GREATER CAMBRIDGE CITY DEAL

CAMBOURNE TO CAMBRIDGE: BETTER BUS JOURNEYS

CONSULTATION REPORT

Feb 2016
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EXECUTIVE SUMMARY

BACKGROUND

The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills to help facilitate the continued growth. The Cambourne to Cambridge Better Bus journeys scheme forms part of this overall programme of transport infrastructure improvements. In turn the public consultation forms part of ongoing assessment of the outline options and their feasibility within that corridor and towards recommendation for the City Deal Board in the autumn of 2016. The public consultation is part of the work that identifies the constraints and scope of investment requirements to inform an outline business case.

The Cambridge Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of information in relation to the people and economy of Cambridgeshire. The CRG were asked by the Greater Cambridge City Deal partnership to provide a statistical and quantitative analysis report on the results of the Greater Cambridge City Deal Cambourne to Cambridge Better Bus journeys survey. A public consultation was undertaken in the autumn of 2015 that centred on six high-level options for bus infrastructure improvements along the Cambourne to Cambridge corridor. This was publicised across the county, and 13,000 leaflets were produced containing the survey. In total 2,193 residents responded to the consultation survey of which, 707 were received as paper copies and the remaining 1,486 submitted via the survey online.

The public consultation approach is consistent with the Department for Transport major scheme development methodology. Public Consultation is undertaken as part of wider stakeholder engagement in advance of any decisions on final options to consider and facilitate necessary input in the development of the proposed scheme.

PUBLIC CONSULTATION: RESULTS

In total 2,193 members of the public responded to this survey online or on paper.

- 70.3% of respondents agreed in principle to better bus journeys between Cambourne and Cambridge.
- Over 50% of respondents indicated that they were often in slow or stationary traffic between the Madingley Road Roundabout and the M11 junction.
- Just over a quarter (29.5%) indicated that they travelled between Cambourne and Cambridge on a daily basis.
- 77.2% of respondents indicated their usual mode of travel was by car as a driver.
- ‘Reliable journey times’ was cited as being key to making bus travel a better alternative to the car by 50.7% of respondents. 44.3% cited a need for ‘faster journey times’ and 43.1% cited a need for ‘more buses per hour’. When asked about current travel methods between Cambourne and Cambridge, 25.5% indicated they used the bus.
- 66.3% of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this scheme.
• Over 60% of those travelling during peak morning and evening times travelled to and from Cambridge daily. In contrast only 17.2% of the day time off peak travellers travelled daily.

• Almost half of those responding stated that they did not use the existing Madingley Road Park & Ride and only 9.0% of respondents indicated they used it regularly.

• Options Area 1 Central and Area 2 Central received majority support (66.8% and 58.1% respectively).

• Options Area 1 South and Area 2 South received majority opposition (65.5% and 58.2% respectively) as did Option Area 1 North (57.8%). From comments and communications sent in separately to the survey, the most opposition was seen for Area 1 South.

• 176 responses gave direct additional comments to the six options supplied within this consultation (8.0%). Strong opinions against Area 1 South were expressed, due to the damaging effect it might have on Coton and the landscape of the area.

• The most frequently commented issue focused on the significance of green spaces and the landscape of the area – and the impact that each proposal might have on existing locations. 270 comments referred to this (12.3% of all survey respondents).

• 46.1% of respondents approved of a new Park & Ride site near the Madingley Mulch roundabout, with 28.3% against the suggestion. A high proportion had no preference about its specific location (45.8%).

• 221 comments included reference to the Park & Ride facilities (10.1% of all survey respondents), with some talking about existing services and others about the potential new developments. The need for a new Park & Ride positioned so closely to an existing one was questioned by a number of respondents, as were proposals to develop a new dedicated road specifically for its buses. It was felt by some that improved Park & Ride facilities would not ease congestion, and other possible issues – such as badly timed traffic lights, and a lack of bus stops in locations such as Coton – were mentioned.

• A higher proportion of respondents (43.4%) were aged between 35 and 54.

• Just over half of all respondents indicated that they were in employment – 53.9% of respondents.

• Just over 40% of respondents indicated they had heard about the public consultation via the leaflet.

• Reasons for travel were equally divided, with 39.4% of respondents indicating they travelled for leisure purposes and 37.9% for business. 22.7% indicated they travelled for both reasons.
INTRODUCTION

BACKGROUND

The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth. The Cambourne to Cambridge Better Bus journey’s scheme forms part of this overall programme of transport infrastructure improvements. In turn the public consultation forms part of ongoing assessment of the outline options and their feasibility within that corridor and towards recommendation for the City Deal Board in the autumn of 2016. The public consultation is part of the work that identifies the constraints and scope of investment requirements to inform an outline business case.

The Cambridge Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of information in relation to the people and economy of Cambridgeshire. The CRG were asked by the CCC MID Communications team to provide statistical a quantitative analysis report on the results of the Greater Cambridge City Deal Cambourne to Cambridge Better Bus journey’s survey. A public consultation was undertaken in the autumn of 2015 that centred on six high-level options for bus infrastructure improvements along the Cambourne to Cambridge corridor. This was publicised across the county, and 13,000 leaflets were produced containing the survey.

The public consultation approach is consistent with the Department for Transport major scheme development methodology. Public Consultation is undertaken as part of wider stakeholder engagement in advance of any decisions on final options to consider and facilitate necessary input in the development of the scheme. The two main categories of stakeholders, although some may appear in more than one, are:

- Community stakeholders: This includes individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, local businesses, bus operators, developers, landowners and local action groups.

- Statutory consultees: These include bodies which the Greater Cambridge City Deal partnership should consult in order to comply with requirements set out in planning legislation. This includes bodies such as government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England.

Proposals have been split into two locations: Area 1 and Area 2. Funding for Area 1 has been allocated from the first tranche of City Deal budget funding. The remainder of Area 2 will seek funding from the second or third tranches. This consultation seeks the public opinions for both areas. Appendix 1 shows a map outlining the location of each of the six options (three for each area) alongside a brief explanation of each.
METHODOLOGY

The public consultation on better bus journeys from Cambourne to Cambridge was specifically targeted at those residing, working and travelling along and beyond the route, but was publicised across the county, and 13,000 leaflets containing the survey and 30,000 postcards were produced. Over 8,000 leaflets and 20,000 postcards were delivered to those who lived along the A428 corridor, whilst the others were distributed at a variety of local outlets, as well as through informal exhibitions. Eleven events were held between Tuesday 27th October and Thursday 19th November, gathering a combined attendance of over 300 members of the public. These events were informal exhibitions where the public had the opportunity to discuss the scheme in greater detail with project officers. Some also chose to use this time to complete their paper version of the questionnaire, or to discuss alternatives beyond those options proposed in this consultation.

