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Cambourne to Cambridge Phase 2: Summary Report of Consultation Findings

Version 1

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Executive Summary

Between 04 February and 31 March 2019 the Greater Cambridge Partnership (GCP) held a consultation on a scheme to improve public transport links between Cambourne and Cambridge.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership has delivered a sufficiently robust consultation.
- Just under half of respondents (48%) indicated 'Option 1: off-road' would be their preferred choice for the link between Madingley Mulch roundabout and Bourn Airfield, while the same percentage (48%) favoured one of the on-road options or not implementing any of the options.
 - 20% preferred 'Option 3: on-road with public transport priority lanes'
 - 19% preferred 'Option 2: on-road with junction improvements'
 - 9% indicated that they didn't want any of the options.
- For the choice of Park and Ride site the majority of respondents (63%) preferred 'Option A – Scotland Farm'
- A great deal of detailed comments were received. Of these the issues that were highlighted more compared to previous consultation rounds for the route included:
 - The impact of the proposals on residents of St Neots Road, Hardwick from the increased traffic and loss of vegetation.
 - The need to consider the implications of the East-West rail proposals from Network Rail.
 - The need for wider public transport network to be developed to improve accessibility for villages around the route.
 - The possibility of locating a Park & Ride site closer to or within Cambourne.
- Responses were also received on behalf of 35 different groups or organisations. All of the responses from these groups will be made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 15,000 consultation leaflets.

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

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) **with 968 complete responses** in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

This report summarises the core 968 responses to the consultation survey and the 103 additional written responses received.

Key findings

Transport route choice

Quantitative

- Just under half (48%) of respondents indicated 'Option 1: off-road' would be their preferred choice for the link between Madingley Mulch roundabout and Bourn Airfield
- Just under two fifths (39%) preferred an 'on-road' option
 - A fifth preferred 'Option 3: on-road with public transport priority lanes' (20%)
 - Under a fifth preferred 'Option 2: on-road with junction improvements' (19%)
- One in ten (9%) answered 'none of the above'
- Further analysis of the responses shows there was a location related difference in preference:
 - The majority of those living in 'Cambourne and further West' preferred an 'off-road' route (71%)
 - Respondents preferred an 'on-road' option when they were a 'resident in Cambridge' (50%) or located from 'Coton to Caldecote' (48%). Of the two different on-road options:
 - Over a quarter for respondents who were a 'resident in Cambridge' (29%) preferred 'Option 3: on-road with public transport priority lanes'
 - Over a quarter of respondents located from 'Coton to Caldecote' (27%) preferred 'Option 2: on-road with junction improvements'

- More respondents who were located in 'Hardwick' felt that 'none' of the options (25%) were preferable than the overall response
- Further analysis of the responses shows there was an age related difference in preference:
 - The majority of those aged '35-44' preferred an 'off-road' route (64%)
 - Over half of those aged '65-74' preferred an 'on-road' route (51%)
 - Similar preference was shown for 'Option 2: on-road with junction improvements' (26%) and 'Option 3: on-road with public transport priority lanes' (25%)
 - Respondents aged '55-64' were less clear on whether they preferred an on-road (40%) or off-road option (42%)
 - With a preference for 'Option 2: on-road with junction improvements' (22%)

Qualitative

Question 3b asked respondents if they had any comments on their preferred option for the link between Madingley Mulch roundabout and Bourn Airfield.

- The main themes for those who preferred 'Option 1: off-road' were:
 - That option 1 would avoid key areas of congestion, particularly Madingley Mulch roundabout
 - That option 1 would be the most future proofed for reliable journey times with developments in the area and for the development of the CAM
 - That option 1 offered the fastest journey times
 - Concerns that 'Option 3: on-road with public transport priority lanes' would not offer any improvements to journeys due to on-road congestion
 - That option 1 offered the best provision for commuting by cycle safely
 - Concerns that 'Option 2: on-road with junction improvements' would have a poor cost to benefit ratio with public transport being delayed by congestion
 - That option 1 offered the best improvements when taking the increased growth in the area into consideration
 - Discussion about concerns around the cost of developing option 1
 - That option 1 offered the best route for the CAM developments
 - That option 1 would cause the least disruption on existing roads during construction
- The main themes for those who preferred 'Option 2: on-road with junction improvements' were:
 - That option 2 was the more cost effective solution
 - That option 2 would cause the least disruption to the natural environment
 - That congestion was limited between Cambourne and Madingley Mulch roundabout so would cause little impact on public transport journey times
 - Concerns that 'Option 1: off-road' had a limited cost to benefit ratio
- The main themes for those who preferred 'Option 3: on-road with public transport priority lanes' were:

- That option 3 would have less of an environmental impact, particularly in comparison to 'Option 1: off-road'
- Concerns that 'Option 1: off-road' would have a significant impact on the environment and a limited cost to benefit ratio
- That option 3 offered the best cost to benefit ratio
- That the congestion between Cambourne and Madingley Mulch roundabout was currently limited and the priority lanes for option 3 would allow public transport to avoid any future growth in congestion
- The main themes for those who preferred 'none' of the route options were:
 - Concerns about the high costs involved with developing any of the proposals
 - Concerns about the impact the proposals would have on residents on St Neots Road, Hardwick from the loss of environmental sound barriers and increase in traffic
 - That the East-West rail proposals from Network Rail would negate the need for the Cambourne to Cambridge public transport improvements
 - Concerns about the environmental impact of the proposals

Question 4 asked respondents if they had any comments on the alternative options west of Bourn Airfield for access to Cambourne. The main themes were:

- That 'Route A', through Upper Cambourne was the better of the two access options due to its avoidance of the congestion at existing access points, it being able to serve a greater number of homes, and it being better aligned with the route entering Bourn Airfield
- That 'Route B' would be the better of the two access options as it would avoid congestion within Cambourne and limit the impact on residents from noise and air pollution
- Concerns that there were not enough bus stops within Cambourne
- That a Park & Ride site should be located within or nearby to Cambourne
- Discussion about whether private vehicles should be able to access 'Route A'
- That the East-West rail proposals needed to be taken into consideration

Quantitative

- The majority of respondents felt that the provision of walking, cycling and equestrian routes were an important part of the project (80%)

Qualitative

Question 5b asked respondents if they had any further comments on the provision for walking, cycling or equestrians. The main themes were:

- That the routes needed to ensure safety was kept to a high standard by being: well lit, well surfaced, maintained, wide enough for users to pass each other, that crossings were minimalised, and that the route was segregated from motorised traffic
- That equestrian provision should be given a lower priority for improvements in the proposals than walking/cycling provision
- That these improvements would help encourage modal shift
- That the routes needed to be segregated from motorised traffic and between non-motorised users
- That walking, cycling and equestrian provision was not important for this scheme, due to existing provision, the provision from other schemes, and limited usage
- That these improvements would encourage non-motorised users to commute
- Debate about whether 'Option 1: off-road' would be beneficial to non-motorised users
- That this provision needed to connect to all villages and locations along the route
- General positive comments about the walking, cycling and equestrian provision for the proposals
- That this provision was important for improving people's health
- Concerns about ongoing maintenance

Park & Ride sites

Quantitative

- The majority of respondents preferred 'Option A – Scotland Farm' (63%)

Qualitative

Question 7 asked if respondents had any further comments on the proposed Park & Ride locations.

- The main themes for those who preferred 'Option A – Scotland Farm' were:
 - Concerns about the negative impact 'Option B – Waterworks' would have on congestion, the visual landscape, and the Green Belt
 - That Scotland Farm was a better site due to its proximity to Cambourne and Bourn Airfield
 - That Scotland Farm had better site access for all users

- That Scotland Farm had less of a visual impact on the area
- Debate about the environmental impact of Scotland Farm, due to its location on Green Belt land, in comparison to the Waterworks site
- That Scotland Farm would reduce congestion before the Madingley Mulch roundabout
- That more public transport links were needed to villages and locations along the route
- That Scotland Farm was preferred in the phase 1 consultation
- The main themes for those who preferred 'Option B – Waterworks' were:
 - Concerns about the Scotland Farm site, such as its distance from Cambridge, location on the opposite side of the A428 from the proposed public transport links, and the impact on residents of Dry Drayton
 - That Waterworks was located closer to Cambridge allowing shorter public transport and walking/cycling journeys to/from Cambridge
 - That Waterworks was located closer to the proposed public transport links
 - That Waterworks was easier to access for traffic entering/exiting the M11 and A428
- The main themes for those who preferred 'neither' site were:
 - That a Park & Ride site should be located closer to or within Cambourne
 - That both proposed sites would increase congestion in the nearby areas
 - That both proposed sites would have a negative impact on the environment due to their locations on Green Belt land

Question 8 asked respondents if there were any other measures outside of the proposals which could improve the experience for public transport users between Cambourne and Cambridge. The main themes were:

- That the public transport links should extend further West, to other villages along the route, and to other employment sites outside Cambridge city centre
- That the East-West rail proposals needed more consideration for integration/replacing the Cambourne to Cambridge proposals
- That public transport needed to run more frequently and later into the evenings and at weekends
- That the cost of using public transport needed to be reduced
- That more bus stops should be included along the route
- That cycle routes should link to other routes, villages and employment sites
- That the buses should be more environmentally friendly, offer quicker payment methods, include space for cycle storage, be more accessible for elderly/disabled

users, include Wi-fi, and be run by other companies than Stagecoach

- That a Park & Ride site should be located at Cambourne, Bourn or Caxton
- That the route ending at Grange Road was inappropriate due to the area's congestion and difficulty for buses to navigate
- That improvements were needed to connections to the M11 from the A428
- Queries about how these proposals would link with the CAM proposals
- That the Girton Interchange should be improved and turned into a transport hub

Question 9 asked respondents if they felt the proposals would either positively or negatively affect or impact on any people or groups with protected characteristics under the Equality Act 2010. The main themes were:

- Debate about the benefits to disabled and older/younger users from the public transport improvements, particularly around availability of bus stops, and debate about whether the paths were wide enough for those with mobility aids
- Concerns about the number and location of bus stops
- Concerns about the impact the proposals along St Neots Road, in Hardwick and in Coton would have on residents

Question 10 asked if respondents had any further comments on the project or proposals. The main themes were:

- Concerns about the proposals impact on residents on St Neots Road from the loss of tree line and increased traffic
- That the East-West rail proposals could be integrated or used to replace the Cambourne to Cambridge proposals
- That the public transport routes should connect to other locations along the route and to other employment sites
- Concerns about the environmental impact of the proposals
- Debate about the need for a new Park & Ride site
- Concerns about the cost of development involved in the proposals
- That the proposals needed to be implemented quickly due to existing issues with congestion and transport availability

- Concerns about the route into Cambridge through Grange Road
- That public transport needed to run more frequently and later into the evening at a reduced cost
- Concerns about the decisions from phase 1 of the Cambourne to Cambridge proposals
- Support for the cycling and walking improvements
- That access to/from the M11 from the A428 needed to be improved

Introduction

Background

Full details of the consultation materials can be found on-line at <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-phase-2/>

The Cambourne to Cambridge Better Public Transport Project is divided into two phases, with a new Park & Ride facility along the A428 being developed in parallel. This consultation, Phase 2, consisted of a link west of Madingley Mulch roundabout to Bourn Airfield and on to Cambourne, and a new Park & Ride facility.

- Three options for a new public transport route:
 - Option 1 – Off-road segregated route: A new public transport route adjacent to the A428 and St Neots Road. The route would be entirely off-road with minimal interaction with general traffic, except at junctions.
 - Option 2 - On-road with junction improvements: Public transport vehicles would run on-road along St Neots Road with general traffic east of the Bourn roundabout. There would be basic junction improvements.
 - Option 3 – On-road with public transport priority lanes: Public transport vehicles would run on-road along St Neots Road in priority lanes running in both directions.

- Two options for alternative entries to Cambourne
 - Route A: Travelling with general traffic through the village
 - Route B: Going up Broadway and along St Neots Road and entering Cambourne from the north.

- Two options for a new Park & Ride site:
 - Scotland Farm
 - Waterworks

Consultation and Analysis Methodology

Background

The consultation strategy for phase 2 of the Cambourne to Cambridge proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

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

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. However the key audiences were identified as commuters who use the A428/A1303, as well as local residents including those from Cambourne, Hardwick, Caldecote, Dry Drayton, Madingley and other nearby villages. Councillors and nearby Parish Councils were also specifically targeted with information. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked which of the three new public transport links they preferred; whether they felt walking, cycling and equestrian improvements were an important part of the project; and which of the two new Park & Ride sites they preferred) a twelve page information document was produced and supplemented with additional information available online and at key locations.

Design of Consultation Questions

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

For the first half of the consultation survey there was a focus on questions relating to the options for phase 2 of the Cambourne to Cambridge scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of phase 2 of the Cambourne to Cambridge scheme on various groups.

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

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

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

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

Analysis

The strategy for analysis of the consultation was as follows:

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

- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp/IP address of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent selected the 'submit' button). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.

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

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

- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. 'Most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

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

Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

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

Survey Findings

Respondent Profile

In total, 968 residents responded to the consultation survey.

Respondent location

Respondents were asked for their postcode during the survey, but this was not a compulsory requirement. 718 respondents entered recognisable postcodes, while just over a quarter did not (250 respondents). Based on the postcode data provided most respondents resided in Cambourne (24%) and Hardwick (11%).

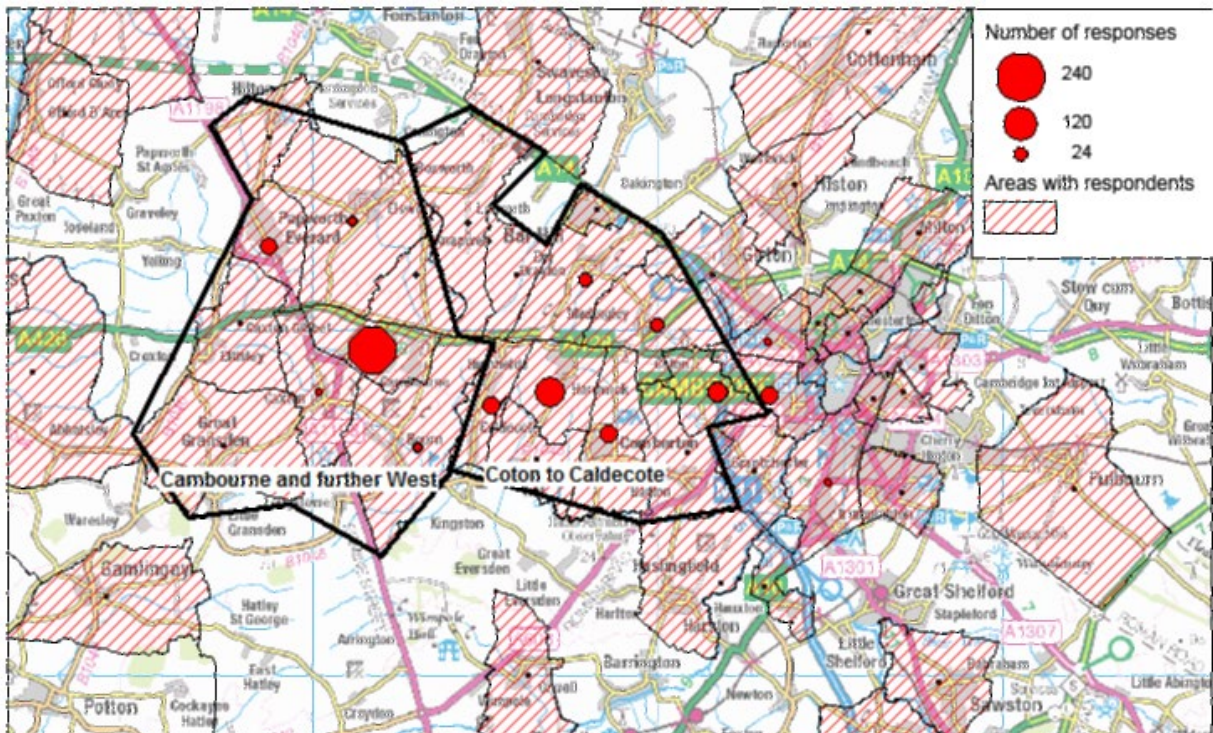
The postcodes were also used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories;

- 'Cambourne and further West' (covering 32% of respondents);
- 'Coton to Caldecote' (covering 31% of respondents).

