media, Word of mouth, Other (please specify),Transport action group

Social media

Word of mouth

1	Leaflet/flyer
	Leaflet/flyer
	Word of mouth
	Word of mouth
	Social media
	Leaflet/flyer, Website
1	Word of mouth
1	Local community news

Leaflet/flyer

Leaflet/flyer

Local community news

Leaflet/flyer

		Leaflet/flyer
	1	Website, Social media, Local community news , Email
	1	Email

Leaflet/flyer

1 Email

Social media

Social media

Social media

Social media

Social media

Social media

Social media

1	Both employed in the city part time and self employed	Local community news

	Leaflet/flyer
1	Social media
	Leaflet/flyer, Word of mouth

		Leaflet/flyer
		Leaflet/flyer
		Leaflet/flyer
1		Leaflet/flyer, Website Social media

Email

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer, Local community news , Word of mouth

Leaflet/flyer

Leaflet/flyer

Email

Leaflet/flyer

Leaflet/flyer

Email

Leaflet/flyer

	1	Local community news
	1	Leaflet/flyer, Website

Website

Email

Website

Email

Leaflet/flyer

1 Website

	1	Website, Word of mouth, Other (please specify),District Councillor
	1	Email

		Word of mouth
	1	Local community news
		Word of mouth
1		Website, Social media

1	Website
	Social media
	Leaflet/flyer

Leaflet/flyer

Email

Social media

	Social media
1	Website
	Local community news Other (please specify),In a school newsletter

	Leaflet/flyer
1	Social media
	Social media
	Leaflet/flyer
	Leaflet/flyer, Email

1	Leaflet/flyer
1	Local community news , Social media

1		Local community news
		Leaflet/flyer
		Leaflet/flyer

	Social media
	Leaflet/flyer
1	Advert in local newspapers

Leaflet/flyer

Advert in local newspapers

Leaflet/flyer

Leaflet/flyer

Email

	Leaflet/flyer
1	Social media
1	Local community news Other (please specify),Abbey People

Leaflet/flyer

1	Leaflet/flyer
1	Social media
	Social media
	Social media

Leaflet/flyer

Social media

		Social media
		Social media
1		Local community news
		Social media

1	Looking after my [REDACTED] while his physical health treatment is sorted.	Social media, Other (please specify),Suffolk news in fb
		Social media
		Social media
		Advert in local newspapers
		Local community news Social media

Local community news

Word of mouth

Social media

Local community news

Local community news

Local community news

Local community news

Social media

Local community news

Local community news

Social media

	Social media
	Social media
	Leaflet/flyer, Word of mouth, Social media
1	Advert at Park & Ride site/Bus
	Advert in local newspapers

Word of mouth

Website

Social media, Local community news

Advert at Railway Station

Advert in local newspapers

Social media

Other (please specify), Email, Social media, Website, Leaflet/flyer, Local community news ,I am a member of Cambridge City Council, representing [REDACTED]. I am responding to the survey as a resident because I live in the study area.

Social media

Local community news

Local community news

Local community news

Advert in local newspapers, Local community news

Leaflet/flyer

Advert in local newspapers

Other (please specify),Newmarket Library FB page

Social media

		Other (please specify),Newspaper article
1		Local community news , Other (please specify),Article in the Bury Free Press

Leaflet/flyer

Advert in local newspapers

Leaflet/flyer

Local community news

		Leaflet/flyer
	1	Leaflet/flyer, Word of mouth, Local community news

	1	Leaflet/flyer, Email
		Leaflet/flyer

	1	Advert in local newspapers
		Leaflet/flyer, Social media, Local community news , Email
1		Other (please specify),Parish magazine (East Cambs)

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Social media

	Other (please specify),A post on Facebook
1	Word of mouth
	Social media
	Local community news

Leaflet/flyer

Social media

1	Community Group	Other (please specify),Article in Bury Free Press
		Leaflet/flyer
		Local community news

Social media

Social media

Word of mouth

1	Advert in local newspapers

Email

Social media

Social media

Word of mouth

Leaflet/flyer,
Social media

1

Local community news

1		Leaflet/flyer, Social media

1	Leaflet/flyer
	Website
1	Word of mouth

Other (please specify),Through my work intranet

Word of mouth

Local community news
Other (please specify),Via workplace

Advert at Railway Station, Advert at Park & Ride site/Bus, Social media

Email

		Other (please specify),Local authority
	1	Social media
1		Leaflet/flyer
		Social media
		Leaflet/flyer