Information packs and materials were sent to all 27 Parish Councils along the corridor, as well as to community hubs and libraries. These packs included ten leaflets, a poster, and 15 postcards. The following Parish Councils or Town Councils were engaged with:

- Abbotsley,
- Barton,
- Bourn,
- Caldecote,
- Cambourne,
- Caxton,
- Croxton,
- Dry Drayton,
- Elsworth,
- Eltisley,
- Gamlingay,
- Gravely,
- Great Paxton,
- Hardwick,
- Kingston,
- Knapwell,
- Little Gransden,
- Little Paxton,
- Longstowe,
- Madingley,
- Offord Cluny & Offord Darcy,
- Papworth St Agnes,
- Papworth Everard,
- St Neots,
- Toft,
- Toseland,
- Waresley
- Yelling

In total, 1,486 responses to the consultation were received online. An additional 707 were received as paper copies and uploaded to the online survey, making a total of 2,193 responses. Appendix 2 provides a summary of all results to this survey. Seven letters were attached to leaflets posted back. A dedicated email address was provided, and in total 91 emails and 58 letters were received – these ranged from specific personal communications to group responses from local organisations. 35 written comments were submitted through the exhibitions, and two were supplied through social media (Facebook).
In addition to responses received from the survey, a number of representations were made. These are provided in full as a compendium on the Greater Cambridge City Deal Cambourne to Cambridge website page.

Several respondents indicated opposition for option Area 1 South, with specific concerns raised regarding the busway route, cost and land ownership issues. Other responses commented that further detail was required to fully judge the option. Support for this proposal focused on the inclusion of cycling facilities.

Views around Area 1 Central were mixed, and requests were made for further detail to be provided to enable residents and organisations to give clearer feedback.

Area 1 North also raised significant concerns that it will have a negative environmental and ecological impacts. Concerns around the intrusion of the route into woodlands were given, with one noting potential issues with landscape constraints such as listed buildings which may make the route unviable.

Opposition for Area 2 South was given on account of the overlap into woodland, whilst support was given by others, with positive comments being made about cycleway options. It was commented that Area 2 South risks promoting an increase in public transport use since it does not provide improvement in journey times.

Area 2 Central did not garner significant comments, and as with Area 2 South it was commented that the unchanged journey times would promote public transport use. Likewise, Area 2 North was not commented on specifically.

Generally, there was a concern that the proposed options might not deliver on the City Deal objectives, and that the North and South routes particularly provide poor value for money.

It was expressed that city-wide congestion issues need to have been reviewed / addressed first, and that these longer-term issues are not being recognised, which may ultimately result in failure of City Deal. Cost effective solutions were supported, with a need to identify logical, viable and deliverable transport schemes, including measures to mitigate the impact of strategic development proposals. It was questioned whether the proposal to redevelop the bus route could be proven to be an appropriate expenditure of time and funds.

As with the wider consultation, concerns were raised within the organisational feedback about the impact of any proposal on the green spaces along the route, including green-belt land. Concern was raised that key considerations appear to be around economic and engineering criteria only, and it was requested that the Greater Cambridge City Deal partnership consult environmental guidance to Local Planning Authorities and developers in order to appropriately develop planning proposals.

Concern was raised regarding the wildlife sites (including woods) and listed buildings that would be impacted by proposals, the use of green-belt land, and the effect on nearby villages such as Coton and Madingley. One respondent stated that the consultation and the broader discussions with the City Deal executives had not given sufficient consideration to the environmental impact of decisions. Another requested that the City Deal Executive Board formally consider potential impacts on the natural environment before selecting route options for further investigation. Concern was expressed about the lack of early consideration of environmental and ecological impact of developments, and
that these changes might cause long-term damage to the environment in exchange for unsustainable short-term economic benefits.

With regards to consultation promotion, disappointment was expressed that Caxton village residents were not provided with leaflets to their homes. Concern was also raised that greater efforts may have been made engaging with Cambourne residents rather than those from Cambridge. (By examining the map of respondent location, provided later on in this report, we are able to see that proportional balances of respondents providing a postcode were resident in Cambridge as compared to the rest of the route).

It was reported by some that the lack of detail provided alongside each proposal made it difficult to provide clear judgement on each option. There was general support for the need of improvements, especially with regards to public transport, cycling and walking options. The development on existing roads was suggested, making better use of existing road capacity and providing more appealing public transport and cycling alternatives, whilst also reducing the environmental impact of improvements.

A need for improved public transport connectivity was acknowledged, especially with regards to the west of Cambridge. Improvements in connections between different public transport services would be helpful – for example between bus stops (and times) and train stations. Improvements such as the ones proposed could boost connectivity around the City, and transport could become more versatile as a result. An increase in bus stops was recommended, to ensure all residents along the route could make best use of any changes.

Support was expressed for a new alternative proposed Park & Ride north-east of the A428 dual carriageway at the Hardwick/Scotland Road junction. Concerns were, however, raised about the potential impact on Hardwick village. The development of a new Park & Ride at the Madingley Mulch roundabout was positively commented on; however land ownership issues were raised.

There was representation of a proposal of The Avenue in Madingley to be closed, citing concerns in regard to diversions and increased traffic being detrimental to the village.

The development of a high-quality cycle route was proposed - both radial out of the City, and lateral connecting villages. The upgrading of off-road cycling routes between villages and the City would boost cycling, but concerns were expressed about maintenance to keep these routes useable in the long term.
PUBLIC CONSULTATION FINDINGS

RESPONDENT PROFILE

In total, 2,193 members of the public responded to this survey. This public consultation was specifically targeted at those residing, working and travelling along the route. It was available to all residents of Cambridgeshire – a population of 635,100\(^1\). Assuming all residents had an equal chance of responding, we can be 95% confident that if we surveyed all 635,100 people in Cambridgeshire that the results found in this consultation would be +/- 2.09% those findings.

Just over 40% of respondents indicated they had heard about the public consultation via the leaflet. A further 21% indicated they had heard by word of mouth. The following chart breaks down this question in full:

**Figure 1: Route through which respondents was made aware of consultation**

![Route Through Which Respondent Heard About Consultation](image)

1,112 respondents left a contact email or address to remain updated with the progress of the scheme.

The highest proportion of respondents (43.4%) were aged between 35 and 54, with a slightly higher proportion aged between 45 and 54 (22.4%) than for any other age group. This is consistent with the general population of Cambridgeshire. The following chart breaks this down in full.

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\(^1\) Source: Cambridgeshire Research Group mid-2014 population estimates
A significant proportion of respondents indicated they were in employment – 53.9% of respondents. The next highest proportion of respondents indicated they were retired. The following graph outlines responses to this question.