A full breakdown of respondent locations can be found in Appendix 1.

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

Figure 1: Map to show areas of response

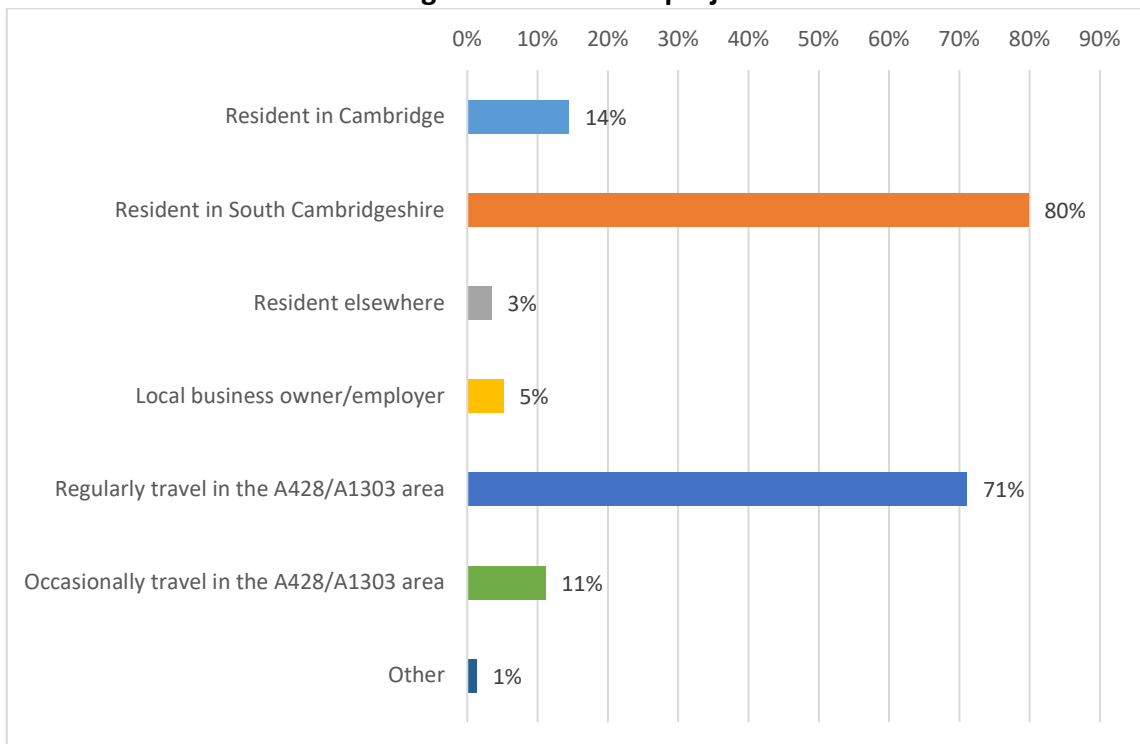


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

Interest in Project

952 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'resident in South Cambridgeshire' (80%) or 'regularly travel in the A428/A1303 area' (71%).

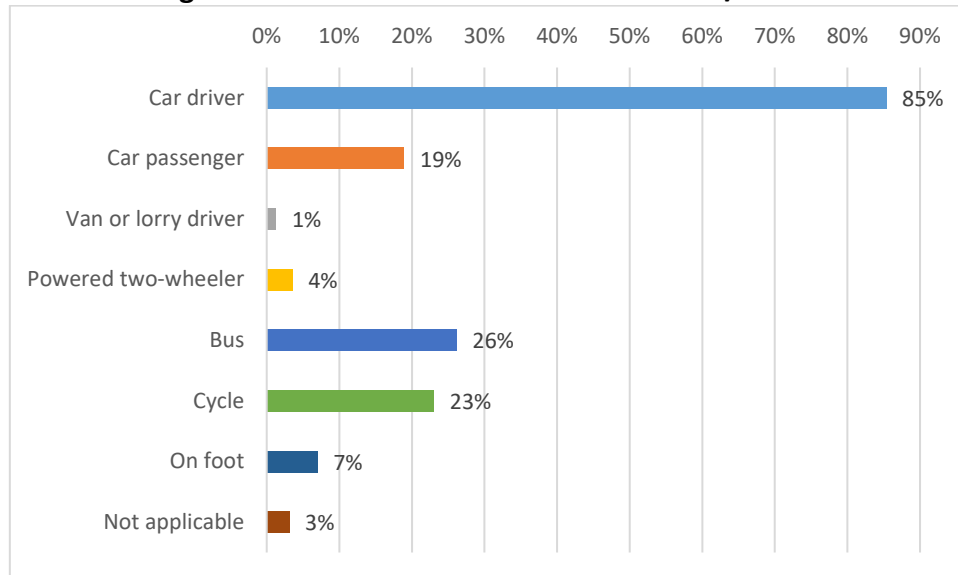
Figure 2: Interest in project



Usual mode of travel on the A428/A1303

929 respondents answered the question on how they usually travel on the A428/A1303. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'car driver' (85%).

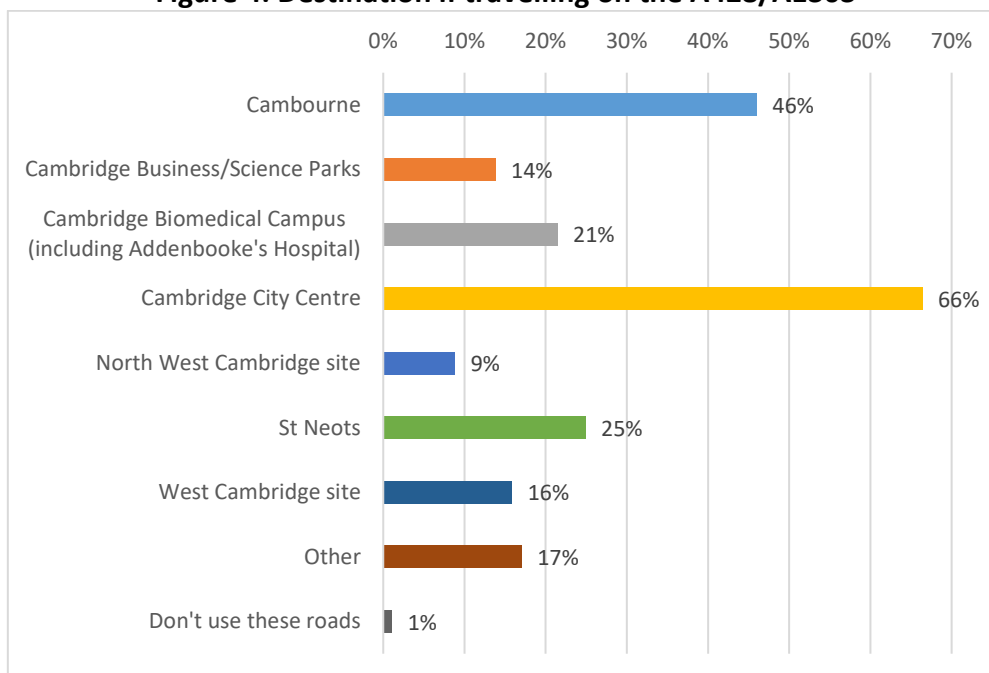
Figure 3: Usual mode of travel on the A428/A1303



Destination if regularly travelling on the A428/A1303

839 respondents answered the question on what their regular destination was if they travel on the A428/A1303. Respondents could select multiple answers to this question. The majority of respondents indicated they usually travelled to 'Cambridge City Centre' (66%).

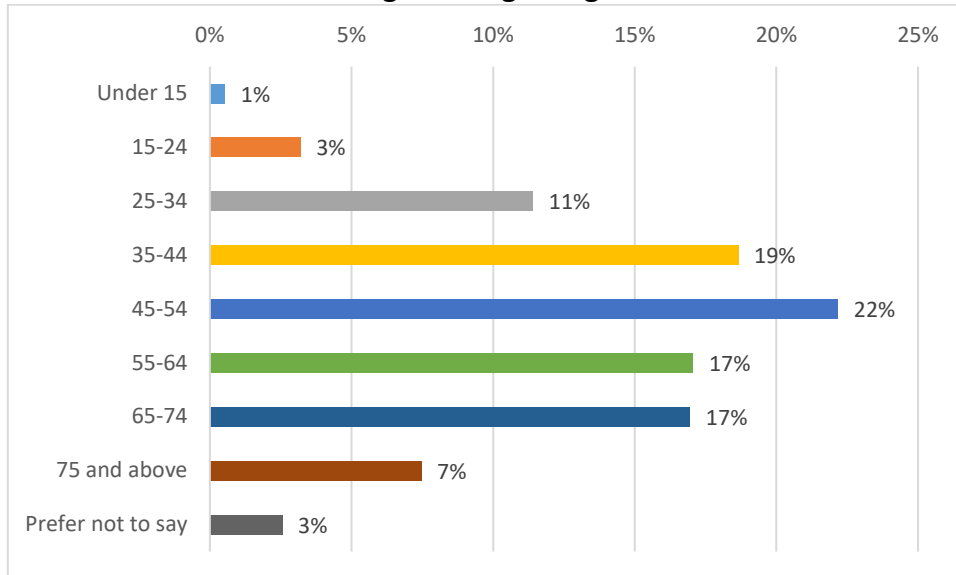
Figure 4: Destination if travelling on the A428/A1303



Age range

938 respondents answered the question on their age range. Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population, working ages from '15-24' were slightly under represented, only accounting for 3% of respondents.

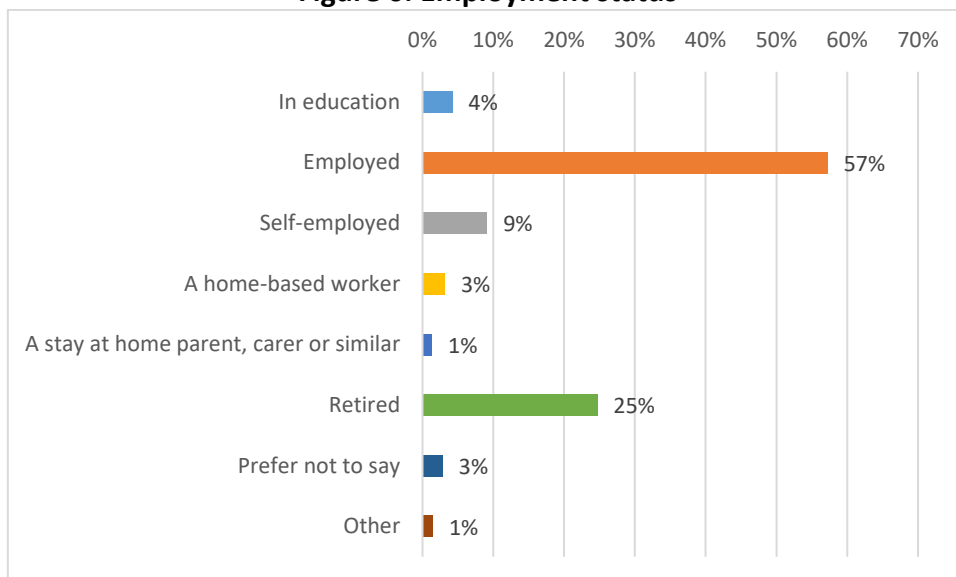
Figure 5: Age range



Employment status

938 respondents answered the question on their employment status. Respondents could select multiple answers to this question. The majority of respondents indicated they were 'employed' (57%).

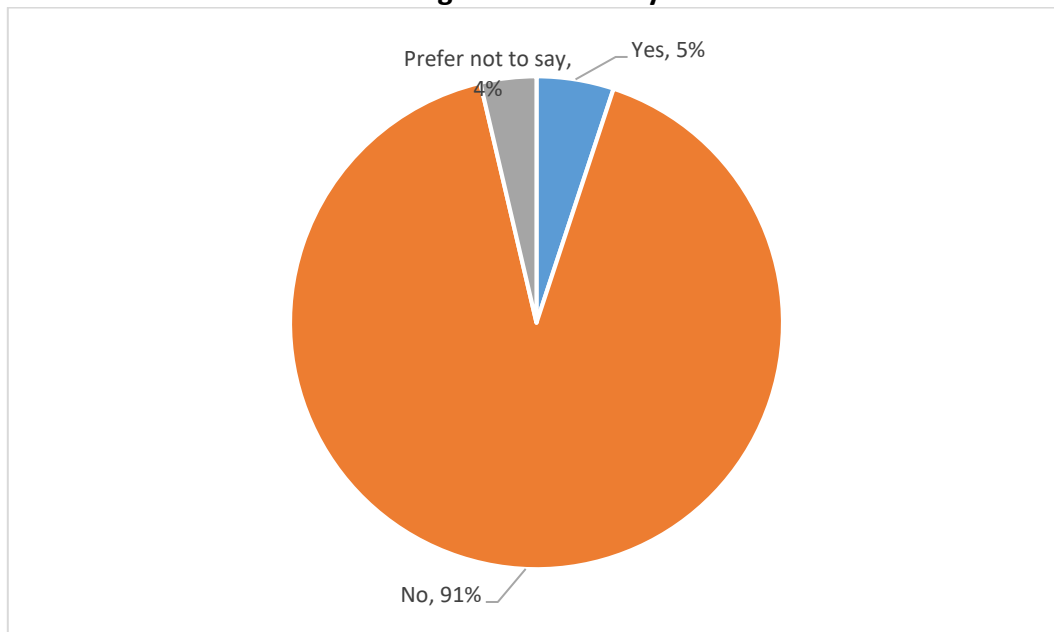
Figure 6: Employment status



Disability status

928 respondents answered the question on whether they had a disability that influences travel decisions, 5% of respondents indicated they did.

Figure 7: Disability



Question 1: Responding as an individual or on behalf of a group/business/elected representative

Question 1 asked if respondents were responding as an individual (respondents) or on behalf of a group/business/elected representative (stakeholders). Of the 968 responses to this question, 14 indicated they were responding on behalf of a group, business or elected representative.

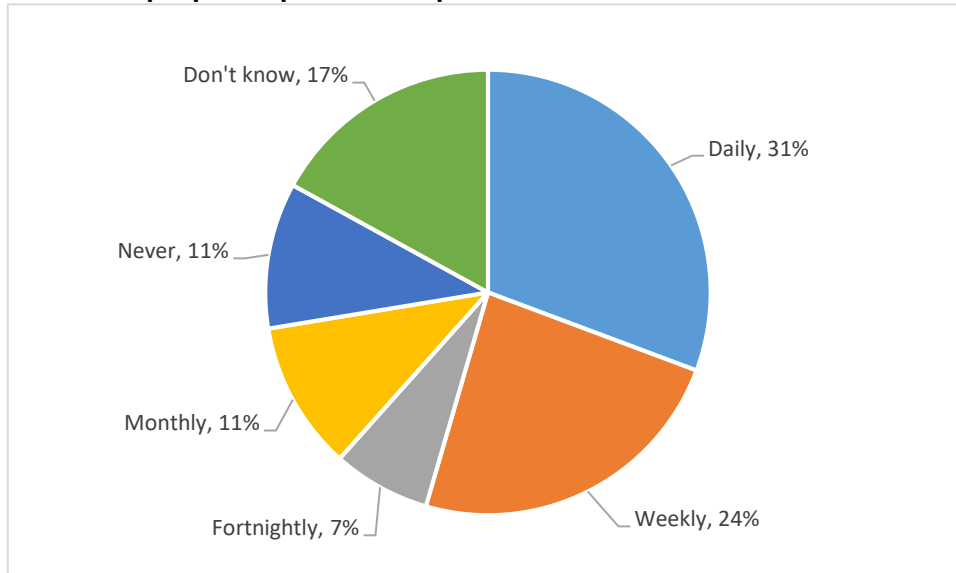
Question 2: How often, if at all, would you use any part of the proposed public transport link between Cambourne and Cambridge?

