

1B. INTERMEDIATE LEVEL THEME - BENEFITS

No.	Name	Transport Benefits											WEIGHTED AVERAGE
		Journey Time	Ease of interchange between modes	Accommodates forecast patronage	Public transport connectivity	Private vehicles connectivity	Walking Connectivity	Cycling Connectivity					
		<i>Select from list:</i>											
0	Existing Madingley Road Park and Ride	0: Neutral (No change) 0	0: Neutral (No change) 0	1: Small positive (Small increase in capacity) 1	0: Neutral (No change) 0	0: Neutral (No change) 0	0: Neutral (No change) 0	0: Neutral (No change) 0	0: Neutral (No change) 0	0: Neutral (No change) 0	0: Neutral (No change) 0	0.14	
1	Madingley Mulch North East (site adjacent to SSSI north of A1303)	1: Small positive (Some reduction in journey times) 1	2: Medium positive (Medium improvement to interchange) 2	2: Medium positive (Medium increase in capacity) 2	0: Neutral (No change) 0	3: Large positive (Large improvement to connectivity) 3	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	1.43	
2	Madingley Mulch North West (often referred to as Park Farm)	1: Small positive (Some reduction in journey times) 1	2: Medium positive (Medium improvement to interchange) 2	2: Medium positive (Medium increase in capacity) 2	0: Neutral (No change) 0	3: Large positive (Large improvement to connectivity) 3	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	1.43	
3	Madingley Mulch South West (Often referred to as water works site)	1: Small positive (Some reduction in journey times) 1	2: Medium positive (Medium improvement to interchange) 2	2: Medium positive (Medium increase in capacity) 2	0: Neutral (No change) 0	3: Large positive (Large improvement to connectivity) 3	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	1.43	
4	Madingley Mulch South East (often referred to as Chrome Lea)	1: Small positive (Some reduction in journey times) 1	2: Medium positive (Medium improvement to interchange) 2	2: Medium positive (Medium increase in capacity) 2	0: Neutral (No change) 0	3: Large positive (Large improvement to connectivity) 3	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	1.43	
5	Scotland Farm	1: Small positive (Some reduction in journey times) 1	2: Medium positive (Medium improvement to interchange) 2	2: Medium positive (Medium increase in capacity) 2	0: Neutral (No change) 0	3: Large positive (Large improvement to connectivity) 3	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	1.43	
6	Bourn airfield	1: Small positive (Some reduction in journey times) 1	2: Medium positive (Medium improvement to interchange) 2	2: Medium positive (Medium increase in capacity) 2	0: Neutral (No change) 0	1: Small positive (Some improvement to connectivity) 1	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	1.14	
7	North of Cambourne	1: Small positive (Some reduction in journey times) 1	2: Medium positive (Medium improvement to interchange) 2	2: Medium positive (Medium increase in capacity) 2	0: Neutral (No change) 0	3: Large positive (Large improvement to connectivity) 3	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	2: Medium positive (Medium improvement to connectivity) 2	0: Neutral (No change) 0	1.43	
8	Caxton Gibbet	1: Small positive (Some reduction in journey times) 1	2: Medium positive (Medium improvement to interchange) 2	2: Medium positive (Medium increase in capacity) 2	0: Neutral (No change) 0	3: Large positive (Large improvement to connectivity) 3	0: Neutral (No change) 0	1: Small positive (Some improvement to connectivity) 1	0: Neutral (No change) 0	1: Small positive (Some improvement to connectivity) 1	0: Neutral (No change) 0	1.29	