6.9% of respondents indicated they had a disability which influenced the way they travel. When asked whether there were any other reasons that influenced their method of travel, 891 left a response. Common reasons given included:

- Prohibitive costs of public transport
- Lack of car
- Transporting of young children and/or bulky goods
- Times and public transport availability
- Environmental concerns
- Enthusiasm to cycle and/or walk
- Congestion
- Convenience
Of the 2,193 members of the public who responded to the survey, 1,729 left an identifiable postcode, and these are outlined on the following map. It should be noted that each point represents a postcode only – and each postcode might represent multiple respondents.
SECTION 1: JOURNEY EXPERIENCE

Respondents were asked a set of questions specifically examining their current methods of transport, and the issues they face on their journey. 65.9% of respondents indicated that they currently travel between Cambourne and Cambridge. Just over a quarter (29.5%) indicated they travelled at least daily along the route. 27.1% indicated they only travelled occasionally – when looking only at those who indicated they did not travel on the route at all, this percentage rose to 42%.

Figure 4: Respondent frequency of travel between Cambourne and Cambridge

Just under half (48.4%) of respondents indicated that they travelled during morning peak hours, whilst 40.5% indicated they travelled during evening peak times. 53.4% of respondents indicated they typically travelled during daytime off-peak hours. The following chart breaks down responses to this question. For this question respondents were invited to select more than one option.

Figure 5: Respondent time of travel between Cambourne and Cambridge
When examining times of travel against frequency of travel, those who travelled daily were much more likely to travel during peak morning and evening times. Those who travelled less frequently were more likely to travel during day-time off-peak hours.

Over three quarters of respondents (77.2%) indicated their usual mode of travel was by car as a driver. A quarter (25.2%) indicated they travel by bus, similar to the percentage indicating they would cycle (23.4%). The following chart breaks down responses. For this question respondents were invited to select more than one option.

**Figure 6: Respondent method of travel between Cambourne and Cambridge**

Cambridge city centre was the most common destination, with 63.1% indicating this location. 23.6% indicated Cambourne was a common destination, and 14.7% indicated Addenbrooke’s. For this question respondents were invited to select more than one option. The following chart breaks down responses:

**Figure 7: Typical destination of travel**
394 respondents left other examples of their usual destination, which included using Cambridge as a conduit to another city or town, shopping locations such as the Grafton Centre or the Beehive, schools such as local 6th form colleges, and the West Road site, and others.

Reasons for travel were equally divided, with 39.4% of respondents indicating they travelled for leisure purposes and 37.9% for business. 22.7% indicated they travelled for both reasons.

Over 50% of respondents indicated that they were often in slow or stationary traffic at the M11 junction. 49.0% highlighted having issues along the Madingley Road Park & Ride junction, with 32.5% having issues at Madingley Mulch roundabout. For this question respondents were invited to select more than one option. A number of respondents commented on the significant delays caused by the current roadworks taking place on Madingley Road.

Figure 8: Traffic delays experienced by location

![Respondents' Traffic Delays by Location](image)

Reliable journey times were cited as key to making bus travel a better alternative by 50.7% of respondents. 44.3% cited a need for faster journey times, with 43.1% citing a need for more buses per hour. The following table summarises responses to this question.
378 respondents (19.6%) highlighted other factors that could make bus travel more attractive. High fares were reported by many as being a deterrent to taking the bus, as was the comparative convenience of personal transport. More direct bus routes were also suggested, with others pushing for extended bus times – running either earlier in the morning or later into the evening.

Almost half of those responding stated that they did not use the existing Madingley Road Park & Ride. Only 9.0% of respondents indicated they used it regularly, as shown in the pie chart below:
SECTION 2: PROPOSED OPTIONS

70.3% of respondents agreed in principle to better bus journeys between Cambourne and Cambridge. Respondents were then provided with six options, as summarised in Appendix 1, and were then asked to identify how far they supported or opposed each options, on a 4-point scale, with a fifth option for those with no preference

- 66.8% supported or strongly supported Area 1 Central
- 58.1% supported or strongly supported Area 2 Central
- 41.7% supported or strongly supported Area 2 North
- 29.8% supported or strongly supported Area 1 North.
- 28.4% supported or strongly supported Area 2 South
- 25.5% supported or strongly supported Area 1 South

Only 19.1% supported or strongly supported doing nothing. ²

Figure 10: Degree of support for proposed schemes

![Graph showing respondent support for proposed schemes]

57.6% of respondents strongly opposed and 7.7% opposed the option for Area 1 South. This option had the highest cost associated with it, at £67m.

33.6% strongly supported and 33.2% supported the proposal for Area 1 Central. An alternative proposal; the development of a bus lane into Cambridge from the Madingley Mulch roundabout along Madingley Rise and Madingley Road with no improvements to outboard routes was suggested by a few.

For those respondents who left an identifiable postcode, analysis was conducted to identify whether differences in support/opposition for each of the six proposals were related to resident location.

² During the early stages of the consultation it was identified that the online survey was slightly inconsistent with that published in leaflet form with the option of ‘do nothing’ being missing for the first three days of the consultation with approximately 150 respondents not being able to select this option. In retrospect this did not affect the overall outcome of the survey question as significantly fewer people selected ‘doing nothing’ as an option during the remainder of the consultation period (after the mistake was rectified compared to the other options).
The following six maps outline the strength of support and opposition for each proposal by Lower Super Output Area\(^3\). Those respondents indicating ‘support’ or ‘strong support’ have been grouped together, as have those who ‘oppose’ or ‘strongly oppose’.

Respondents Opposed to Proposal Area 1 Central

Methodology
Opinions were scored
Strongly Support / Strongly oppose = 2
Support / Oppose = 1
and then added by Lower Super Output Area (based on respondent postcode). To show the broad weight of resident opinion (the legend range is the same for all maps).

Opinion Score by LSOA
- 230 to 731 (0)
- 52 to 230 (1)
- 41 to 52 (3)
- 19 to 41 (3)
- 1 to 19 (51)

Respondents Supporting Proposal Area 1 Central

Opinion Score by LSOA
- 230 to 731 (1)
- 52 to 230 (7)
- 41 to 52 (2)
- 19 to 41 (5)
- 1 to 19 (87)

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Respondents Opposed to Proposal Area 1 North

Methodology
Opinions were scored
Strongly Support / Strongly oppose = 2
Support / Oppose = 1
and then added by Lower Super Output Area (based on respondent postcode). To show the broad weight of resident opinion (the legend range is the same for all maps).