949 respondents answered the question on how often, if at all, they would use any part of the proposed public transport link between Cambourne and Cambridge

- Over a quarter indicated they would use the proposed transport link 'daily' (31%)
- Just under a quarter indicated they would use it 'weekly' (24%)
- Under a fifth indicated they 'did not know' (17%)
- Few respondents indicated:
 - They would use it 'monthly' (11%)
 - They would 'never' use it (11%)

They would use it 'fortnightly' (7%)

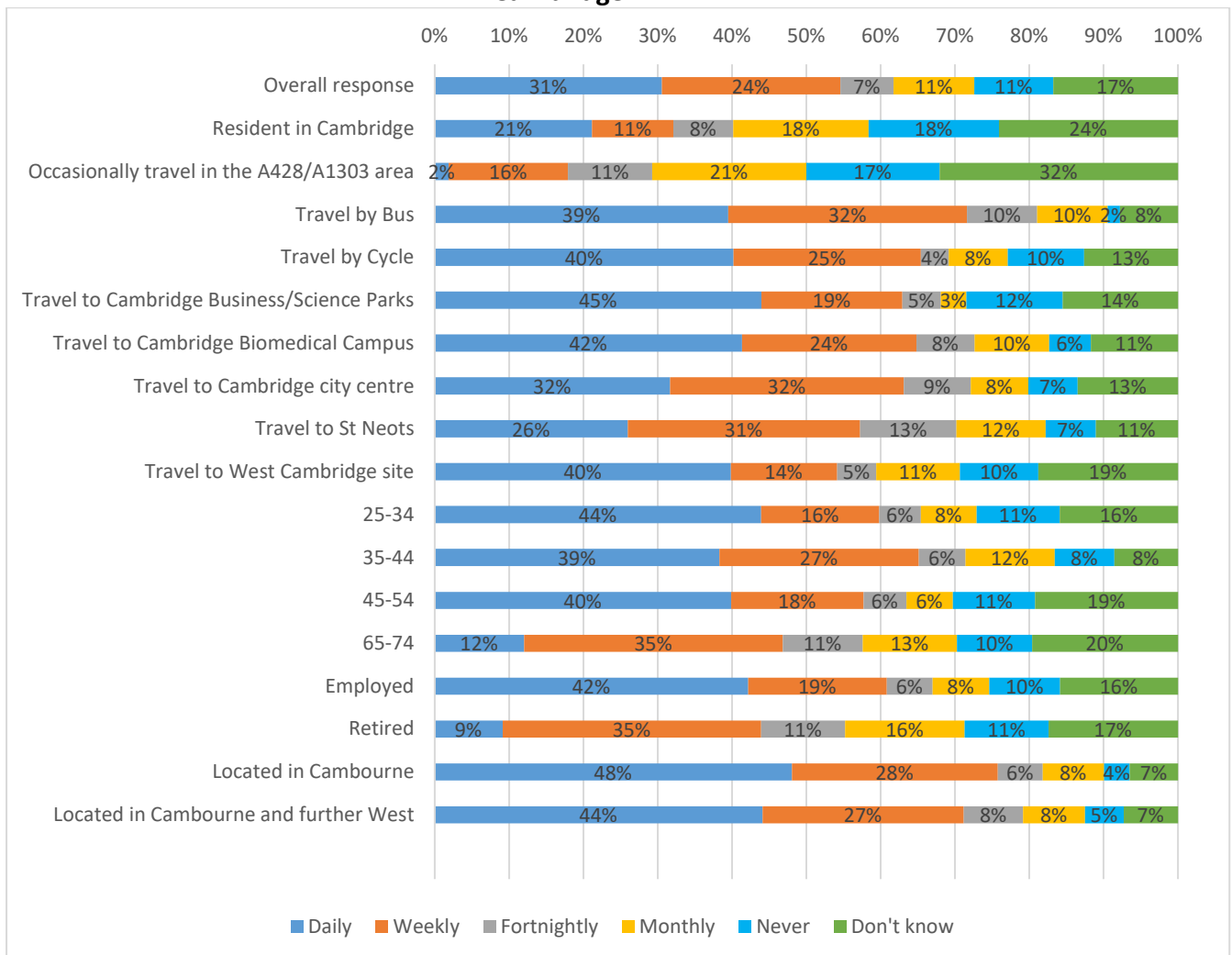
Figure 8: Use of proposed public transport link between Cambourne and Cambridge



Differences in use of proposed public transport link between Cambourne and Cambridge

Cross-tabulation of the data showed significant differences in usage reported for the proposed public transport link between Cambourne and Cambridge by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 9.

Figure 9: Difference in use of proposed public transport link between Cambourne and Cambridge



- More respondents indicated they would use the proposed transport link 'daily' than the overall response when they indicated they:
 - Were located in 'Cambourne' (48%)
 - Travelled to 'Cambridge Business/Science Parks' (45%)
 - Were located 'Cambourne and further West' (44%)
 - Were aged '25-34' (44%)
 - Were 'employed' (42%)
 - Travelled to 'Cambridge Biomedical Campus (including Addenbrooke's)' (42%)
 - Usually travelled by 'cycle' (40%)
 - Were aged '45-54' (40%)
 - Travelled to a 'West Cambridge site' (40%)
 - Usually travelled by 'bus' (39%)

More respondents indicated they would use the proposed transport link 'weekly' than the overall response when they indicated they

- Were aged '65-74' (35%)
- Were 'retired' (35%)
- Usually travelled by 'bus' (32%)

- Travelled to 'Cambridge City Centre' (32%)
- Travelled to 'St Neots' (31%)

More respondents indicated they would use the proposed transport link 'monthly' than the overall response when they indicated they:

- 'Occasionally travel in the A428/A1303 area' (21%)
- Were a 'resident in Cambridge' (18%)

More respondents indicated they would 'never' use the proposed transport link than the overall response when they indicated they:

- Were a 'resident in Cambridge' (18%)
- Were 'in education' (18%)
- 'Occasionally travel in the A428/A1303 area' (17%)
-

More respondents who indicated they 'occasionally travel in the A428/A1303 area' indicated they 'did not know' if they would use the proposed transport link (32%) than the overall response

Question 2b: Would you like to provide any further comments on how you would use the proposed public transport link between Cambourne and Cambridge?

362 respondents left comments on question 2b, which asked if respondents had any further comments on how they would use the proposed public transport link between Cambourne and Cambridge.

For information about what constitutes 'most' 'some' and 'a few' please refer to the Methodology section, p.17

Summary of common themes

Comment theme	Respondent comments
Commuting	<ul style="list-style-type: none"> • Most of the respondents that discussed this theme indicated they would use the proposed public transport link to commute to work or school • Some of the respondents that discussed this theme indicated they would use the proposed link to cycle for some/all of their journey to work/school • A few of the respondents that discussed this theme felt that if the route was improved it would facilitate them in finding work within Cambridge
Cycling	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they would use the proposed link to cycle

	<ul style="list-style-type: none"> ○ Most of these respondents indicated they would cycle their commute on the proposed link <ul style="list-style-type: none"> ▪ A few of these respondents indicated they would cycle during good weather and use the bus during bad weather conditions ○ Some of these respondents indicated they would cycle to/from the new Park & Ride sites if suitable cycle paths were in place ○ A few of these respondents indicated they would use the proposed link to cycle for leisure
Links to other locations	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that direct links were needed to other locations than central Cambridge, including: <ul style="list-style-type: none"> ○ Addenbrooke's ○ Papworth Everard ○ Science Parks ○ Rail Station ● Some of the respondents who discussed this theme felt the proposed transport link needed stops at locations along the route, such as Hardwick, Caldecote, and Coton
Leisure/family visits	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they would be using the proposed transport link for leisure/recreation, to travel to destinations for leisure purposes, or to visit family and friends along the route <ul style="list-style-type: none"> ○ Some of these respondents indicated they would also be using the proposed link to commute
Public transport journey times	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme indicated they would use the proposed transport link if journey times were improved <ul style="list-style-type: none"> ○ Some of these stakeholders indicated they would use it instead of a private vehicle as long as public transport was quicker than using a private vehicle ● A few of the respondents who discussed this theme indicated they have used the current public transport offer in the area and found it too slow ● A few of the respondents who discussed this theme indicated they would not use the proposed public transport link as they felt it would be too slow
Cost of public transport	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about the costs of using public transport <ul style="list-style-type: none"> ○ Some of these respondents felt they would use the proposed public transport link as long as the costs were made more affordable

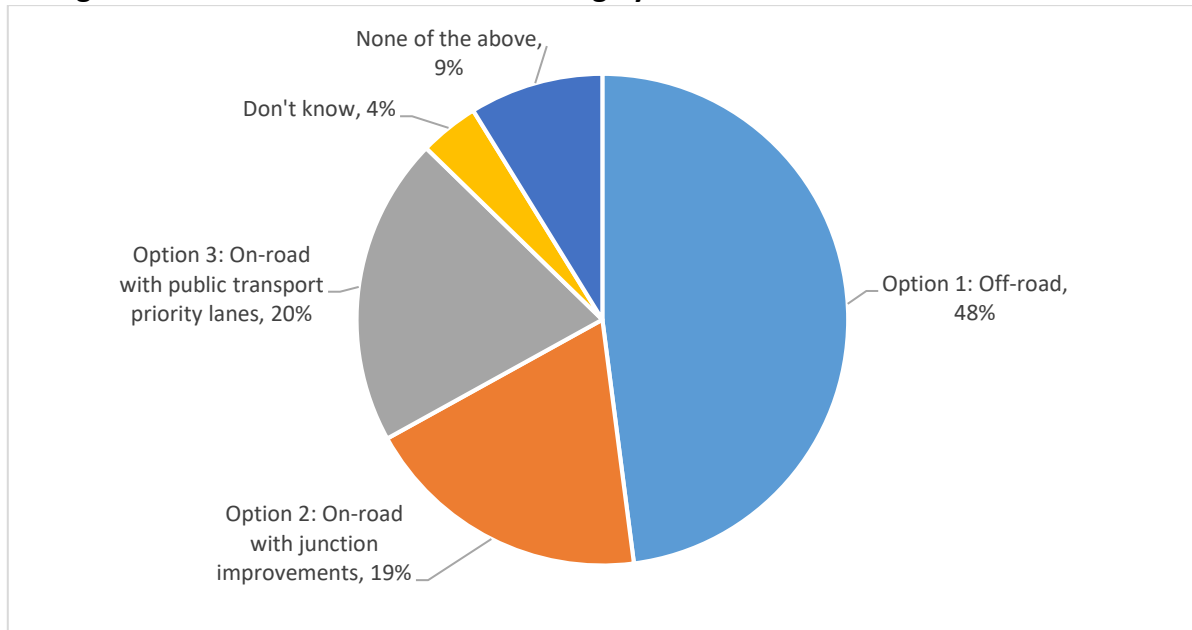
	<ul style="list-style-type: none">○ Some of these respondents indicated they would not be using the proposed public transport link as it would not be cheaper to use than a private vehicle
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Park & Ride	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they would use the proposed public transport link to access the Park & Ride <ul style="list-style-type: none"> ○ A few of these respondents indicated they would prefer to use the Scotland Farm Park & Ride site
Public transport reliability	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the reliability of public transport <ul style="list-style-type: none"> ○ Some of these respondents felt they would use the proposed public transport link as long as it was more reliable ○ Some of these respondents indicated they would not be using the proposed public transport link as they felt it would still be unreliable
Use current services	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they currently use public transport, Park & Ride, cycle or foot paths along the Cambourne to Cambridge route <ul style="list-style-type: none"> ○ A few of these respondents left positive comments about the Citi 4 service, feeling it ran reliably and often
Park & Ride at Cambourne	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that a Park & Ride site should be located within Cambourne to reduce car usage from within Cambourne and from commuters further West

Question 3: Referring to the plans for the options below, which link between Madingley Mulch roundabout and Bourn Airfield would be your preferred choice?

947 respondents answered the question on which link between Madingley Mulch roundabout and Bourn Airfield would be their preferred choice. Nearly half of respondents preferred 'Option 1: off-road' (48%). Two fifths preferred an 'on-road' option (39%), with over a fifth preferring 'Option 3: on-road with public transport priority lanes' (20%) and under a fifth preferring 'Option 2: on-road with junction improvements' (19%). One in ten (9%) answered 'none of the above'.

Figure 10: Preferred link between Madingley Mulch roundabout and Bourn Airfield

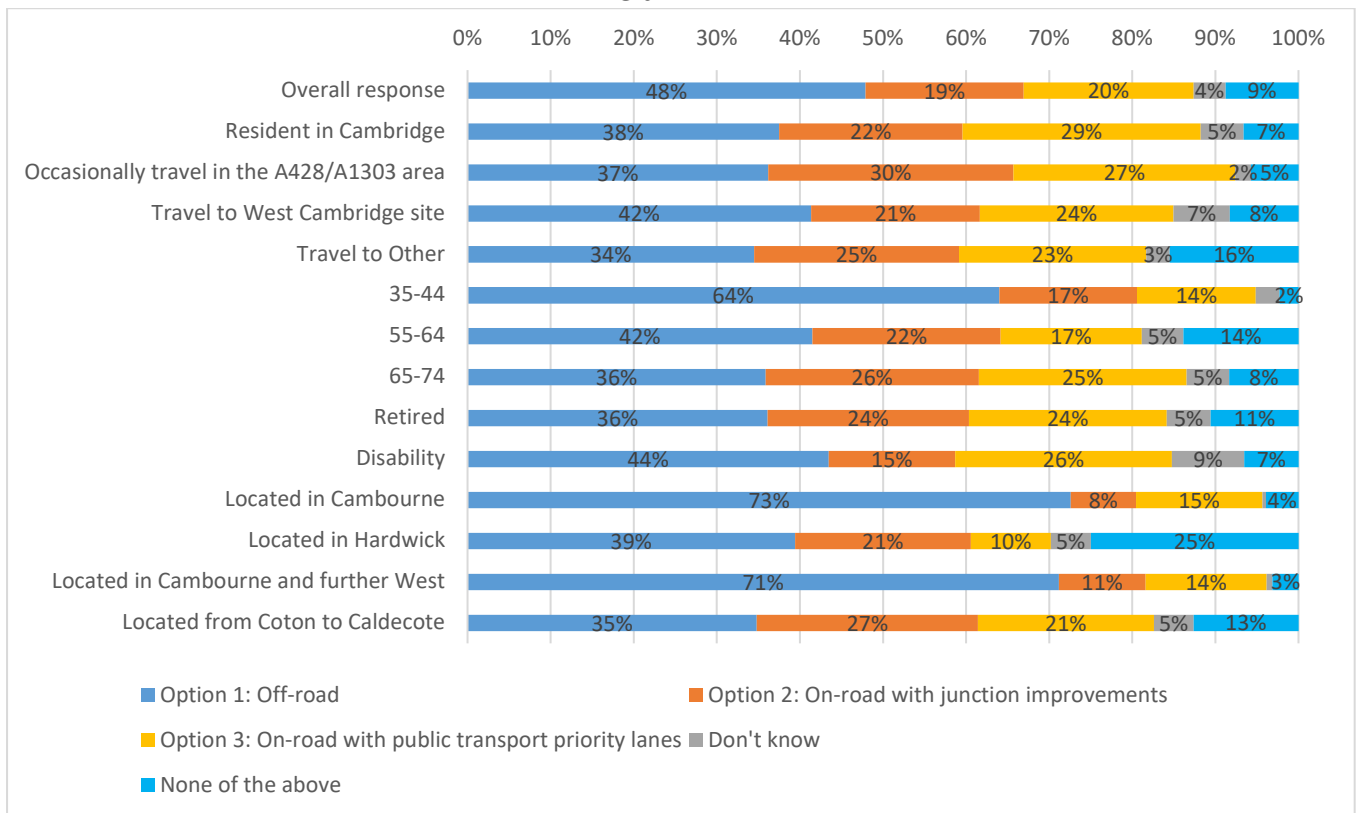


11 stakeholders answered this question. Under half of these stakeholders preferred 'Option 1: off-road' (45%). Under half of these stakeholders preferred an 'on-road' option (45%), with over a quarter preferring 'Option 3: on-road with public transport priority lanes' (27%) and under a fifth preferring 'Option 2: on-road with junction improvements' (18%).