Local
community
news

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer

Leaflet/flyer, Local community news

Other (please specify),Short article in local paper

			Leaflet/flyer
			Leaflet/flyer
1		Working from home since Lockdown 1 in March. Used to board the [REDACTED] Monday to Friday.	Other (please specify),West Suffolk Council website.
			Leaflet/flyer

Social media

Leaflet/flyer

Social media

		Leaflet/flyer
1	District Councillor	Word of mouth

Email

1	Other (please specify),Twitter
	Other (please specify),Bury Free Press article

1	Leaflet/flyer
	Leaflet/flyer, Local community news

Advert in local newspapers

Other (please specify),Village magazine. Thankfully some people want to keep us informed.

Leaflet/flyer, Email, Word of mouth

1 Leaflet/flyer

Social media

Other (please specify),Through Local Authority

Leaflet/flyer

Word of mouth

Other (please specify),A to B1102 Transport Group - https://atob1102.org/

Local community news

Other (please specify),News article in local papers

		Leaflet/flyer, Social media, Word of mouth
		Other (please specify),News paper
		Other (please specify),Camcycle
		Leaflet/flyer
1		Local community news

Local
community
news

Leaflet/flyer

1 Word of mouth

Local
community
news

Website

Local
community
news

Email

Advert in local newspapers, Website, Local community news

Social media

Local community news

Word of mouth

Other (please specify),As member of parish council as GCP failed to give public notice to our area.

Local
community
news

Other (please specify),A news article saying no one knew about it a few days before it ended

Advert in local newspapers

1

Email

Local community news

Leaflet/flyer

1	Director of [REDACTED] company	Leaflet/flyer
		Word of mouth

Word of mouth

Email

Word of mouth

Word of mouth

Website

		Social media
1	Currently employed but soon to be made redundant as my employer has been forced to close because of the road closures in the city	Word of mouth

Leaflet/flyer

1 Leaflet/flyer

Email

Email

1	Leaflet/flyer
1	Advert in local newspapers

		Leaflet/flyer
		Word of mouth
		Social media
1		Word of mouth
	1	Social media

Social media

Email

Social media

Social media

Email

Leaflet/flyer,
Local
community
news

Local
community
news

1

Local
community
news

Leaflet/flyer

Leaflet/flyer

Email

Leaflet/flyer

		Word of mouth
1		Local community news

Word of mouth

Social media, Local community news

Word of mouth

Email

Leaflet/flyer

1	Leaflet/flyer
1	Social media
	Social media, Word of mouth, Local community news
1	Email

Word of mouth

1 Leaflet/flyer

	Other (please specify),Smarter transport reminder
1	Leaflet/flyer
	Leaflet/flyer

1		Other (please specify),Camcycle email subscriber

1	Leaflet/flyer
	Local community news

Social media

1 Word of mouth

Leaflet/flyer

Social media, Local community news

Leaflet/flyer

Website, Social media, Local community news

Leaflet/flyer

Leaflet/flyer

Social media

Leaflet/flyer

Local
community
news

Email

Website

Email, Local community news , Leaflet/flyer

Word of mouth

Word of mouth

Leaflet/flyer,
Email

Leaflet/flyer

1	This response is on behalf of parish and was discussed and edited at our December meeting.	Leaflet/flyer, Website, Social media, Email, Word of mouth, Other (please specify),We had a presentation at our December Meeting

Leaflet/flyer, Local community news

1		Leaflet/flyer, Website, Social media, Email, Word of mouth
		Word of mouth

Leaflet/flyer,
Word of mouth

How far do you support each proposal to improve public transport and active travel opti

Strongly su	1
Support	2
No opinion	3
Oppose	4
Strongly op	5

Please indicate how you would prioritise each of the statements in the table below

No opinion	1
Very low pı	2
Somewhat	3
Neither lov	4
Somewhat	5
Very high p	6

Thinking about the environmental impact of each of the five options please indicate wha

Negative eı	1
Somewhat	2
Neither pos	3
Somewhat	4
Positive en	5

ons to Cambridge from the East of the City?