Opinion Score by LSOA
- 230 to 791 (1)
- 52 to 230 (3)
- 41 to 52 (4)
- 19 to 41 (5)
- 1 to 19 (5) (6)

Respondents Supporting Proposal Area 1 North

Opinion Score by LSOA
- 230 to 791 (0)
- 52 to 230 (2)
- 41 to 52 (1)
- 19 to 41 (8)
- 1 to 19 (20)
Respondents Opposed to Proposal Area 1 South

Methodology
Opinions were scored
Strongly Support / Strongly oppose = 2
Support / Oppose = 1
and then added by Lower Super Output Area (based on respondent postcode). To show the broad weight of resident opinion
(the legend range is the same for all maps)

Opinion Score by LSOA
- 230 to 791 (2)
- 52 to 230 (4)
- 41 to 52 (3)
- 19 to 41 (8)
- 1 to 19 (84)

Respondents Supporting Proposal Area 1 South

Opinion Score by LSOA
- 230 to 791 (0)
- 52 to 230 (2)
- 41 to 52 (4)
- 19 to 41 (4)
- 1 to 19 (81)
Areas 2 Central

Respondents Opposed to Proposal Area 2 Central

Methodology
Opinions were scored
Strongly Support / Strongly oppose = 2
Support / Oppose = 1
and then added by Lower Super Output Area (based on respondent postcode). To show the broad weight of resident opinion (the legend range is the same for all maps)

Opinion Score by LSOA
- 230 to 791 (0)
- 52 to 230 (3)
- 41 to 52 (1)
- 19 to 41 (5)
- 1 to 19 (60)

Respondents Supporting Proposal Area 2 Central

Opinion Score by LSOA
- 230 to 791 (1)
- 52 to 230 (5)
- 41 to 52 (3)
- 19 to 41 (5)
- 1 to 19 (60)
Respondents Opposed to Proposal Area 2 North

Methodology
Opinions were scored

- Strongly Support / Strongly oppose = 2
- Support / Oppose = 1

and then added by Lower Super Output Area (based on respondent postcode). To show the broad weight of resident opinion (the legend range is the same for all maps).

Opinion Score by LSOA
- Red: 230 to 791 (1)
- Green: 52 to 230 (4)
- Pink: 41 to 52 (3)
- Pink: 19 to 41 (3)
- Pink: 1 to 19 (49)

Respondents Supporting Proposal Area 2 North

Opinion Score by LSOA
- Green: 230 to 791 (0)
- Green: 52 to 230 (4)
- Green: 41 to 52 (2)
- Pink: 19 to 41 (5)
- Pink: 1 to 19 (69)

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AREA 2 SOUTH

Respondents Opposed to Proposal Area 2 South

Methodology
Opinions were scored
Strongly Support / Strongly oppose = 2
Support / Oppose = 1
and then added by Lower Super Output Area (based on respondent postcodes). To show the broad weight of resident opinion (the legend range is the same for all maps).

Opinion Score by LSOA
- 230 to 781 (1)
- 52 to 230 (5)
- 41 to 52 (1)
- 19 to 41 (7)
- 1 to 19 (87)

Respondents Supporting Proposal Area 2 South

Opinion Score by LSOA
- 230 to 781 (0)
- 52 to 230 (4)
- 41 to 52 (0)
- 19 to 41 (3)
- 1 to 19 (98)

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SECTION 3: ASSOCIATED PROVISION

CYCLING AND WALKING

66.3% of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this scheme. 1,298 respondents provided further detail in what would make them consider cycling some or all of the way along this route.

PARK & RIDE

All respondents were asked to consider whether they approved of a new Park & Ride site near the Madingley Mulch roundabout. 46.1% of respondents approved of this, with 28.3% against the suggestion. Those 46.1% were then asked an additional question, to indicate where they felt a new Park & Ride site should be. A high proportion had no preference about its specific location (45.8%). North West received a slightly higher proportion of support (22.0%) than the other proposed locations, as shown in the following pie chart:

Figure 11: Respondents' preferred location for new Park & Ride site
SECTION 4: FURTHER COMMENTS

In total, 1319 respondents left further comments. It should be noted that of these, a small number were repetitive, reflecting responses ‘in common’ provided by members of particular campaign groups.

The most frequently commented issue focused on the significance of green spaces and the landscape of the area – and the impact that each proposal might have on existing locations. 270 comments referred to this (12.3% of all survey respondents). General concern was raised that the issue of environmental impact had not been fully considered during the development of high level options. It was commented that the quality of the environment over the longer term was being sacrificed in order to attempt to alleviate current congestion problems.

“Cambridge has been 800 years in the making and it would be foolish to destroy its essential beauty over a hasty and irreversible decision to improve bus times without first considering the cheaper, simpler and (in some cases) potentially reversible decisions.

Is there any evidence to suggest that people will use the new bus services over their car - they don't seem to at the moment”

“They don’t seem to at the moment

“Do not ruin the unique character of Cambridge by putting a road through the West Fields. Cambridge is a special place and a tourist attraction. It has a rare rural quality. Preserve and protect this precious place. The vast sum of money that a route through West Fields would cost would be put to something that is ultimately devastating to the beauty of Cambridge”

“I am completely opposed to the Area 1 South route. It would mean spending over £40 million more than the alternatives, and would have a hugely negative environmental impact on the West Fields. It would negatively impact on Coton and destroy the character of the western approach to Cambridge. I’m also very doubtful that routing more buses down Queens Road, Silver Street and Downing Street is a good idea”

Others specifically referred to the need to maintain the countryside, with a number referring to the Woodland SSSI locations (such as Madingley Wood and Hardwick Wood):

While I support better public transport and cycling infrastructure, I am concerned by the lack of attention currently being paid to the impact of the proposals on wildlife, in particular the impact on SSSIs at Madingley Wood and Hardwick Wood. This public consultation does not provide respondents any information on the position of protected sites with regards to the proposed routes, and so few respondents are likely to have considered them in formulating their responses. I think it is likely that some people would have responded differently had they been fully aware of the likely impacts of the suggested routes. - I therefore urge you to strongly consider the impact on wildlife (along with legal obligations with regards to SSSIs) when making your decision, and to account for the fact that respondents may have been unaware of these impacts when selecting their routes.

Concerns were also raised around the future of the West Field site, with one stating:

My main interest here is to keep the West Field green as with most green belt areas, but particularly this one. I agree with the High Court decision of 2008 that underlines what a critically important part this is in maintaining the character of Cambridge. - A bus route across this area opens the way to urbanisation and wouldn't solve the traffic problems even
if it did happen as the consequent further build up in Grange Rd and West Rd would obliterating gain derived from a speedier entrance to the city at Grange Rd, which is already a traffic jam at peak times

One respondent also referred to a petition to save the green fields from Coton to Grange Road. Questions were raise as to why planned developments outside of Cambridge City could not be planned to be self-sustainable from the offset, with local shops and support networks being put in place during development rather than after.

221 comments included reference to the Park & Ride facilities (10.1% of all survey respondents), with some reflecting on existing services and others on the potential new developments. It was reported by some that the existing Park & Ride site was rarely full, and hence an additional site would not be beneficial. The need for a new Park & Ride positioned so closely to an existing one was questioned by a number of respondents, as were proposals to develop a new dedicated road specifically for its buses. One commented that:

A new P&R site at Scotland Farm makes much more sense for access from the A428, and from Hardwick, Caldecote & Dry Drayton by cycle - serving a much larger area. - The existing roads can easily cope with normal on-road buses, with perhaps a dedicated lane from madingley Mulch into Cambridge, otherwise nothing special needed, and certainly no guided buses at vast expense. Better to use normal roadway buses which could drive North to South through Hardwick & Caldecote and serve the existing villages much better. This would reduce car usage from these vilages greatly if there was a better, regular service linking to Scotland Farm P&R. - No busways should be built across bridleways and private land when adequate roads and bus lanes space is available alongside [existing] roads.