Differences in preferred link between Madingley Mulch roundabout and Bourn Airfield

Cross-tabulation of the data showed significant differences in preference for the link between Madingley Mulch roundabout and Bourn Airfield by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 11.

Figure 11: Difference in preferred link between Madingley Mulch roundabout and Bourn Airfield



- More respondents indicated they preferred an on-road option than an off-road option when they indicated they:
 - ‘Occasionally travel in the A428/A1303 area’ (57%)
 - With slightly more of a preference for Option 2: on-road with junction improvements (30%)
 - Were a ‘resident in Cambridge’ (50%)
 - With more of a preference for Option 3: on-road with public transport priority lanes (29%)
 - Were aged ‘65-74’ (51%)
 - With similar preference for Option 2: on-road with junction improvements (26%) and Option 3: on-road with public transport priority lanes (25%)
 - Were ‘retired’ (48%)
 - With similar preference for Option 2: on-road with junction improvements (24%) and Option 3: on-road with public transport priority lanes (24%)
 - Were located from ‘Coton to Caldecote’ (48%)
 - With more of a preference for Option 2: on-road with junction improvements (27%)
 - Usually travelled to an ‘other’ location (47%)
 - With slightly more of a preference for Option 2: on-road with junction improvements (25%)

- More respondents indicated they preferred an off-road route than the overall response when they indicated they:
 - Were aged '35-44' (64%)
 - Were located in 'Cambourne' (73%)
 - Were located in 'Cambourne and further West' (71%)

- Respondents were less clear on whether they preferred an on-road or off-road option when they indicated they:
 - Were aged '55-64', over two fifths indicating they supported off-road (42%) and two fifths indicating they support on-road (40%)
 - With a preference for Option 2: on-road with junction improvements (22%)
 - Indicated they had a disability that influences travel decisions, over two fifths indicating they supported off-road (43%) and on-road (41%)
 - With a preference for Option 3: on-road with public transport priority lanes (26%)
 - Usually travelled to a 'West Cambridge site', over two fifths indicating they supported off-road (42%) and on-road (44%)
 - With slightly more of a preference for Option 3: on-road with public transport priority lanes (24%)

- More respondents who were located in 'Hardwick' felt that 'none' of the options (25%) were preferable than the overall response

Question 3b: Would you like to provide any further comments on your preferred option?

443 respondents left comments on question 3b, which asked if respondents had any further comments on their preferred option for the link between Madingley Mulch roundabout and Bourn Airfield.

Respondents who preferred Option 1: Off-road

Comment theme	Respondent comments
Congestion	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they chose Option 1 as they felt the off-road route would avoid congestion, which was felt to be a current issue in the area particularly around Madingley roundabout. Respondents felt this would help maintain journey times for the route even with the planned developments and ensure timings were reliable
Journey speed	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they chose Option 1 as they felt this route offered the fastest journey speeds, which was felt to encourage usage. <ul style="list-style-type: none"> A few of these respondents felt the Option 2 would be slowed down by the same congestion as private vehicles
Future proof	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they chose Option 1 as they felt it would be the most future proofed, ensuring reliable journey times with developments in the area and creation of a route suitable for the CAM service
Route Option 3: On-road with public transport priority lanes	<ul style="list-style-type: none"> Most of the respondents who discussed this theme felt that Option 3 would not offer any beneficial improvements to journeys, as they felt it would still result in public transport being delayed by congestion <ul style="list-style-type: none"> Some of these respondents felt that the cost difference between this option and Option 1 were negligible for the added benefit from Option 1 A few of the respondents who discussed this theme felt that Option 3 could also be beneficial <ul style="list-style-type: none"> Most of these respondents queried what the cycling and footpath provision would look like with this option
Cycling	<ul style="list-style-type: none"> Respondents who discussed this theme indicated they chose Option 1 as they felt it offered the best provision for commuting by cycle safely

Route Option 2: On-road with junction improvements	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Option 2 had a poor cost to benefit ratio, as public transport would be caught in congestion
Growth	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Option 1 offered the best improvements when taking the increase in growth in the Cambourne/Bourn area into consideration
Cost of development	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the added cost of Option 1 when compared to the other options was negligible with the increased benefits of Option 1 • Some of the respondents who discussed this theme felt that Option 1 was expensive but felt it offered the best solution to improving public transport and congestion
CAM	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they chose Option 1 as they felt it would offer the best route for the CAM proposals
Construction disruption	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they chose Option 1 as they felt it would cause the least disruption to existing roads during construction

Respondents who preferred Option 2: On-road with junction improvements

Comment theme	Respondent comments
Cost of development	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they chose Option 2 as they felt it was more cost effective than the other options and still offered improvements to journey times
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they chose Option 2 as it would result in the least disruption to the natural environment <ul style="list-style-type: none"> ○ A few of these respondents made particular mention of the other options impact on the tree line along St Neots Road and Hardwick
Congestion	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that congestion between Cambourne and Madingley Mulch was limited, so felt that congestion would have limited impact on public transport journey times

	<ul style="list-style-type: none"> ○ A few of these respondents felt that the congestion issue was on the Madingley Mulch roundabout itself and closer to Cambridge
Route Option 1: Off-road	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that Option 1 had a limited cost to benefit ratio, particularly in comparison to Option 2 ● A few of the respondents who discussed this theme felt that Option 1 would have a significant impact on the environment

Respondents who preferred route Option 3: On-road with public transport priority lanes

Comment theme	Respondent comments
Environment	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they chose Option 3 as they felt that it would have less environmental impact, particularly in comparison to Option 1
Route Option 1: Off-road	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme felt that Option 1 would have a significant impact on the environment ● Some of the respondents who discussed this theme felt that Option 1 had a limited cost to benefit ratio, particularly in comparison to the journey times of Option 3
Cost of development	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they chose Option 3 as they felt it offered the best cost to benefit ratio, with Option 1 not improving journey times significantly to justify the increased cost
Congestion	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme felt that congestion wasn't significant from Cambourne to Madingley Mulch, so Option 1 was not needed, but the priority lanes would help improve journey times for public transport users ● Some of the respondents who discussed this theme felt that this option allowed public transport to avoid current and future congestion issues in the area without the environmental impact of Option 1

Respondents who preferred none of the route options

Comment theme	Respondent comments
Cost of development	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred none of the route options as they felt the costs were too high <ul style="list-style-type: none"> ○ A few of these respondents felt that public transport should make use of existing road infrastructure, as congestion was only an issue past Madingley Mulch
Impact on residents	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the options presented would all take away from environmental sound barriers and increase pollution along St Neots Road and Hardwick
Alternative public transport	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the East-West rail proposals would negate the need for this scheme's public transport improvements
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the route options would all have a negative impact on the environment, particularly around Hardwick and on St Neots Road

Question 4: Would you like to provide any comments on the alternative options west of Bourn Airfield for access to Cambourne?

288 respondents left comments on question 4, which asked if respondents had any comments on the alternative options west of Bourn Airfield for access to Cambourne.

Common themes

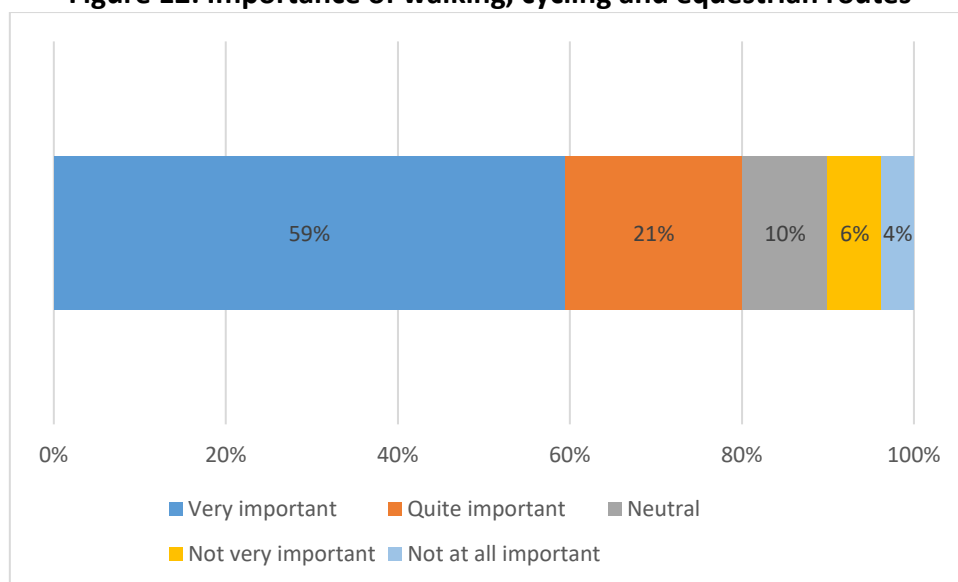
Comment theme	Respondent comments
Route A	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that Route A, through Upper Cambourne, was the better of the two route options as they felt: <ul style="list-style-type: none"> ○ It would avoid the more congested existing access to Cambourne and so be faster/more reliable ○ It would be able to serve a greater number of homes and so attract usage ○ It would be more aligned with the rest of the bus route entering Bourn Airfield

	<ul style="list-style-type: none"> • A few of the respondents who discussed this theme were concerned about the increased traffic and air pollution from public transport using Route A, due to its proximity to homes
Route B	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that Route B, entering Cambourne from the north, was the better of the two route options as they felt: <ul style="list-style-type: none"> ○ The roads through Cambourne would be congested and the outer route would avoid this ○ It would have less of an impact on residents, minimising noise and air pollution • Some of the respondents who discussed this theme felt that Route B would not serve as many Cambourne residents
Bus stops	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that more bus stops were needed along the route in Cambourne, in order to serve the greatest number of people <ul style="list-style-type: none"> ○ Most of these respondents felt there needed to be a stop in Upper Cambourne
Other Park & Ride location	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that there should be a Park & Ride site located in Cambourne, to intercept traffic early and reduce private vehicle usage • Some of the respondents who discussed this theme felt that there should be a Park & Ride at Bourn Airfield as the area was still under development
Private vehicle access	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that private vehicle access from Upper Cambourne to Broadway needed to be avoided, as the route would not be suitable for a significant increase in traffic • Some of the respondents who discussed this theme felt that another access route was needed for private vehicles, as well as public transport and cycles, from Upper Cambourne as current access was limited
Rail link	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that a rail link was needed from Cambourne to Cambridge <ul style="list-style-type: none"> ○ Some of these respondents felt the proposals needed to be combined with the East-West rail proposals from Network Rail ○ Some of these respondents felt these routes would not be needed with the East-West rail proposals

Question 5: How important, if at all, is the provision of walking, cycling and equestrian routes as part of this project?

936 respondents answered the question on how important they felt the provision of walking, cycling and equestrian routes as part of the project were. The majority of respondents felt they were important (80%).

Figure 12: Importance of walking, cycling and equestrian routes



9 stakeholders answered this question. The majority felt the provision of walking, cycling and equestrian routes as part of the project were important (89%).

Question 5b: Would you like to provide any further comments on provision for walking, cycling or equestrians?

370 respondents left comments on question 5b, which asked if they would like to provide any further comments on the provision for walking, cycling or equestrians.

Common themes

Comment theme	Respondent comments
Safety	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that safety improvements to walking, cycling and equestrian routes were important to encourage themselves/other users. Most of these respondents felt the current provision wasn't safe enough. These improvements included: <ul style="list-style-type: none"> ○ Ensuring the routes were well lit ○ Segregating the routes from motorised traffic ○ Ensuring the paths were well surfaced so as to be usable during all weather conditions ○ Ensuring routes were maintained

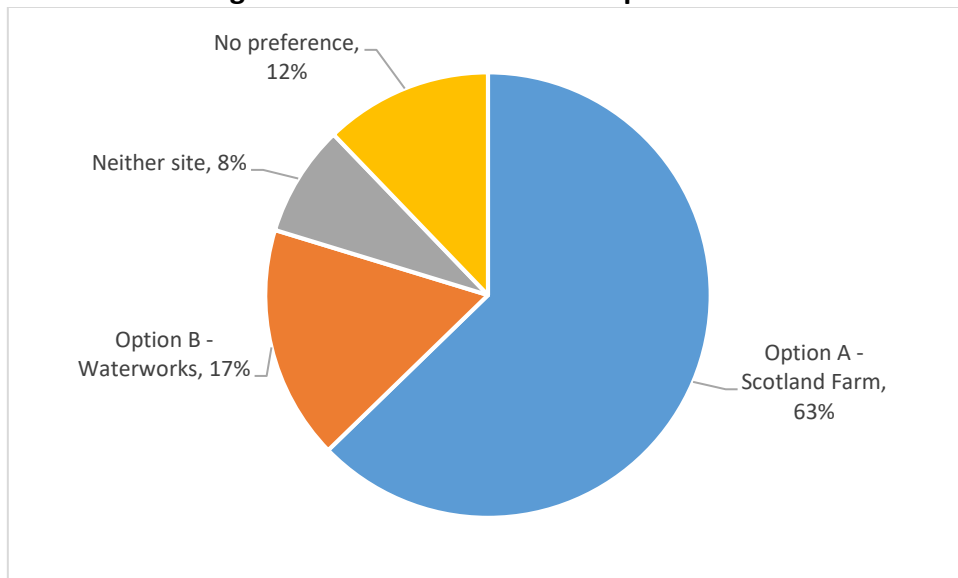
	<ul style="list-style-type: none"> ○ Ensuring the paths were wide enough to allow users to pass each other ○ Ensuring crossings were limited, with sufficient time given to cross
Equestrians	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that equestrian provision should have lower priority than walking/cycling provision for this scheme, as it would have limited usage, not be used for commuting, and would not mix well with other forms of traffic ● A few respondents felt that equestrian provision was important due to the equestrian community in the area. These respondents felt that safe access was needed to bridleways and the scheme should link to other riding routes in the area
Modal shift	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that improvements to walking, cycling and equestrian provision would increase modal shift, particularly for getting to/from the new Park & Ride sites
Segregated routes	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that walking, cycling and equestrian provision needed to be segregated from motorised traffic <ul style="list-style-type: none"> ○ Some of these respondents felt that this segregation required the provision to be off-road ○ Some of these respondents also felt that provision for non-motorised traffic needed to be segregated from each other to reduce conflict
Negative	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that walking, cycling and equestrian provision was not important for this scheme <ul style="list-style-type: none"> ○ Some of these respondents felt that provision already existed <ul style="list-style-type: none"> ▪ Some of these respondents felt that this provision was not used sufficiently ○ Some of these respondents felt that the usage of this provision would be too low to justify the cost ○ Some of these respondents felt that provision would be provided by other schemes, such as the Greenways project ○ A few of these respondents indicated they opposed the whole scheme

Commuting	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that improvements to walking, cycling and equestrian provision would encourage themselves/others to use the route to commute, either to/from their workplace or to/from the Park & Ride sites • A few of the respondents who discussed this theme felt that the distance between Cambourne and Cambridge was too great for walking, cycling and equestrian to be used for commuting by the majority of users
Public transport link Option 1	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that walking, cycling and equestrian provision would benefit from Option 1 of the public transport links, as they felt the route would be flatter, better surfaced, and other off-road busways were well used by non-motorised users • Some of the respondents who discussed this theme indicated they would not/felt others would not use cycling, walking or equestrian provision that was next to a busway. These respondents felt the speed of the buses meant it would not be safe and pollution from the buses would be detrimental to non-motorised users health
Connectivity	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that walking, cycling and equestrian provision needed to connect to all the villages and locations along the route <ul style="list-style-type: none"> ○ A few respondents felt this scheme's provision should extend to Papworth Everard ○ A few respondents felt the provision should also link to other routes in the area, such as the Greenways and the St Ives guided busway
Positive	<ul style="list-style-type: none"> • Respondents who discussed this theme left positive comments indicating their support for walking, cycling and equestrian provision
Health	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that walking, cycling and equestrian provision was important for improving people's health
Maintenance	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that ongoing maintenance of walking, cycling and equestrian routes was important. <ul style="list-style-type: none"> ○ Most of these respondents felt that current provision was not well maintained ○ A few respondents felt that updating and maintaining the current provision would negate the need for more routes

Question 6: Considering the new information presented on the proposed Park & Ride facilities, which of the new locations would you prefer?

931 respondents answered the question on which of the Park & Ride locations they would prefer. The majority of respondents preferred 'Option A – Scotland Farm' (63%).

Figure 13: Park & Ride location preference

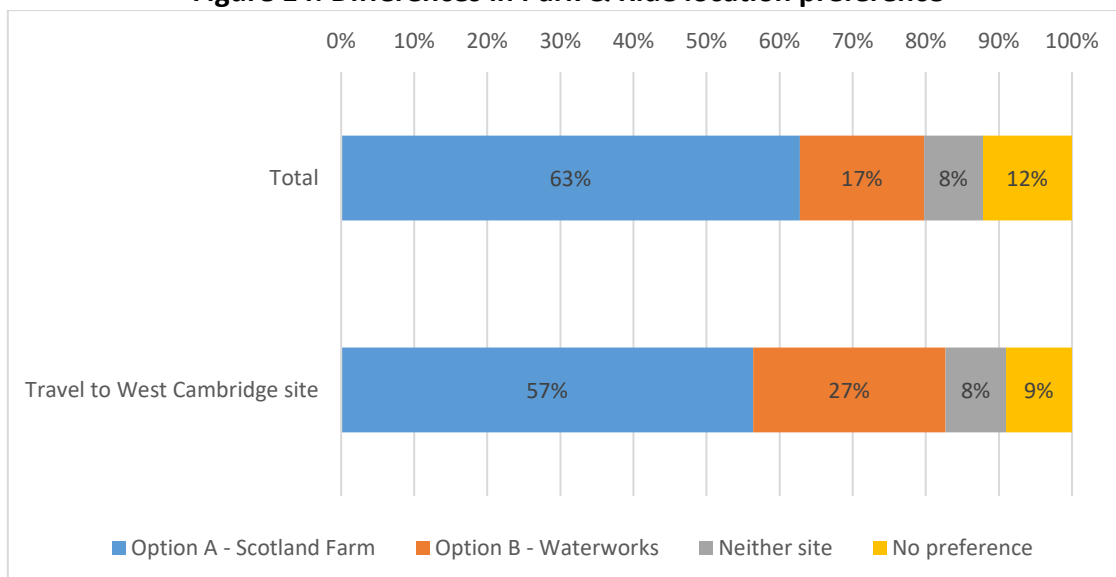


12 stakeholders answered this question. The majority of stakeholders preferred 'Option A – Scotland Farm' (58%).

Differences in Park & Ride location preference

Cross-tabulation of the data showed significant differences in preference for the location of the Park & Ride site by a respondents who indicated they usually travel to a 'West Cambridge site'. Noticeable differences, when compared with the overall response, are depicted in figure 14.

Figure 14: Differences in Park & Ride location preference



- More respondents who indicated they usually travel to a 'West Cambridge site' preferred the Waterworks site (27%) than the overall response

Question 7: Would you like to provide any further comments on the proposed Park & Ride locations?

460 respondents answered question 7, which asked if they had any further comments on the proposed Park & Ride locations.

Preference for Scotland Farm Park & Ride

Comment theme	Respondent comments
Issues with Waterworks Park & Ride site	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments about the issues they had with the Waterworks site. These included: <ul style="list-style-type: none"> ○ Feeling the site would have a negative impact on congestion due to its location to an already congested area ○ The site's visibility from Madingley Hill. Respondents felt this would have a negative impact on the landscape of the area ○ The site's negative impact on the Green Belt ○ The site's proximity to the existing Madingley Park & Ride site. Respondents felt Madingley Park & Ride was already suited to serving traffic in the area. ○ The site's proximity to Cambridge. Some of these respondents felt that those in private vehicles would continue on to Cambridge rather than switch to public transport at the Waterworks site. Some of

	<p>these respondents felt that this would not remove traffic early enough from the route</p> <ul style="list-style-type: none"> ○ The site's location was felt to risk negatively impacting on existing congestion around the M11 junction at Madingley Rise
Proximity to site	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they preferred the Scotland Farm site due to their proximity to the site. Respondents felt that their proximity to, and the sites proximity to key locations such as Cambourne and Bourn Airfield, meant the site would be more accessible. These respondents also felt that this would reduce the amount of congestion in the area, as more people could access the site by foot or cycle
Site access	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they preferred the Scotland Farm site as they felt it was more accessible for private vehicles, cycles and pedestrians than the Waterworks site. Respondents felt this accessibility would help ease congestion and encourage usage of the site
Visual impact	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated they preferred the Scotland Farm site as they felt the Waterworks site would have a negative impact on the landscape of the area ● Some of the respondents who discussed this theme indicated they preferred the Scotland Farm site as it would have less impact on the landscape of the area
Environment	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they preferred the Scotland Farm as it had less of an environmental impact than the Waterworks site <ul style="list-style-type: none"> ○ Some of these respondents indicated they were concerned the Scotland Farm site was also located on Green Belt land, but felt it would have less of an impact on ecology
Reduce congestion	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they preferred the Scotland Farm as they felt it would reduce congestion before the Madingley Mulch roundabout, so would be more attractive to potential users and reduce the impacts of traffic on locations along the route
Public transport links	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that there needed to be public transport links to villages and locations along the route

Phase 1	<ul style="list-style-type: none"> • Respondents who discussed this theme queried why the Park & Ride site was being consulted on for phase 2 following the favouring of Scotland Farm from the phase 1 consultation
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Preference for Waterworks Park & Ride site

Comment theme	Respondent comments
Issues with the Scotland Farm Park & Ride site	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments about the issues they had with the Scotland Farm site. These included: <ul style="list-style-type: none"> ○ The sites distance from Cambridge. Some respondents felt this would make the site less attractive due to an increased time on public transport for users. Some respondents felt that this made the site less attractive for users wishing to walk or cycle into Cambridge ○ The site's location on the opposite side of the A428 to the proposed public transport links, complicating access to the site and increasing journey times ○ The site's proximity to Dry Drayton. Respondents felt it would increase traffic in the area and have a negative impact on residents in Dry Drayton and nearby villages ○ Feeling that less users would be attracted to the site with the availability of the Madingley Road Park & Ride site
Proximity to Cambridge	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred the Waterworks site due to its proximity to Cambridge. Respondents felt that users would prefer a shorter journey time on public transport or would like to walk/cycle into Cambridge
Proximity to proposed routes	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred the Waterworks site as it was located closer to the proposed routes, resulting in a more direct route <ul style="list-style-type: none"> ○ A few of these respondents felt the Waterworks site had a better alignment with the off-road route than Scotland Farm ○ A few of these respondents felt that the Waterworks site made the best use of existing road infrastructure
Site access	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred the Waterworks site as they felt it had better access for traffic exiting/entering the M11 and A428

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Respondents who preferred neither site

Comment theme	Respondent comments
Park & Ride site in Cambourne	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that a Park & Ride site should be located in or closer to Cambourne as it would reduce the number of users needing to drive to a site and remove traffic earlier on the route
Increase congestion	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that both Park & Ride sites would increase congestion in areas already congested, such as Madingley Hill, or in areas where it would have a negative impact on nearby residents, such as Dry Drayton and Hardwick
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that neither site was suitable as they were both located on Green Belt land and would have a negative impact on the environment

Question 8: Are there any other measures, beyond the proposals set out in this consultation, which could improve the experience for public transport users between Cambourne and Cambridge?

468 respondents answered question 8, which asked if there were any other measure outside of the proposals which could improve the experience for public transport users between Cambourne and Cambridge.

Common themes

Comment theme	Respondent comments
Links to other locations	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the public transport link from Cambourne needed to travel to other employment sites in Cambridge outside of the city centre, such as the Science Parks and Addenbrooke’s <ul style="list-style-type: none"> ○ A few of these respondents felt these needed to be direct routes with no other stops • Some of the respondents who discussed this theme felt there should be links to Cambourne from areas further West, such as Papworth Everard • Some of the respondents who discussed this theme felt that the Cambourne to Cambridge route needed connections to villages along the route and to other public transport routes

Rail link	<ul style="list-style-type: none"> • Respondents who discussed this theme discussed the East West rail proposals <ul style="list-style-type: none"> ○ Some of these respondents felt the Cambourne to Cambridge proposals needed to be integrated with the East West rail proposals, linking public transport routes/Park & Rides with train stations ○ Some of these respondents felt that a rail link would be more beneficial for Cambourne to Cambridge than these proposals
Public transport running times	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that public transport needed to run more frequently, particularly during peak periods <ul style="list-style-type: none"> ○ A few of these respondents indicated that on other public transport routes buses would become full during peak periods, resulting in users being left waiting • Some of the respondents who discussed this theme felt that public transport needed to run more into the evenings and at weekends
Cost of public transport	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that public transport costs needed to be reduced to make usage more attractive <ul style="list-style-type: none"> ○ A few of these respondents also felt that Park & Ride sites should be free to use
Bus stops	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more bus stops should be included along the route, particularly in villages along the route • Some of the respondents who discussed this theme felt that better facilities should be provided at bus stops, including real-time information, seating, cycle parking, and shelters
Cycle routes	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that better cycle links, from Cambourne and villages along the route to Cambridge employment sites and other cycle routes, should be provided
Improvements to buses	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that changes were needed to the buses. These included: <ul style="list-style-type: none"> ○ Quicker payment methods, such as contactless or an Oyster card system <ul style="list-style-type: none"> ▪ Some of these respondents felt that tickets needed to be integrated across service providers ○ More environmental friendly electric buses

	<ul style="list-style-type: none"> ○ Services from companies other than Stagecoach <ul style="list-style-type: none"> ▪ Some of these respondents felt that the service should be council run ○ Space for cycle storage ○ Making buses more accessible for elderly/disabled users ○ Wi-fi on the buses and at stops
Park & Ride location	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that a Park & Ride should be located at Cambourne, Bourn or Caxton
End of route in Cambridge	<ul style="list-style-type: none"> ● Respondents who discussed this theme had concerns about the route ending at Grange Road, feeling this was an already congested area that was difficult for public transport to navigate
Connection to the M11	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that improvements were needed to the connections to the M11 at Madingley Mulch in order to reduce congestion. These included directly linking the A428 with the M11, altering the traffic light timings or widening the road
CAM	<ul style="list-style-type: none"> ● Respondents who discussed this theme queried how these proposals would link with the CAM proposals
Girton Interchange	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that the Girton Interchange needed improvements, such as improving access to the M11. <ul style="list-style-type: none"> ○ Some of these respondents felt that the Girton Interchange should be linked with these proposals by making it a transport hub

Question 9: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

123 respondents answered question 9, which asked if respondents had felt the proposals would either positively or negatively affect or impact on any people or groups with protected characteristics under the Equality Act 2010.

Common themes

Comment theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the improvements to public transport availability would benefit those with disabilities <ul style="list-style-type: none"> ○ Some of these respondents felt that more bus stops needed to be available to reduce the amount of travel disabled users would have to do to access public transport • Some of the respondents who discussed this theme felt that improvements to cycle and foot paths would positively impact on those with disabilities <ul style="list-style-type: none"> ○ Some of these respondents felt that paths needed to be wide enough to accommodate with those with mobility aids and other non-motorised users safely • Some of the respondents who discussed this theme felt that the proposals did not do enough for those with disabilities, as access to bus stops and Park & Ride sites could require extensive travel • Some of the respondents who discussed this theme were concerned about the accessibility of public transport for disabled users, particularly in relation to the cost of use and comfort of ride
Bus stop locations	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the number and location of bus stops needed to be considered in relation to those with protected characteristics to ensure the proposals did not negatively impact on them. Particular mention was made of stops in villages along the route and within Cambourne
Age	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the improvements to public transport availability would benefit younger/older users <ul style="list-style-type: none"> ○ Some of these respondents felt that more bus stops needed to be available to reduce the amount of travel younger/older users would have to do to access public transport • Some of the respondents who discussed this theme felt that improvements to cycle and foot paths would positively impact on younger/older users <ul style="list-style-type: none"> ○ Some of these respondents felt that paths needed to be wide enough for non-motorised users to pass each other safely • Some of the respondents who discussed this theme felt that the proposals did not do enough for younger/older users, as access to bus stops and Park & Ride sites could require extensive travel

	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about the accessibility of public transport for younger/older users, particularly in relation to the cost of use and comfort of ride • A few respondents were concerned about the safety impact of increased motorised traffic along St Neots way on younger residents, particularly for those needing to cross. These respondents were also concerned about the impacts on air quality from this increased traffic
Impact on residents	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals would negatively impact on residents along the route, particularly those along St Neots Road, in Hardwick and in Coton. <ul style="list-style-type: none"> ○ A few of these respondents felt the proposals would result in the loss of vegetation and sound proofing

Question 10: We welcome your views. Please use the space below if you have any further comments on the project or proposals.

268 respondents answered question 10, which asked if respondents had any further comments on the project or proposals.