It was felt by some that improved Park & Ride facilities would not ease congestion, and other possible issues – such as badly timed traffic lights, and a lack of bus stops in locations such as Coton – were discussed. Some reported that traffic issues might also be a result of through-traffic – specifically from the A428 onto the M11 – which would not be resolved by a new Park & Ride. One respondent commented that:

The only way to make this transition is, apparently, to get on Madingley Road. It is hard for me to judge from the bus, but I estimate that something like 15-20% of the traffic in the very long queues (and even more of the lorries) on Madingley Road are making this transition.

176 responses gave direct reference to the six options presented within this public consultation (8.0%). Strong opinions against Area 1 South were expressed, due to the damaging effect it might have on Coton and the landscape. Again concerns were raised about any development of new routes for buses in lieu of using existing infrastructure, with one commenting that:

I strongly oppose Area 1 South as an option as it will forever destroy a part of the countryside which until now has remained free of motorised traffic. A bus route through the west fields is the thin end of the development wedge, as everyone knows very well. It is far easier to argue for further development on a piece of land already ruined by bus traffic than it is to build on previously unspoilt land. This is the last approach to Cambridge not blighted by rapidly built, ugly urban sprawl. It encompasses a nature reserve, footpaths, bridleways and cycle paths. To pretend that a guided bus route will not have much impact on this environment is a lie - any road with motorised traffic becomes a barrier to wildlife and people, disrupts the tranquillity and paves the way for more traffic.
Area 1 Central received more support, with respondents positively citing it as being low cost and requiring few modifications to existing infrastructure without damaging the local area.

150 respondents reflected on cyclists (6.8%) and cycleways. The Coton to Cambridge cycle route was positively commented on by many. Support for cycle routes segregated from road traffic was expressed, but generally not at the expense of creating entirely new routes. Shared-use pavements were not supported, predominantly due to concerns about how well they might be maintained. One commented that:

*The sort of people who cycle outside of the city tend to travel quickly so the route needs to be properly surfaced, wide enough that it is possible to overtake slower cyclists, properly maintained so that it does not become overhung by vegetation or potholed, have priority at all side junctions, and be a paradigm of an express cycleway. The likely journeys are going to be greater than five miles, so a speed of 15mph for cycles needs to be assumed as a minimum speed that is likely to be attained by at least 50% of users.*

138 comments referred to buses and bus routes (6.3%). Concerns about a new purpose-built road for buses were raised again, with many commenting that existing roads do appear to have the capacity to take this on:

*I think the most economical solution is to have a reserved bus lane on existing roads. Having a bus-only route going through small villages would destroy their character, and be a much more expensive option.*

Concerns were raised about how to motivate more people to use the bus, with some noting that buses were regularly closer to empty than full. Availability of buses later in the evening was reflected upon, with one commenting that the provision of a bus route is of no value if the timetables are not adjusted to accommodate for those working later than 5pm. Many also commented that it was not cost-effective to travel by bus, and that any developments pushing for bus use would not be attractive as long as personal travel (e.g. by car) was both more convenient and cheaper. One respondent highlighted that:

*“It is not cost effective to go by bus. It is considerably cheaper to go by car, even with all the delays. You will never be able to persuade people to leave their cars at home if it is more expensive as well as inconvenient (exposed to the elements while waiting), limited (infrequent & unreliable service) & disadvantageous (waiting in same traffic queues). - You MUST reduce the options for private car travel by eliminating their cross-town routes and thereby redirecting them around the M11, A14, A11 & A505 for entry to specific parts of town. Only then can Public Transport be seen as the more convenient option. Anything less than that is simply delaying the inevitable gridlock.”*

126 commented in favour of developing a tidal bus lane along Madingley Road (5.8%). It was felt that this would be cheap and simple to implement, and could be easily fed in alongside Area 1 Central. It was recognised by many respondents that congestion was primarily associated with morning and evening travel rush hours, and hence an adaptable bus route that could be enforced during these times would be preferable. One suggested:

*...the creation of a dedicated (ideally, tidal) bus lane down Madingley Road, following the current route of that road PRECISELY. If this lane were tidal (allowing buses into Cambridge in the morning and away from Cambridge in the afternoon), of if there were sufficient passing places along the route to enable buses going in both directions to be accommodated, this*
would meet all the stated objectives of reducing congestion and expediting journeys between Cambourne and Cambridge.

123 respondents discussed Coton (5.6% of all respondents). Some referred to the benefits of the existing Coton to Cambridge cycleway and the importance that it is maintained appropriately. Concern was raised about the impact of proposals on the village of Coton – specifically that some proposals included effectively splitting the area in two. Questions were raised as to why bus stops specific for the village were not proposed. Once commented that:

*Diverting the bus through Madingley is tedious for travellers and not nice for villages. Destroying the beauty of Coton who will get very little benefit seems absurd. Take the straightest route, be reliable and frequent and people will use it. We all have to wait a bit at rush hour, diverting the route won’t really save any time.*

123 respondents commented on issues around congestion (5.6% of all respondents) – some with regards to how the proposals would improve existing problems, some raising concern that the proposals would not successfully address issues. Others questioned whether there was sufficient congestion going into the City to warrant the development of a second Park & Ride. Strong support for a congestion charge was made by a few, with a preference to focus on supporting public transport options and public cycleways.

115 respondents discussed transport connections (5.3% of all respondents), namely that Cambridge City is used as a hub for travel out to other locations – and that better provision of access from one side of the City to the other would be beneficial. Concerns were raised about how far current problems were a result of people commuting into the City rather than those travelling elsewhere – the A428 and M11 junction was a key example, as was access across to eastern sides of the city.

111 respondents made reference to the Cambridgeshire Bold proposals (5.1%), predominantly issuing their support for them, either entirely or in part. 31 respondents (1.4%) referred to the Better City Deal proposals.

2.5% had general issues with the consultation. Concerns were raised by a few (1.9% / 41 respondents) that in order to fairly respond, more detail should be provided than that which was available within the leaflet.

Other comments included reference to the M11, Madingley Road, Girton and other local areas that might be affected – either currently by congestion, or by proposed developments. Concerns that the options may be too expensive and potentially unsustainable in the longer term were raised by some, with respondents pushing for any development to be mains using existing roads and bridleways rather than creating entirely new routes.