Common themes

Comment theme	Respondent comments
Impact on residents	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the impact the proposals would have on nearby residents <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the changes along St Neots Road, particularly to the tree line. These respondents felt the increased road space would result in the loss of noise reducing trees, an increase in motorised traffic near to homes, and a subsequent reduction in air quality and safety ○ Some of the respondents were concerned about the impact of the proposals on villages along the route from phase 1 and 2. These respondents were concerned about increased traffic from vehicles accessing the route and Park & Ride site, and queried whether public transport would service these villages
Rail link	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the Cambourne to Cambridge proposals should be integrated or replaced by the East West Rail proposals. These respondents

	<p>felt a rail based solution would encourage modal shift and reduce congestion</p>
Links to other locations	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the public transport routes should connect to other locations <ul style="list-style-type: none"> ○ Some of these respondents felt the route should connect directly to other key employment sites, such as the Science Parks and Addenbrooke's ○ Some of these respondents felt the route needed to be extended out further west to connect to locations such as Papworth Everard and Caxton ○ Some of these respondents felt the route needed connectivity to villages along the route
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the environmental impact of the scheme <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the loss of vegetation along St Neots Road and felt the replanting would not be adequate enough ○ Some of these respondents discussed the need to ensure the ecological landscape was kept and expanded upon ○ Some of these respondents felt the scheme would have a negative impact on the Green Belt <ul style="list-style-type: none"> ▪ A few of these respondents indicated their concern was around the off-road route
Park & Ride sites	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme had issues with the Park & Ride sites. These respondents felt the Park & Ride sites would not solve congestion issues, as these issues were located within Cambridge city, or the Park & Ride sites required increased journey time to access. These respondents also felt the sites were located too far from the beginning and end of peoples' journeys to be accessed by foot or cycle, or that the need for them would be negated by the CAM • Some of the respondents who discussed this theme discussed Scotland Farm <ul style="list-style-type: none"> ○ Some of these respondents felt that the approval of Scotland Farm from phase 1 of Cambourne to Cambridge should be respected ○ A few of these respondents were concerned about the impact the Scotland Farm site would have on residents of Dry Drayton • A few of the respondents who discussed this theme felt that the Waterworks site would increase travel by foot or cycle due to its proximity to Cambridge

	<ul style="list-style-type: none"> • A few of the respondents who discussed this theme felt that a Park & Ride site should be located at Cambourne to capture users earlier in the route
Cost of development	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the costs involved with the schemes' development <ul style="list-style-type: none"> ○ A few of these respondents felt that the East West rail proposals would negate the need for this scheme ○ A few of these respondents were concerned about the costs involved with the off-road route
Speed of implementation	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the proposals needed to be implemented quickly, due to existing issues with congestion and transport accessibility
End of route in Cambridge	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the route into Cambridge through Grange Road, as they felt this was an area that was already heavily congested, difficult for a bus to navigate, and of little use to passengers
Public transport running times	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that public transport, both on the route and in the area, needed to run more frequently and run later in the evenings <ul style="list-style-type: none"> ○ Most of these respondents also felt that the cost of using public transport should be reduced ○ Some of these respondents were concerned about the potential loss of existing bus services, feeling these needed to be kept to ensure public transport was well connected and readily accessible
Phase 1	<ul style="list-style-type: none"> • Respondents who discussed this theme had concerns about the maps for phase 1 within the consultation material only showing the off-road route, as they indicated they were opposed to this option
Cycling/Walking routes	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were in support of improved cycle and foot paths <ul style="list-style-type: none"> ○ A few of these respondents highlighted the need for cycle/foot paths to connect to villages in the area, employment sites, and areas further west such as Papworth Everard
M11 junction	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that congestion could be reduced by improving access to/from the M11 and A428. Suggestions included developing the Girton

	Interchange, adding a slip road, or widening the road from Madingley Mulch to the M11
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Stakeholder responses

Background

35 responses were received on behalf of a number of different groups or organisations. 14 responses were received through the consultation survey:

Abbotsley Parish Council
Barton Parish Council
Cambridge Local Access Forum
Caxton Parish Council
CB3 Ltd
Comberton Parish Council
Countryside Properties (UK) Ltd
East Anglian Haulage Ltd / Madingley Mulch / Madmix
Great Gransden Parish Council
Hill Residential Ltd and Chivers Farms (Hardington) LLP
K4One Consulting
Omobono Ltd
Pigeon Investment Management Ltd
Toft Parish Council

25 responses were received through letters, emails and social media:

Bourn Parish Council
British Horse Society
Cambridge Connect
Cambridge Local Access Forum
Cambridge Past, Present & Future
Caxton Parish Council
CBAG
Cllr Gavin Clayton
Cllr Markus Gehring
Comberton Parish Council
Coton Parish Council
Coton View
Dry Drayton Parish Council
Hardwick Parish Council
Heidi Allen, MP
Historic England
National Trust
Natural England
Paragon Land and Estates Ltd

Road Haulage Association
 Save Coton Corridor
 Save the West Fields
 Smarter Cambridge Transport
 Toft Parish Council
 Wildlife Trust

Please note, 4 stakeholders (Cambridge Local Access Forum, Caxton Parish Council, Comberton Parish Council, and Toft Parish Council) responded through the consultation survey and through other methods.

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a [brief summary of the common themes](#) expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of common themes

<p>Scotland Farm Park & Ride site</p>	<ul style="list-style-type: none"> • Most of the stakeholders (Great Gransden Parish Council, Omobono Ltd, Comberton Parish Council, Toft Parish Council, Hill Residential Ltd and Chivers Farms (Hardington) LLP, Pigeon Investment Management Ltd, Cambridge Local Access Forum, Hardwick Parish Council, Cambridge Past, Present & Future, Heidi Allen MP, Paragon Land and Estates Ltd, Save the West Fields, Coton Parish Council, CB3 Ltd) supported the proposals for a Park & Ride site at Scotland Farm as they felt: <ul style="list-style-type: none"> ○ It would take car traffic off the road sooner than the Waterworks ○ It was more accessible than the Waterworks site • A few stakeholders opposed this site due to concerns about the impact on local residents from increased traffic and how future proof it would be (Barton Parish Council, Cambridge Connect, Smarter Cambridge Transport, Dry Drayton Parish Council) <ul style="list-style-type: none"> ○ Most of these stakeholders opposed both Park & Ride sites (Barton Parish Council, Cambridge Connect, Smarter Cambridge Transport) • A few stakeholders (Historic England, Natural England) indicated they had no preference on Park & Ride location at this stage but requested an environmental impact assessment
<p>Waterworks Park & Ride site</p>	<ul style="list-style-type: none"> • Most of the stakeholders (Comberton Parish Council, Barton Parish Council, Cllr Markus Gehring, Cambridge Connect, Smarter Cambridge Transport, Cambridge Local

	<p>Access Forum, CBAG, Coton View, National Trust, Cambridge Past, Present & Future, Save the West Fields, Coton Parish Council) opposed the proposals for a Park & Ride site at Waterworks as they felt:</p> <ul style="list-style-type: none"> ○ It would have a negative environmental impact ○ It would have a negative impact on local residents due to increased traffic, noise and pollution ○ It would have a negative impact on the visual landscape of the area <ul style="list-style-type: none"> ● A few stakeholders indicated support for the Waterworks site (Dry Drayton Parish Council, Paragon Land and Estates Ltd, CB3 Ltd) due to its proximity to Cambridge <ul style="list-style-type: none"> ○ Most of these stakeholders indicated they supported either Park & Ride site (Paragon Land and Estates Ltd, CB3 Ltd) ● A few stakeholders (Historic England, Natural England) indicated they had no preference on Park & Ride location at this stage but requested an ecological impact assessment
<p>Option 1: Off-road segregated route</p>	<ul style="list-style-type: none"> ● Some stakeholders (Caxton Parish Council, Hill Residential Ltd and Chivers Farms (Hardington) LLP, Road Haulage Association, Paragon Land and Estates Ltd) indicated their support for public transport link Option 1: off-road segregated route. These respondents felt this Option: <ul style="list-style-type: none"> ○ Offered the best solution to improving traffic flow and public transport reliability ○ Would allow for the easiest introduction of the CAM ○ Would have the least construction impact on existing roads ● Some stakeholders (Smarter Cambridge Transport, CBAG, Coton View, Hardwick Parish Council, Cambridge Past, Present & Future) opposed this Option as they felt it: <ul style="list-style-type: none"> ○ Would have a negative impact on the environment ○ Did not have a significant cost to travel time benefit ratio
<p>Environment</p>	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme were concerned about the environmental impact from the proposals <ul style="list-style-type: none"> ○ Some of these stakeholders (CBAG, Coton View, Cambridge Past, Present & Future, Save the West Fields) were concerned about public transport link Option 1: off-road segregated route's impact on the Greenbelt

	<ul style="list-style-type: none"> ○ Some of these stakeholders (Comberton Parish Council, Cambridge Past, Present & Future, Wildlife Trust, Save the West Fields, Coton Parish Council) were concerned about the impact the Waterworks site would have on the local environment ● A few stakeholders did not indicate any support or opposition to the proposals as they felt more information was required from ecological impact assessments (Historic England, Natural England) ● A few stakeholders (Coton View, Save the Coton Corridor, National Trust) indicated they were opposed to the whole scheme due to the links with phase 1, which they felt would have a negative impact on the environment
<p>Cycle, pedestrian and equestrian improvements</p>	<ul style="list-style-type: none"> ● Most of the stakeholders (Great Gransden Parish Council, Pigeon Investment Management Ltd, Hill Residential Ltd and Chivers Farms (Hardington) LLP, Countryside Properties (UK) Ltd, Barton Parish Council, Smarter Cambridge Transport, Cambridge Local Access Forum, British Horse Society, Natural England, Paragon Land and Estates Ltd) who discussed this theme felt that route improvements should be accessible to non-motorised users to ensure the routes are viable for as many users as possible and to encourage modal shift
<p>Option 3: On-road with public transport priority lanes</p>	<ul style="list-style-type: none"> ● Some stakeholders (Great Gransden Parish Council, Comberton Parish Council, Pigeon Investment Management Ltd, Bourn Parish Council) indicated their support for public transport link Option 3: on-road with public transport priority lanes as they felt: <ul style="list-style-type: none"> ○ It offered a positive cost- travel time benefit ratio ○ The segregation from traffic would improve public transport reliability ○ It had less environmental impact than Option 1 ● A few stakeholders (Smarter Cambridge Transport, Cambridge Past, Present & Future, Paragon Land and Estates Ltd) indicated they were opposed to this Option as they felt it would have a negative impact on the environment and local residents
<p>Option 2: On-road with junction improvements</p>	<ul style="list-style-type: none"> ● Some stakeholders (CB3 Ltd, Heidi Allen MP, Cambridge Past, Present & Future) indicated their support for public transport link Option 2: on-road with junction improvements as they felt this Option offered travel time improvements for less cost and environmental impact ● A few stakeholders (Smarter Cambridge Transport, Paragon Land Estates Ltd) indicated they were opposed to

	<p>this Option as they felt it would have a negative impact on the environment and local residents</p>
<p>Consultation information</p>	<ul style="list-style-type: none"> • Some of the stakeholders (K4One Consulting, Heidi Allen MP, Road Haulage Association) who discussed this theme were concerned about the cost calculations in the scheme information, including the exclusion of potential land costs and potential costs of using the public transport link for users • Some of the stakeholders (Cambridge Past, Present & Future, Wildlife Trust, Historic England, Natural England) who discussed this theme felt that ecological surveys needed to be conducted with the results publicised • A few of the stakeholders (Bourn Parish Council, Coton View) sought confirmation that the leaflet and information was being delivered to their areas
<p>End of route in Cambridge</p>	<ul style="list-style-type: none"> • Stakeholders who discussed this theme (Omobono Ltd, Cllr Markus Gehring, Cambridge Connect, Smarter Cambridge Transport, Save the West Fields) were concerned about the route of the scheme into Cambridge. These stakeholders felt that Grange Road would be difficult for public transport to access and where congestion would be worst.
<p>Improve public transport</p>	<ul style="list-style-type: none"> • Stakeholders who discussed this theme (Great Gransden Parish Council, Hill Residential Ltd and Chivers Farms (Hardington) LLP, Barton Parish Council, Smarter Cambridge Transport, Cllr Gavin Clayton, Paragon Land and Estates Ltd) felt that other improvements needed to be made to public transport, including better links to villages and employment sites, expanded running times, better waiting facilities, more environmentally friendly vehicles, and lower costs
<p>Girton Interchange</p>	<ul style="list-style-type: none"> • Stakeholders who discussed this theme (Barton Parish Council, Cambridge Connect, Smarter Cambridge Transport, Cambridge Past, Present & Future, Save the West Fields) felt that the development of the Girton Interchange would offer a greater improvement to the reduction of congestion and connectivity of public transport
<p>Cambourne end of route</p>	<ul style="list-style-type: none"> • Some of the stakeholders who discussed this theme (Hill Residential Ltd and Chivers Farms (Hardington) LLP, Barton Parish Council, Bourn Parish Council) felt that Route A was more suitable for Cambourne residents and offer the quickest route

	<ul style="list-style-type: none"> Some of the stakeholders who discussed this theme (Bourn Parish Council, Cambridge Past, Present & Future) felt Route B would be less attractive as it was less direct
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Email, social media and consultation event responses

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

Summary of common themes

Comment theme	Respondent comments
Park & Ride sites	<ul style="list-style-type: none"> Some of the respondents who discussed this theme indicated their support for the Scotland Farm Park & Ride site. These respondents felt it would have less of an environmental and visual impact than the Waterworks site, and because it would be easier to access Some of the respondents who discussed this theme felt that a Park & Ride site would be better located within, or closer to, Cambourne Some of the respondents who discussed this theme indicated their opposition to the Waterworks site, as they felt it would have a negative impact on the environment and visual landscape. A few of the respondents who discussed this theme indicated they were opposed to the Scotland Farm site, as they felt it would have a negative impact on Dry Drayton from an increase in traffic seeking access to the site
Impact on residents	<ul style="list-style-type: none"> Most of the respondents who discussed this theme were concerned about the proposals' impact on St Neots Road. These respondents felt the loss of tree line would result in greater noise pollution and environmental damage. These respondents were also concerned about the loss of access, impacts on health and a reduction in safety for residents from the increased traffic <ul style="list-style-type: none"> Some of these respondents felt the public transport link could make better use of the existing A428 road infrastructure

	<ul style="list-style-type: none"> ○ A few of these respondents felt the tree line could be replaced by an improved barrier to mitigate noise pollution ● A few of the respondents who discussed this theme felt the Scotland Farm Park & Ride site would have a negative impact on Dry Drayton from an increase in traffic seeking access to the site
Current bus service	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme indicated there were issues with the current bus service provision. These respondents felt that services needed to run more frequently, later into the evening and reliably as well as be less costly to use ● A few of the respondents who discussed this theme felt that the proposals would not offer enough of an improvement to bus services to attract use. These respondents felt the East West rail proposals offered a better solution
Rail link	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the East West rail proposals needed to be taken into consideration <ul style="list-style-type: none"> ○ Some of the respondents felt the East West rail proposals offered more of an improvement to transport and funding for Cambourne to Cambridge should be spent elsewhere ○ Some of these respondents felt the Cambourne to Cambridge scheme and East West rail proposals needed to fit together
Positive	<ul style="list-style-type: none"> ● Respondents who discussed this theme left general positive comments about the proposals, feeling it was needed in the area
Cost of development	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about the costs involved with developing these proposals <ul style="list-style-type: none"> ○ Some of these respondents felt the East West rail proposals would improve transport in the area, so costs could be saved on this scheme

Appendices

Appendix 1: Respondent profile breakdown

Respondent location

		Figure	% of total	Coded responses
Total respondents		954	100.00%	
Parish	Abbotsley	1	0.10%	
	Bar Hill	1	0.10%	Coton to Caldecote
	Barton	3	0.31%	Coton to Caldecote
	Bourn	14	1.47%	Cambourne and further West
	Boxworth	6	0.63%	Coton to Caldecote
	Caldecote	40	4.19%	Coton to Caldecote
	Cambourne	231	24.21%	Cambourne and further West
	Caxton	7	0.73%	Cambourne and further West
	Childerley	1	0.10%	Coton to Caldecote
	Comberton	43	4.51%	Coton to Caldecote
	Coton	45	4.72%	Coton to Caldecote
	Cottenham	1	0.10%	
	Downham	1	0.10%	
	Dry Drayton	27	2.83%	Coton to Caldecote
	Elsworth	13	1.36%	Cambourne and further West
	Eltisley	1	0.10%	Cambourne and further West
	Fowlmere	1	0.10%	
	Fulbourn	2	0.21%	

	Gamlingay	2	0.21%	
	Girton	1	0.10%	
	Godmanchester	1	0.10%	
	Grantchester	1	0.10%	
	Great Gransden	3	0.31%	Cambourne and further West
	Hardwick	105	11.01%	Coton to Caldecote
	Haslingfield	1	0.10%	
	Hauxton	1	0.10%	
	Hilton	1	0.10%	Cambourne and further West
	Histon	3	0.31%	
	Huntingdon	1	0.10%	
	Knapwell	5	0.52%	Cambourne and further West
	Little Paxton	1	0.10%	
	Madingley	24	2.52%	Coton to Caldecote
	Milton	3	0.31%	
	Offord Cluny and Offord D'Arcy	1	0.10%	
	Orwell	1	0.10%	
	Papworth Everard	37	3.88%	Cambourne and further West
	Sawston	1	0.10%	
	St Ives	1	0.10%	
	St Neots	4	0.42%	
	Swavesey	1	0.10%	
	Toft	1	0.10%	Coton to Caldecote
	Whittlesford	1	0.10%	
	Willingham	1	0.10%	
Ward	Abbey	2	0.21%	
	Arbury	2	0.21%	
	Castle	8	0.84%	
	King's Hedges	2	0.21%	
	Newnham	43	4.51%	
	Petersfield	1	0.10%	
	Queen Edith's	3	0.31%	
	Romsey	1	0.10%	
	Trumpington	8	0.84%	
	West Chesterton	3	0.31%	
	Outside Cambridgeshire	5	0.52%	
	Respondents with no parish/ward data	236	24.74%	

Respondent profile:

Respondent type	Figure	% of total respondents
Total respondents:	954	100.00%

Interest in project:		
Resident in Cambridge	137	14.4%
Resident in South Cambridgeshire	756	79.4%
Resident elsewhere	33	3.5%
Local business owner/employer	42	4.4%
Regularly travel in the A428/A1303 area	672	70.6%
Occasionally travel in the A428/A1303 area	105	11.0%
Other	10	1.1%
Total	952	

Usual mode of travel on the A428/A1303:		
Car driver	787	84.7%
Car passenger	176	18.9%
Van or lorry driver	12	1.3%
Powered two-wheeler	33	3.6%
Bus	242	26.0%
Cycle	213	22.9%
On foot	65	7.0%
Not applicable	27	2.9%
Total	929	

Destination if regularly travelling on the A428/A1303:		
Cambourne	383	45.6%
Cambridge Business/Science Parks	113	13.5%
Cambridge Biomedical Campus (including Addenbooke's Hospital)	178	21.2%
Cambridge City Centre	553	65.9%
North West Cambridge site	73	8.7%
St Neots	208	24.8%
West Cambridge site	132	15.7%
Other	139	16.6%
Don't use these roads	9	1.1%
Total	839	

Age range:		
Under 15	5	0.5%
15-24	30	3.2%
25-34	107	11.4%
35-44	174	18.6%
45-54	206	22.0%

55-64	157	16.7%
65-74	159	17.0%
75 and above	70	7.5%
Prefer not to say	21	2.2%
	Total	938

Employment status:

In education	40	4.3%
Employed	533	56.8%
Self-employed	83	8.8%
A home-based worker	30	3.2%
A stay at home parent, carer or similar	13	1.4%
Retired	232	24.7%
Prefer not to say	27	2.9%
Other	12	1.3%
	Total	938

Disability

Yes	47	5.1%
No	840	91.4%
Prefer not to say	32	3.5%
	Total	919

Location:

Cambourne and further West	312	32.7%
Coton to Caldecote	296	31.0%

Question 2: Responses broken down by respondent profile

	Daily	Weekly	Fortnightly	Monthly	Never	Don't know	Total
Total	291 (30.6%)	228 (24%)	68 (7.2%)	103 (10.8%)	101 (10.6%)	159 (16.7%)	950
Interest in project:							
Resident in Cambridge	28 (20.6%)	15 (11%)	11 (8.1%)	25 (18.4%)	24 (17.6%)	33 (24.3%)	136
Resident in South Cambridgeshire	256 (33.9%)	193 (25.6%)	51 (6.8%)	70 (9.3%)	71 (9.4%)	114 (15.1%)	755
Resident elsewhere	11 (33.3%)	9 (27.3%)	4 (12.1%)	3 (9.1%)	3 (9.1%)	3 (9.1%)	33
Local business owner/employer	13 (31%)	8 (19%)	3 (7.1%)	5 (11.9%)	5 (11.9%)	8 (19%)	42
Regularly travel in the A428/A1303 area	255 (37.9%)	171 (25.4%)	50 (7.4%)	59 (8.8%)	52 (7.7%)	85 (12.6%)	672
Occasionally travel in the	2 (1.9%)	17 (16.2%)	1 (11.4%)	22 (21%)	18 (17.1%)	34 (32.4%)	105

A428/A1303 area			2)))	
Other	5 (55.6%)	1 (11.1%)	0 (0%)	0 (0%)	2 (22.2%)	1 (11.1%)	9
Usual mode of travel on the A428/A1303:							
Car Driver	241 (30.7%)	20 (25.4%)	6 (8.1%)	90 (11.5%)	69 (8.8%)	12 (15.5%)	786
Car passenger	56 (31.8%)	47 (26.7%)	1 (8%)	15 (8.5%)	20 (11.4%)	24 (13.6%)	176
Van or lorry driver	4 (33.3%)	1 (8.3%)	1 (8.3%)	2 (16.7%)	2 (16.7%)	2 (16.7%)	12
Powered two-wheeler	12 (36.4%)	6 (18.2%)	2 (6.1%)	6 (18.2%)	6 (18.2%)	1 (3%)	33
Bus	95 (39.3%)	78 (32.2%)	2 (9.5%)	23 (9.5%)	4 (1.7%)	19 (7.9%)	242
Cycle	85 (39.9%)	54 (25.4%)	8 (3.8%)	17 (8%)	22 (10.3%)	27 (12.7%)	213
On foot	16 (24.6%)	16 (24.6%)	8 (12.3%)	2 (3.1%)	8 (12.3%)	15 (23.1%)	65
Not applicable	1 (3.7%)	1 (3.7%)	0 (0%)	2 (7.4%)	9 (33.3%)	14 (51.9%)	27
Destination if regularly travelling on the A428/A1303:							
Cambourne	118 (30.9%)	11 (29.6%)	3 (8.4%)	40 (10.5%)	29 (7.6%)	50 (13.1%)	382
Cambridge Business/Science Parks	51 (45.1%)	22 (19.5%)	6 (5.3%)	4 (3.5%)	14 (12.4%)	16 (14.2%)	113
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	74 (41.8%)	42 (23.7%)	1 (7.9%)	18 (10.2%)	10 (5.6%)	19 (10.7%)	177
Cambridge city centre	175 (31.7%)	17 (31.7%)	5 (9.1%)	43 (7.8%)	36 (6.5%)	73 (13.2%)	552
North West Cambridge site	23 (31.5%)	9 (12.3%)	7 (9.6%)	11 (15.1%)	6 (8.2%)	17 (23.3%)	73
St Neots	54 (26.1%)	65 (31.4%)	2 (13%)	25 (12.1%)	14 (6.8%)	22 (10.6%)	207
West Cambridge site	53 (40.2%)	19 (14.4%)	7 (5.3%)	15 (11.4%)	13 (9.8%)	25 (18.9%)	132
Other	28 (20.3%)	32 (23.2%)	1 (11.6%)	16 (11.6%)	16 (11.6%)	30 (21.7%)	138
I don't use these roads	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (33.3%)	6 (66.7%)	9
Age range:							
Under 15	0 (0%)	2 (40%)	0 (0%)	1 (20%)	1 (20%)	1 (20%)	5
15-24	20 (66.7%)	1 (3.3%)	1 (3.3%)	3 (10%)	4 (13.3%)	1 (3.3%)	30
25-34	47 (43.9%)	17 (15.9%)	6 (5.6%)	8 (7.5%)	12 (11.2%)	17 (15.9%)	107

))	
35-44	67 (38.5%)	47 (27%)	1 (6.3%) 1	21 (12.1%))	14 (8%)	14 (8%)	174
45-54	82 (39.8%)	37 (18%))	1 (5.8%) 2	13 (6.3%)	23 (11.2%))	39 (18.9%))	206
55-64	38 (24.4%)	38 (24.4%))	1 (7.1%) 1	15 (9.6%)	20 (12.8%))	34 (21.8%))	156
65-74	19 (12%)	55 (34.8%))	1 (10.8%) 7	20 (12.7%))	16 (10.1%))	31 (19.6%))	158
75 and above	4 (5.7%)	22 (31.4%))	9 (12.9%))	14 (20%)	9 (12.9%))	12 (17.1%))	70
Prefer not to say	8 (40%)	4 (20%))	0 (0%)	5 (25%)	0 (0%)	3 (15%)	20
Employment status:							
In education	20 (50%)	7 (17.5%))	1 (2.5%)	3 (7.5%)	7 (17.5%))	2 (5%)	40
Employed	224 (42%)	10 (18.8%) 0	3 (6.2%) 3	41 (7.7%)	51 (9.6%)	84 (15.8%))	533
Self-employed	22 (26.8%)	20 (24.4%))	7 (8.5%)	14 (17.1%))	8 (9.8%)	11 (13.4%))	82
A home-based worker	7 (23.3%)	12 (40%))	1 (3.3%)	4 (13.3%))	3 (10%)	3 (10%)	30
A stay at home parent, carer or similar	3 (23.1%)	3 (23.1%))	2 (15.4%))	2 (15.4%))	2 (15.4%))	1 (7.7%)	13
Retired	21 (9.1%)	80 (34.8%))	2 (11.3%) 6	37 (16.1%))	26 (11.3%))	40 (17.4%))	230
Prefer not to say	4 (14.8%)	5 (18.5%))	0 (0%)	3 (11.1%))	2 (7.4%)	13 (48.1%))	27
Other	2 (16.7%)	3 (25%))	1 (8.3%)	1 (8.3%)	1 (8.3%)	4 (33.3%))	12
Disability							
	12 (26.1%)	14 (30.4%))	2 (4.3%)	5 (10.9%))	4 (8.7%)	9 (19.6%))	46
Location:							
Cambourne	111 (48.1%)	64 (27.7%))	1 (6.1%) 4	19 (8.2%)	8 (3.5%)	15 (6.5%)	231
Hardwick	28 (26.9%)	31 (29.8%))	1 (9.6%) 0	10 (9.6%)	10 (9.6%)	15 (14.4%))	104
Cambourne and further West	127 (44.1%)	78 (27.1%))	2 (8%) 3	24 (8.3%)	15 (5.2%)	21 (7.3%)	288
Coton to Caldecote	73 (25.3%)	77 (26.6%))	2 (7.6%) 2	30 (10.4%))	32 (11.1%))	55 (19%)	289
Route Preference							
Option 1: Off-road	188 (41.4%)	11 (26.2%) 9	3 (7.5%) 4	43 (9.5%)	25 (5.5%)	45 (9.9%)	454
Option 2: On-road with junction	32 (17.8%)	51 (28.3%))	1 (8.9%) 6	15 (8.3%)	29 (16.1%))	37 (20.6%))	180

improvements								
Option 3: On-road with priority lanes	45 (23.4%)	40 (20.8%)	13 (6.8%)	32 (16.7%)	16 (8.3%)	46 (24%)	192	
None of the options	14 (16.9%)	11 (13.3%)	3 (3.6%)	8 (9.6%)	27 (32.5%)	20 (24.1%)	83	
Don't know	12 (32.4%)	5 (13.5%)	2 (5.4%)	5 (13.5%)	2 (5.4%)	11 (29.7%)	37	

Park & Ride site preference							
Scotland Farm	173 (29.7%)	145 (24.9%)	43 (7.4%)	69 (11.8%)	57 (9.8%)	96 (16.5%)	583
Waterworks	64 (40.3%)	37 (23.3%)	15 (9.4%)	16 (10.1%)	11 (6.9%)	16 (10.1%)	159
Neither site	10 (13.3%)	16 (21.3%)	4 (5.3%)	10 (13.3%)	21 (28%)	14 (18.7%)	75
No preference	40 (35.7%)	27 (24.1%)	6 (5.4%)	6 (5.4%)	7 (6.3%)	26 (23.2%)	112

Question 3: Responses broken down by respondent profile

	Option 1: Off-road	Option 2: On-road with junction improvements	Option 3: On-road with public transport priority lanes	Don't know	None of the above	Total
Total	45 (47.9%) 4)	18 (19%) 0	19 (20.4%) 3)	3 (3.9%) 7	83 (8.8%)	947
Interest in project:						
Resident in Cambridge	51 (37.8%))	29 (21.5%) 9	39 (28.9%))	7 (5.2%)	9 (6.7%)	135
Resident in South Cambridgeshire	37 (50.3%) 9)	14 (19.8%) 9	13 (18.1%) 6)	2 (3.2%) 4	65 (8.6%)	753
Resident elsewhere	10 (30.3%))	4 (12.1%)	10 (30.3%))	6 (18.2%))	3 (9.1%)	33
Local business owner/employer	22 (52.4%))	9 (21.4%)	6 (14.3%))	2 (4.8%)	3 (7.1%)	42
Regularly travel in the A428/A1303 area	35 (52.8%) 4)	11 (17.6%) 8	11 (17.7%) 9)	2 (3.6%) 4	56 (8.3%)	671
Occasionally travel in the A428/A1303 area	38 (36.5%))	3 (29.8%) 1	28 (26.9%))	2 (1.9%)	5 (4.8%)	104
Other	3 (33.3%))	2 (22.2%)	2 (22.2%))	1 (11.1%))	1 (11.1%))	9

Usual mode of travel on the A428/A1303:						
Car Driver	38 (48.9%) 3)	16 (20.8%) 3	14 (19%) 9	2 (3.3%) 6	62 (7.9%)	783
Car passenger	83 (47.2%))	4 (22.7%) 0	35 (19.9%))	4 (2.3%)	14 (8%)	176
Van or lorry driver	4 (33.3%))	2 (16.7%)	3 (25%)	0 (0%)	3 (25%)	12
Powered two-wheeler	18 (54.5%))	6 (18.2%)	5 (15.2%))	0 (0%)	4 (12.1%))	33
Bus	11 (47.5%) 5)	3 (15.7%) 8	54 (22.3%))	1 (5.4%) 3	22 (9.1%)	242
Cycle	99 (46.5%))	4 (20.7%) 4	46 (21.6%))	9 (4.2%)	15 (7%)	213
On foot	12 (18.5%))	1 (26.2%) 7	22 (33.8%))	3 (4.6%)	11 (16.9%))	65
Not applicable	11 (40.7%))	5 (18.5%)	6 (22.2%))	3 (11.1%))	2 (7.4%)	27
Destination if regularly travelling on the A428/A1303:						
Cambourne	18 (47.9%) 2)	7 (19.7%) 5	78 (20.5%))	1 (3.9%) 5	30 (7.9%)	380
Cambridge Business/Science Parks	60 (53.6%))	2 (22.3%) 5	16 (14.3%))	2 (1.8%)	9 (8%)	112
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	85 (48.9%))	3 (19%) 3	33 (19%)	8 (4.6%)	15 (8.6%)	174
Cambridge city centre	27 (50.6%) 8)	10 (18.9%) 4	11 (20.2%) 1)	2 (4%) 2	34 (6.2%)	549
North West Cambridge site	27 (37.5%))	1 (23.6%) 7	18 (25%)	2 (2.8%)	8 (11.1%))	72
St Neots	10 (51.7%) 6)	3 (19%) 9	41 (20%)	8 (3.9%)	11 (5.4%)	205
West Cambridge site	55 (41.7%))	2 (20.5%) 7	31 (23.5%))	9 (6.8%)	10 (7.6%)	132
Other	47 (34.1%))	3 (24.6%) 4	31 (22.5%))	4 (2.9%)	22 (15.9%))	138
I don't use these roads	4 (44.4%))	2 (22.2%)	2 (22.2%))	0 (0%)	1 (11.1%))	9
Age range:						
Under 15	3 (60%)	0 (0%)	0 (0%)	0 (0%)	2 (40%)	5
15-24	13 (43.3%))	7 (23.3%)	6 (20%)	2 (6.7%)	2 (6.7%)	30
25-34	56 (52.8%))	1 (12.3%) 3	26 (24.5%))	4 (3.8%)	7 (6.6%)	106
35-44	11 (64.4%) 2)	2 (16.7%) 9	24 (13.8%))	5 (2.9%)	4 (2.3%)	174