70 respondents gave specific alternative suggestions on how to improve travel along the route (3.2% of all respondents). These included:

- Smaller ‘Park & Cycle’ parks, from which safe routes are developed both into the City and to neighbouring villages. Suggested locations included Madingley Mulch and the junction of the M11, Grantchester and Coton.

- Development of a metro system for Cambridge. Connections could be developed either raised over the city, or via underground tunnels, interlinking the rail stations, Addenbrooke’s, Park & Ride sites, and the City Centre. It was recognised that this type of
investment would be much more radical, but also that it might have greater longer-term sustainability as a result.

- Blocking further developments in the area unless clear plans to develop infrastructure and provide local services were incorporated from the offset.

- Restriction of vehicles into the Centre, and the possible development of a congestion charge where needed to motivate public transport use.

- Railway link between Cambourne and Cambridge including links to locations such as London.

- Review traffic light timings and city-centre parking charges – both on-street and in car parks. It was commented that for some it was still cheaper to drive independently and park in the city centre to use Park & Ride.
APPENDIX 1: AREA OPTIONS & MAP

AREA 2 NORTH
- Buses to use A428 with a direct route to a new Park & Ride
- Difficult to use for people living between Cambourne and the new Park & Ride
- Initial outline costs: minimal

AREA 1 NORTH
- Bus-only route north of the American Cemetery and re-joining Madingley Road just before the M11
- Bus lane into Cambridge from existing Park & Ride
- Initial outline costs: £20m

AREA 1 CENTRAL
- Bus lane into Cambridge from the Madingley Mulch roundabout along Madingley Rise and Madingley Road
- No improvements outbound
- Initial outline costs: £18m

AREA 1 SOUTH
- Bus-only route north of Coton to Grange Road connecting to the West Cambridge University site.
- New bridge over M11
- Buses can continue via West Road and Silver Street
- No impact to traffic on Madingley Road
- Initial outline costs: £67m

AREA 2 SOUTH
- Bus-only route through Cambourne and Bourn Airfield to the new Park & Ride.
- South of Highfields, Caldecote and Hardwick
- Initial outline costs: £26m

Map is indicative and not to scale.
### APPENDIX 2: COMPLETE ONLINE SURVEY

Cambourne to Cambridge: Better Bus Journeys

**Your journey**

1. Do you currently travel between Cambourne and Cambridge?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>65.59%</td>
<td>1365</td>
</tr>
<tr>
<td>No</td>
<td>34.41%</td>
<td>716</td>
</tr>
</tbody>
</table>

**Analysis**
- Mean: 1.34
- Std. Deviation: 0.48
- Satisfaction Rate: 34.41%
- Variance: 0.23
- Std. Error: 0.01
- Answered: 2081
- Skipped: 112

2. How often do you travel between Cambourne and Cambridge (or parts of the way)?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>29.49%</td>
<td>607</td>
</tr>
<tr>
<td>Some weekdays</td>
<td>23.37%</td>
<td>481</td>
</tr>
<tr>
<td>Weekends</td>
<td>6.46%</td>
<td>133</td>
</tr>
<tr>
<td>Monthly</td>
<td>4.23%</td>
<td>87</td>
</tr>
<tr>
<td>Occasionally</td>
<td>27.07%</td>
<td>557</td>
</tr>
<tr>
<td>Never</td>
<td>9.38%</td>
<td>193</td>
</tr>
</tbody>
</table>

**Analysis**
- Mean: 3.04
- Std. Deviation: 1.84
- Satisfaction Rate: 40.83%
- Variance: 3.38
- Std. Error: 0.04
- Answered: 2058
- Skipped: 135

3. What time of day do you usually travel? (tick all that apply)

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morning peak</td>
<td>48.36%</td>
<td>927</td>
</tr>
<tr>
<td>Day-time off-peak</td>
<td>53.42%</td>
<td>1024</td>
</tr>
<tr>
<td>Evening peak</td>
<td>40.53%</td>
<td>777</td>
</tr>
<tr>
<td>Evening off-peak</td>
<td>24.93%</td>
<td>478</td>
</tr>
<tr>
<td>Other times</td>
<td>27.39%</td>
<td>525</td>
</tr>
</tbody>
</table>

**Analysis**
- Mean: 5.13
- Std. Deviation: 3.96
- Satisfaction Rate: 79.71%
- Variance: 15.69
- Std. Error: 0.09
- Answered: 1917
- Skipped: 276
### 4. How do you usually travel between Cambourne and Cambridge (or parts of the way)?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car driver</td>
<td>77.16%</td>
<td>1476</td>
</tr>
<tr>
<td>Car passenger</td>
<td>20.18%</td>
<td>386</td>
</tr>
<tr>
<td>Van or lorry driver</td>
<td>0.52%</td>
<td>10</td>
</tr>
<tr>
<td>Motorcyclist</td>
<td>1.31%</td>
<td>25</td>
</tr>
<tr>
<td>Bus</td>
<td>25.20%</td>
<td>482</td>
</tr>
<tr>
<td>Park &amp; Ride bus</td>
<td>15.63%</td>
<td>299</td>
</tr>
<tr>
<td>Bike</td>
<td>23.37%</td>
<td>447</td>
</tr>
<tr>
<td>Walk</td>
<td>7.11%</td>
<td>136</td>
</tr>
</tbody>
</table>

**Analysis**

<table>
<thead>
<tr>
<th>Mean</th>
<th>Std. Deviation</th>
<th>Satisfaction Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.65</td>
<td>4.51</td>
<td>56.29</td>
</tr>
</tbody>
</table>

**Count**

- Answered: 1913
- Skipped: 280

### 5. What is your usual destination?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge city centre</td>
<td>63.12%</td>
<td>1217</td>
</tr>
<tr>
<td>West Cambridge site</td>
<td>10.89%</td>
<td>210</td>
</tr>
<tr>
<td>North West Cambridge site</td>
<td>2.39%</td>
<td>46</td>
</tr>
<tr>
<td>Science Park area</td>
<td>7.05%</td>
<td>136</td>
</tr>
<tr>
<td>Addenbrooke's</td>
<td>14.68%</td>
<td>283</td>
</tr>
<tr>
<td>Biomedical Campus</td>
<td>1.97%</td>
<td>38</td>
</tr>
<tr>
<td>Cambourne</td>
<td>23.60%</td>
<td>455</td>
</tr>
<tr>
<td>St Neots</td>
<td>6.85%</td>
<td>132</td>
</tr>
<tr>
<td>Other (please specify):</td>
<td>20.44%</td>
<td>394</td>
</tr>
</tbody>
</table>

**Analysis**

<table>
<thead>
<tr>
<th>Mean</th>
<th>Std. Deviation</th>
<th>Satisfaction Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.09</td>
<td>4.59</td>
<td>57.3</td>
</tr>
</tbody>
</table>