45-54	11 (53.4%) 0)	3 (16%) 3	38 (18.4%))	4 (1.9%)	21 (10.2%))	206
55-64	65 (41.7%))	3 (22.4%) 5	27 (17.3%))	8 (5.1%)	21 (13.5%))	156
65-74	56 (35.9%))	4 (25.6%) 0	39 (25%)	8 (5.1%)	13 (8.3%)	156
75 and above	20 (29%)	1 (26.1%) 8	21 (30.4%))	5 (7.2%)	5 (7.2%)	69
Prefer not to say	5 (23.8%))	3 (14.3%)	9 (42.9%))	0 (0%)	4 (19%)	21
Employment status:						
In education	17 (42.5%))	6 (15%)	10 (25%)	2 (5%)	5 (12.5%))	40
Employed	29 (55.8%) 7)	9 (17.3%) 2	91 (17.1%))	1 (3.4%) 8	34 (6.4%)	532
Self-employed	33 (39.8%))	1 (20.5%) 7	22 (26.5%))	3 (3.6%)	8 (9.6%)	83
A home-based worker	12 (40%)	7 (23.3%)	3 (10%)	3 (10%)	5 (16.7%))	30
A stay at home parent, carer or similar	6 (46.2%))	3 (23.1%)	1 (7.7%)	0 (0%)	3 (23.1%))	13
Retired	82 (36.1%))	5 (24.2%) 5	54 (23.8%))	1 (5.3%) 2	24 (10.6%))	227
Prefer not to say	9 (33.3%))	4 (14.8%)	10 (37%)	1 (3.7%)	3 (11.1%))	27
Other	4 (33.3%))	2 (16.7%)	4 (33.3%))	0 (0%)	2 (16.7%))	12
Disability						
	20 (43.5%))	7 (15.2%)	12 (26.1%))	4 (8.7%)	3 (6.5%)	46
Location:						
Cambourne	16 (72.6%) 7)	1 (7.8%) 8	35 (15.2%))	1 (0.4%)	9 (3.9%)	230
Hardwick	41 (39.4%))	2 (21.2%) 2	10 (9.6%)	5 (4.8%)	26 (25%)	104
Cambourne and further West						
	20 (71.4%) 5)	3 (10.5%) 0	41 (14.3%))	2 (0.7%)	9 (3.1%)	287
Coton to Caldecote						
	10 (34.6%) 0)	7 (26.6%) 7	62 (21.5%))	1 (4.8%) 4	36 (12.5%))	289
Park & Ride site preference						
Scotland Farm	28 (49.3%) 7)	11 (19.4%) 3	13 (23%) 4	1 (2.4%) 4	34 (5.8%)	582
Waterworks	88 (55.7%))	3 (22.2%) 5	25 (15.8%))	5 (3.2%)	5 (3.2%)	158
Neither site	10 (13.3%)	1 (18.7%)	9 (12%)	4 (5.3%)	38 (50.7%)	75

)	4)))	
No preference	60 (53.6%)	1 (14.3%)	21 (18.8%)	1 (10.7%)	3 (2.7%)	112
)	6)	2)		
Stakeholder	5 (45.5%)	2 (18.2%)	3 (27.3%)	0 (0%)	1 (9.1%)	11
)))			

Question 5: Responses broken down by respondent profile

	Very important	Quite important	Neutral	Not very important	Not at all important	Total
Total	556 (59.4%)	192 (20.5%)	94 (10%)	59 (6.3%)	35 (3.7%)	936
Interest in project:						
Resident in Cambridge	85 (63%)	25 (18.5%)	11 (8.1%)	8 (5.9%)	6 (4.4%)	135
Resident in South Cambridgeshire	454 (60.5%)	148 (19.7%)	75 (10%)	44 (5.9%)	29 (3.9%)	750
Resident elsewhere	13 (39.4%)	11 (33.3%)	6 (18.2%)	2 (6.1%)	1 (3%)	33
Local business owner/employer	27 (65.9%)	7 (17.1%)	2 (4.9%)	1 (2.4%)	4 (9.8%)	41
Regularly travel in the A428/A1303 area	406 (60.9%)	138 (20.7%)	58 (8.7%)	41 (6.1%)	24 (3.6%)	667
Occasionally travel in the A428/A1303 area	54 (51.4%)	22 (21%)	17 (16.2%)	7 (6.7%)	5 (4.8%)	105
Other	6 (66.7%)	2 (22.2%)	1 (11.1%)	0 (0%)	0 (0%)	9
Usual mode of travel on the A428/A1303:						
Car Driver	459 (58.9%)	165 (21.2%)	78 (10%)	45 (5.8%)	32 (4.1%)	779
Car passenger	105 (60.3%)	34 (19.5%)	22 (12.6%)	8 (4.6%)	5 (2.9%)	174
Van or lorry driver	4 (33.3%)	5 (41.7%)	1 (8.3%)	1 (8.3%)	1 (8.3%)	12
Powered two-wheeler	19 (61.3%)	6 (19.4%)	3 (9.7%)	2 (6.5%)	1 (3.2%)	31
Bus	143 (59.3%)	52 (21.6%)	25 (10.4%)	18 (7.5%)	3 (1.2%)	241
Cycle	165 (77.8%)	24 (11.3%)	11 (5.2%)	7 (3.3%)	5 (2.4%)	212
On foot	43 (67.2%)	9 (14.1%)	5 (7.8%)	4 (6.3%)	3 (4.7%)	64

Not applicable	20 (74.1%)	4 (14.8%)	2 (7.4%)	0 (0%)	1 (3.7%)	27
Destination if regularly travelling on the A428/A1303:						
Cambourne	220 (57.9%)	85 (22.4%)	38 (10%)	22 (5.8%)	15 (3.9%)	380
Cambridge Business/Science Parks	65 (57.5%)	22 (19.5%)	10 (8.8%)	8 (7.1%)	8 (7.1%)	113
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	103 (58.5%)	33 (18.8%)	18 (10.2%)	14 (8%)	8 (4.5%)	176
Cambridge city centre	334 (60.8%)	115 (20.9%)	48 (8.7%)	33 (6%)	19 (3.5%)	549
North West Cambridge site	41 (56.2%)	20 (27.4%)	5 (6.8%)	5 (6.8%)	2 (2.7%)	73
St Neots	128 (61.8%)	42 (20.3%)	15 (7.2%)	12 (5.8%)	10 (4.8%)	207
West Cambridge site	82 (63.6%)	24 (18.6%)	12 (9.3%)	9 (7%)	2 (1.6%)	129
Other	69 (50.7%)	37 (27.2%)	19 (14%)	8 (5.9%)	3 (2.2%)	136
I don't use these roads	5 (55.6%)	2 (22.2%)	2 (22.2%)	0 (0%)	0 (0%)	9
Age range:						
Under 15	1 (20%)	1 (20%)	1 (20%)	2 (40%)	0 (0%)	5
15-24	15 (50%)	5 (16.7%)	5 (16.7%)	2 (6.7%)	3 (10%)	30
25-34	65 (60.7%)	25 (23.4%)	11 (10.3%)	3 (2.8%)	3 (2.8%)	107
35-44	116 (67.1%)	34 (19.7%)	10 (5.8%)	9 (5.2%)	4 (2.3%)	173
45-54	129 (63.5%)	34 (16.7%)	22 (10.8%)	12 (5.9%)	6 (3%)	203
55-64	95 (61.3%)	30 (19.4%)	14 (9%)	9 (5.8%)	7 (4.5%)	155
65-74	80 (50.6%)	32 (20.3%)	24 (15.2%)	13 (8.2%)	9 (5.7%)	158
75 and above	31 (44.9%)	22 (31.9%)	6 (8.7%)	8 (11.6%)	2 (2.9%)	69
Prefer not to say	11 (52.4%)	8 (38.1%)	0 (0%)	1 (4.8%)	1 (4.8%)	21
Employment status:						
In education	16 (40%)	12 (30%)	6 (15%)	5 (12.5%)	1 (2.5%)	40
Employed	342 (64.5%)	93 (17.5%)	53 (10%)	23 (4.3%)	19 (3.6%)	530

Self-employed	54 (65.9%)	17 (20.7%)	3 (3.7%)	6 (7.3%)	2 (2.4%)	82
A home-based worker	22 (75.9%)	2 (6.9%)	3 (10.3%)	2 (6.9%)	0 (0%)	29
A stay at home parent, carer or similar	10 (76.9%)	0 (0%)	2 (15.4%)	1 (7.7%)	0 (0%)	13
Retired	110 (48.2%)	61 (26.8%)	27 (11.8%)	20 (8.8%)	10 (4.4%)	228
Prefer not to say	14 (53.8%)	6 (23.1%)	1 (3.8%)	1 (3.8%)	4 (15.4%)	26
Other	8 (66.7%)	2 (16.7%)	0 (0%)	1 (8.3%)	1 (8.3%)	12
Disability						
	23 (48.9%)	7 (14.9%)	9 (19.1%)	4 (8.5%)	4 (8.5%)	47
Location:						
Cambourne	151 (65.4%)	44 (19%)	21 (9.1%)	10 (4.3%)	5 (2.2%)	231
Hardwick	62 (60.2%)	20 (19.4%)	10 (9.7%)	10 (9.7%)	1 (1%)	103
Cambourne and further West						
	187 (64.9%)	56 (19.4%)	24 (8.3%)	14 (4.9%)	7 (2.4%)	288
Coton to Caldecote						
	164 (57.5%)	60 (21.1%)	30 (10.5%)	24 (8.4%)	7 (2.5%)	285
Route preference:						
Option 1: Off-road	309 (69.3%)	84 (18.8%)	26 (5.8%)	16 (3.6%)	11 (2.5%)	446
Option 2: On-road with junction improvements	91 (51.1%)	47 (26.4%)	22 (12.4%)	9 (5.1%)	9 (5.1%)	178
Option 3: On-road with priority lanes	110 (57.9%)	41 (21.6%)	18 (9.5%)	16 (8.4%)	5 (2.6%)	190
None of the options	21 (26.3%)	14 (17.5%)	21 (26.3%)	16 (20%)	8 (10%)	80
Don't know	22 (59.5%)	4 (10.8%)	7 (18.9%)	2 (5.4%)	2 (5.4%)	37
Park & Ride site preference						
Scotland Farm	347 (59.7%)	121 (20.8%)	63 (10.8%)	32 (5.5%)	18 (3.1%)	581
Waterworks	98 (62%)	37 (23.4%)	9 (5.7%)	10 (6.3%)	4 (2.5%)	158
Neither site	29 (40.3%)	13 (18.1%)	9 (12.5%)	12 (16.7%)	9 (12.5%)	72
No preference	72 (64.3%)	21 (18.8%)	11 (9.8%)	4 (3.6%)	4 (3.6%)	112

			%)			
Stakeholder	5 (55.6%)	3 (33.3%)	0 (0%)	1 (11.1%)	0 (0%)	9

Question 6: Responses broken down by respondent profile

	Option A - Scotland Farm	Option B - Waterworks	Neither site	No preference	Total
Total	585 (62.8%)	159 (17.1%)	75 (8.1%)	112 (12%)	931
Interest in project:					
Resident in Cambridge	78 (59.5%)	21 (16%)	11 (8.4%)	21 (16%)	131
Resident in South Cambridgeshire	484 (64.5%)	128 (17.1%)	58 (7.7%)	80 (10.7%)	750
Resident elsewhere	13 (41.9%)	13 (41.9%)	1 (3.2%)	4 (12.9%)	31
Local business owner/employer	23 (54.8%)	4 (9.5%)	9 (21.4%)	6 (14.3%)	42
Regularly travel in the A428/A1303 area	424 (63.7%)	118 (17.7%)	53 (8%)	71 (10.7%)	666
Occasionally travel in the A428/A1303 area	67 (66.3%)	12 (11.9%)	8 (7.9%)	14 (13.9%)	101
Other	5 (62.5%)	1 (12.5%)	1 (12.5%)	1 (12.5%)	8
Usual mode of travel on the A428/A1303:					
Car Driver	499 (64.3%)	136 (17.5%)	61 (7.9%)	80 (10.3%)	776
Car passenger	115 (65.7%)	24 (13.7%)	15 (8.6%)	21 (12%)	175
Van or lorry driver	6 (50%)	3 (25%)	2 (16.7%)	1 (8.3%)	12
Powered two-wheeler	21 (65.6%)	4 (12.5%)	5 (15.6%)	2 (6.3%)	32
Bus	139 (57.7%)	44 (18.3%)	18 (7.5%)	40 (16.6%)	241
Cycle	126 (59.4%)	37 (17.5%)	21 (9.9%)	28 (13.2%)	212
On foot	40 (62.5%)	10 (15.6%)	8 (12.5%)	6 (9.4%)	64
Not applicable	16 (61.5%)	4 (15.4%)	0 (0%)	6 (23.1%)	26
Destination if regularly travelling on the A428/A1303:					
Cambourne	236 (62.1%)	62 (16.3%)	35 (9.2%)	47 (12.4%)	380
Cambridge Business/Science Parks	77 (68.8%)	14 (12.5%)	8 (7.1%)	13 (11.6%)	112
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	105 (59.3%)	39 (22%)	18 (10.2%)	15 (8.5%)	177
Cambridge city centre	349 (63.9%)	92 (16.8%)	39 (7.1%)	66 (12.1%)	546
North West Cambridge site	42 (59.2%)	12 (16.9%)	9 (12.7%)	8 (11.3%)	71
St Neots	132 (63.8%)	31 (15%)	19 (9.2%)	25 (12.1%)	207
West Cambridge site	75 (56.8%)	35 (26.5%)	10 (7.6%)	12 (9.1%)	132

Other	80 (58.8%)	23 (16.9%)	19 (14%)	14 (10.3%)	136
I don't use these roads	3 (33.3%)	3 (33.3%)	0 (0%)	3 (33.3%)	9
Age range:					
Under 15	3 (60%)	0 (0%)	1 (20%)	1 (20%)	5
15-24	24 (80%)	4 (13.3%)	0 (0%)	2 (6.7%)	30
25-34	60 (56.6%)	24 (22.6%)	6 (5.7%)	16 (15.1%)	106
35-44	108 (62.1%)	35 (20.1%)	6 (3.4%)	25 (14.4%)	174
45-54	131 (64.2%)	32 (15.7%)	20 (9.8%)	21 (10.3%)	204
55-64	92 (60.5%)	25 (16.4%)	15 (9.9%)	20 (13.2%)	152
65-74	100 (64.1%)	26 (16.7%)	17 (10.9%)	13 (8.3%)	156
75 and above	44 (64.7%)	7 (10.3%)	6 (8.8%)	11 (16.2%)	68
Prefer not to say	14 (66.7%)	5 (23.8%)	1 (4.8%)	1 (4.8%)	21
Employment status:					
In education	24 (61.5%)	6 (15.4%)	3 (7.7%)	6 (15.4%)	39
Employed	327 (62%)	101 (19.2%)	31 (5.9%)	68 (12.9%)	527
Self-employed	49 (59%)	15 (18.1%)	9 (10.8%)	10 (12%)	83
A home-based worker	15 (50%)	6 (20%)	5 (16.7%)	4 (13.3%)	30
A stay at home parent, carer or similar	8 (61.5%)	3 (23.1%)	1 (7.7%)	1 (7.7%)	13
Retired	149 (66.2%)	33 (14.7%)	21 (9.3%)	22 (9.8%)	225
Prefer not to say	15 (55.6%)	2 (7.4%)	4 (14.8%)	6 (22.2%)	27
Other	5 (41.7%)	3 (25%)	3 (25%)	1 (8.3%)	12
Disability	30 (65.2%)	8 (17.4%)	4 (8.7%)	4 (8.7%)	46
Location:					
Cambourne	141 (61.6%)	42 (18.3%)	10 (4.4%)	36 (15.7%)	229
Hardwick	68 (65.4%)	15 (14.4%)	12 (11.5%)	9 (8.7%)	104
Cambourne and further West	175 (61.2%)	52 (18.2%)	14 (4.9%)	45 (15.7%)	286
Coton to Caldecote	198 (69.5%)	42 (14.7%)	25 (8.8%)	20 (7%)	285
Route preference:					
Option 1: Off-road	287 (64.5%)	88 (19.8%)	10 (2.2%)	60 (13.5%)	445
Option 2: On-road with	113 (63.5%)	35 (19.7%)	14 (7.9%)	16 (9%)	178

junction improvements					
Option 3: On-road with priority lanes	134 (70.9%)	25 (13.2%)	9 (4.8%)	21 (11.1%)	189
None of the options	34 (42.5%)	5 (6.3%)	38 (47.5%)	3 (3.8%)	80
Don't know	14 (40%)	5 (14.3%)	4 (11.4%)	12 (34.3%)	35
Stakeholder	7 (58.3%)	1 (8.3%)	1 (8.3%)	3 (25%)	12