**Count**

- Answered: 1928
- Skipped: 265

### 6. What is the purpose of your trip?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business</td>
<td>37.90%</td>
<td>727</td>
</tr>
<tr>
<td>Leisure</td>
<td>39.36%</td>
<td>755</td>
</tr>
<tr>
<td>Both</td>
<td>22.73%</td>
<td>436</td>
</tr>
</tbody>
</table>

**Analysis**

<table>
<thead>
<tr>
<th>Mean</th>
<th>Std. Deviation</th>
<th>Satisfaction Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.85</td>
<td>0.76</td>
<td>42.41</td>
</tr>
</tbody>
</table>

**Count**

- Answered: 1918
- Skipped: 275
7. At which junctions are you often in slow or stationary traffic? (tick all that apply)

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Madingley Mulch roundabout</td>
<td>32.50%</td>
<td>622</td>
</tr>
<tr>
<td>2 M11 junction</td>
<td>52.87%</td>
<td>1012</td>
</tr>
<tr>
<td>3 Madingley Road P&amp;R junction</td>
<td>48.96%</td>
<td>937</td>
</tr>
<tr>
<td>4 Storey's Way</td>
<td>13.53%</td>
<td>259</td>
</tr>
<tr>
<td>5 Grange Road</td>
<td>23.88%</td>
<td>457</td>
</tr>
<tr>
<td>6 Lady Margaret Road</td>
<td>12.49%</td>
<td>239</td>
</tr>
<tr>
<td>7 Northampton Street</td>
<td>17.35%</td>
<td>332</td>
</tr>
<tr>
<td>8 I rarely experience slow/stationary traffic</td>
<td>19.07%</td>
<td>365</td>
</tr>
<tr>
<td>9 Other (please specify)</td>
<td>15.62%</td>
<td>299</td>
</tr>
</tbody>
</table>

**Analysis**

Mean: 9.48
Std. Deviation: 9.24
Satisfaction Rate: 88.98

answered 1914
skipped 279

8. Which factors would make bus travel a greater alternative? (tick all that apply)

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Faster journey times</td>
<td>44.33%</td>
<td>856</td>
</tr>
<tr>
<td>2 Reliable journey times</td>
<td>50.70%</td>
<td>979</td>
</tr>
<tr>
<td>3 Comfortable buses</td>
<td>15.17%</td>
<td>293</td>
</tr>
<tr>
<td>4 More buses per hour</td>
<td>43.14%</td>
<td>833</td>
</tr>
<tr>
<td>5 Wi-Fi access</td>
<td>10.20%</td>
<td>197</td>
</tr>
<tr>
<td>6 A bus stop nearer my home</td>
<td>23.61%</td>
<td>456</td>
</tr>
<tr>
<td>7 Personal safety</td>
<td>7.09%</td>
<td>137</td>
</tr>
<tr>
<td>8 None of the above</td>
<td>18.49%</td>
<td>357</td>
</tr>
<tr>
<td>9 Other (please specify)</td>
<td>19.58%</td>
<td>378</td>
</tr>
</tbody>
</table>

**Analysis**

Mean: 9.3
Std. Deviation: 9
Satisfaction Rate: 87.24

answered 1931
skipped 262

9. Do you use the existing Madingley Road Park & Ride?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Regularly</td>
<td>8.96%</td>
<td>182</td>
</tr>
<tr>
<td>2 Occasionally</td>
<td>30.77%</td>
<td>625</td>
</tr>
<tr>
<td>3 Park and cycle</td>
<td>0.64%</td>
<td>13</td>
</tr>
<tr>
<td>4 No, I previously used the Park &amp; Ride but do not do so now</td>
<td>12.70%</td>
<td>258</td>
</tr>
<tr>
<td>5 No</td>
<td>46.92%</td>
<td>953</td>
</tr>
</tbody>
</table>

**Analysis**

Mean: 3.58
Std. Deviation: 1.53
Satisfaction Rate: 64.46

answered 2031
skipped 162
### The Schemes

#### 10. Do you agree or disagree in principle to better bus journeys between Cambourne and Cambridge?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agree</td>
<td>70.25%</td>
<td>1436</td>
</tr>
<tr>
<td>Disagree</td>
<td>10.86%</td>
<td>222</td>
</tr>
<tr>
<td>Not sure</td>
<td>18.88%</td>
<td>386</td>
</tr>
</tbody>
</table>

**Analysis**
- Mean: 1.49
- Std. Deviation: 0.79
- Satisfaction Rate: 24.32%

**answered** | 2044 | **skipped** | 149 |

#### 11. How much do you support or oppose the proposed options?

<table>
<thead>
<tr>
<th>Location</th>
<th>Strongly support</th>
<th>Support</th>
<th>Oppose</th>
<th>Strongly oppose</th>
<th>No preference</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 North</td>
<td>10.0% (193)</td>
<td>19.8% (382)</td>
<td>33.9% (655)</td>
<td>23.9% (462)</td>
<td>12.3% (238)</td>
<td>1930</td>
</tr>
<tr>
<td>1 Central</td>
<td>33.6% (650)</td>
<td>33.2% (643)</td>
<td>8.8% (170)</td>
<td>12.4% (241)</td>
<td>12.0% (232)</td>
<td>1936</td>
</tr>
<tr>
<td>1 South</td>
<td>16.6% (333)</td>
<td>8.9% (179)</td>
<td>7.7% (155)</td>
<td>57.6% (1155)</td>
<td>9.2% (184)</td>
<td>2006</td>
</tr>
<tr>
<td>2 North</td>
<td>13.6% (255)</td>
<td>28.1% (525)</td>
<td>25.6% (479)</td>
<td>15.5% (289)</td>
<td>17.2% (322)</td>
<td>1870</td>
</tr>
<tr>
<td>2 Central</td>
<td>20.7% (395)</td>
<td>37.4% (714)</td>
<td>14.4% (275)</td>
<td>12.2% (232)</td>
<td>15.3% (293)</td>
<td>1909</td>
</tr>
<tr>
<td>2 South</td>
<td>16.5% (317)</td>
<td>11.9% (229)</td>
<td>30.1% (577)</td>
<td>28.1% (540)</td>
<td>13.4% (257)</td>
<td>1920</td>
</tr>
<tr>
<td>Do nothing</td>
<td>9.9% (86)</td>
<td>9.2% (80)</td>
<td>21.5% (187)</td>
<td>40.9% (356)</td>
<td>18.5% (161)</td>
<td>870</td>
</tr>
</tbody>
</table>

**answered** | 2103 | **skipped** | 90 |

### Cycling and Walking

#### 12. How important is it for you that cycling and pedestrian facilities are improved?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very important</td>
<td>44.87%</td>
<td>935</td>
</tr>
<tr>
<td>Quite important</td>
<td>21.40%</td>
<td>446</td>
</tr>
<tr>
<td>Important</td>
<td>16.31%</td>
<td>340</td>
</tr>
<tr>
<td>Not important</td>
<td>17.42%</td>
<td>363</td>
</tr>
</tbody>
</table>

**Analysis**
- Mean: 2.06
- Std. Deviation: 1.14
- Satisfaction Rate: 35.43%

**answered** | 2084 | **skipped** | 109 |
13. Is there anything that would make you consider cycling some or all of the way along this route?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open-Ended Question</td>
<td>100.00%</td>
<td>1298</td>
</tr>
</tbody>
</table>

**Park & Ride**

14. Do you approve of a new Park & Ride site near the Madingley Mulch roundabout?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>46.14%</td>
<td>955</td>
</tr>
<tr>
<td>No</td>
<td>28.31%</td>
<td>586</td>
</tr>
<tr>
<td>No preference</td>
<td>25.56%</td>
<td>529</td>
</tr>
</tbody>
</table>

**Analysis**

- Mean: 1.79
- Std. Deviation: 0.82
- Satisfaction Rate: 39.71
- Variance: 0.67
- Std. Error: 0.02

15. Please indicate where you think a new Park & Ride Site should be:

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>North West</td>
<td>22.03%</td>
<td>298</td>
</tr>
<tr>
<td>North East</td>
<td>8.72%</td>
<td>118</td>
</tr>
<tr>
<td>South</td>
<td>16.85%</td>
<td>228</td>
</tr>
<tr>
<td>No preference</td>
<td>45.75%</td>
<td>619</td>
</tr>
<tr>
<td>Other (please specify):</td>
<td>6.65%</td>
<td>90</td>
</tr>
</tbody>
</table>

**Analysis**

- Mean: 3.06
- Std. Deviation: 1.3
- Satisfaction Rate: 51.57
- Variance: 1.69
- Std. Error: 0.04

**Other comments**

16. Do you have any other comments?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open-Ended Question</td>
<td>100.00%</td>
<td>1401</td>
</tr>
</tbody>
</table>

answered   1401
skipped    792
### About you

#### 17. Post Code (to identify location concerns):

<table>
<thead>
<tr>
<th></th>
<th>Response</th>
<th>Percent</th>
<th>Response</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Open-Ended Question</td>
<td>100.00%</td>
<td>1975</td>
<td></td>
</tr>
</tbody>
</table>

answered: 1975  
skipped: 218

#### 18. Please indicate your age range:

<table>
<thead>
<tr>
<th></th>
<th>Response</th>
<th>Percent</th>
<th>Response</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Under 17</td>
<td>2.46%</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>17-24</td>
<td>4.01%</td>
<td>83</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>25-34</td>
<td>8.02%</td>
<td>166</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>35-44</td>
<td>20.97%</td>
<td>434</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>45-54</td>
<td>22.42%</td>
<td>464</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>55-64</td>
<td>16.38%</td>
<td>339</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>65-74</td>
<td>15.22%</td>
<td>315</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>75 and above</td>
<td>7.83%</td>
<td>162</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Prefer not to say</td>
<td>2.71%</td>
<td>56</td>
<td></td>
</tr>
</tbody>
</table>

**Analysis**  
Mean: 5.22  
Std. Deviation: 1.77  
Satisfaction Rate: 52.78  
answered: 2070  
skipped: 123

#### 19. Are you:

<table>
<thead>
<tr>
<th></th>
<th>Response</th>
<th>Percent</th>
<th>Response</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>In education</td>
<td>6.17%</td>
<td>128</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Employed</td>
<td>53.86%</td>
<td>1117</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Self-employed</td>
<td>8.10%</td>
<td>168</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Unemployed</td>
<td>0.48%</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>A home-based worker</td>
<td>3.04%</td>
<td>63</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>A stay-at-home parent, carer or similar</td>
<td>2.94%</td>
<td>61</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Retired</td>
<td>22.66%</td>
<td>470</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Other (please specify):</td>
<td>2.75%</td>
<td>57</td>
<td></td>
</tr>
</tbody>
</table>

**Analysis**  
Mean: 3.54  
Std. Deviation: 2.28  
Satisfaction Rate: 36.22  
answered: 2074  
skipped: 119
20. Do you have a disability that influences the way you travel?

<table>
<thead>
<tr>
<th></th>
<th>Response</th>
<th>Percent</th>
<th>Response</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Yes</td>
<td>6.85%</td>
<td></td>
<td>141</td>
</tr>
<tr>
<td>2</td>
<td>No</td>
<td>89.30%</td>
<td></td>
<td>1837</td>
</tr>
<tr>
<td>3</td>
<td>Prefer not to say</td>
<td>3.84%</td>
<td>79</td>
<td></td>
</tr>
</tbody>
</table>

**Analysis**

- Mean: 1.97
- Std. Deviation: 0.33
- Satisfaction Rate: 48.49%
- Variance: 0.11
- Std. Error: 0.01

answered 2057
skipped 136

21. Are there any other reasons that influence the way you travel?

<table>
<thead>
<tr>
<th></th>
<th>Response</th>
<th>Percent</th>
<th>Response</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Open-Ended Question</td>
<td>100.00%</td>
<td>891</td>
<td></td>
</tr>
</tbody>
</table>

answered 891
skipped 1302

22. How did you hear about this consultation?

<table>
<thead>
<tr>
<th></th>
<th>Response</th>
<th>Percent</th>
<th>Response</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Leaflet</td>
<td>40.34%</td>
<td>833</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Postcard</td>
<td>1.60%</td>
<td>33</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Advertisement</td>
<td>0.68%</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>South Cambridgeshire magazine</td>
<td>2.37%</td>
<td>49</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>City Council magazine</td>
<td>0.97%</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>E-mail</td>
<td>10.51%</td>
<td>217</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Social media (Twitter, Facebook)</td>
<td>8.62%</td>
<td>178</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Library</td>
<td>1.11%</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Word of mouth</td>
<td>21.16%</td>
<td>437</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Search engine</td>
<td>1.11%</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Other (please specify):</td>
<td>11.53%</td>
<td>238</td>
<td></td>
</tr>
</tbody>
</table>

**Analysis**

- Mean: 5.21
- Std. Deviation: 3.87
- Satisfaction Rate: 42.06%
- Variance: 14.97
- Std. Error: 0.09

answered 2065
skipped 128

If you would like to be kept updated with the progress of the scheme, please provide your contact details. Your details will only be used to improve council services and will be stored in accordance with the Data Protection Act.

<table>
<thead>
<tr>
<th></th>
<th>Response</th>
<th>Percent</th>
<th>Response</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name:</td>
<td>98.23%</td>
<td>1221</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Date of Birth:</td>
<td>83.02%</td>
<td>1032</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>E-mail/Address</td>
<td>89.46%</td>
<td>1112</td>
<td></td>
</tr>
</tbody>
</table>

answered 1243
skipped 950
About the Cambridgeshire Research Group

The Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the team include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

For more details please see our website:

www.cambridgeshireinsight.org.uk