Girton Parish Neighbourhood Plan Survey 2024

Draft Report

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Contents

Executive summary 4
- Background 4
- Methodology summary 4
- Key findings 4

Research Programme 9
- Introduction 9
- Methodology 10
- Survey response 11
- How to read the report 11

Research findings 14
- Respondent profile 14
- Local green spaces 17
- Active travel and rights of way 22
- Land use 27
- Location, housing types and other development 29
- Facilities and amenities 38
- The 'Girton Gap' 41
- Protected Village Amenity Areas (PVAAs) 42
- Local economy 43
- Important Countryside Frontage 47
- Heritage assets 48
- Quality of life in Girton 49

Appendices – Questionnaire

Executive summary

Background

In July 2023, Girton Parish Council completed a SWOT (strengths, weaknesses, opportunities and threats) survey to understand the attitudes of those linked to Girton towards the community, facilities, amenities and thoughts about the future.

Using the findings from the SWOT survey, Girton Parish Council designed and conducted a more detailed Parish Survey throughout April and May 2024 to help shape the Neighbourhood Plan 2041.

Girton Parish Council commissioned Enventure Research, an independent research agency, to analyse and evaluate the findings from the Parish Survey and prepare this report.

Methodology summary

The online survey was designed and hosted by Girton Parish Council, and asked questions on a series of topics and issues. Respondents were also able to provide comments on specific topics throughout the survey. A copy of the full survey can be found in the appendices.

Paper copies of the questionnaire were also distributed to all domestic residences and businesses by volunteers. In addition, non-resident landowners were invited to take part via email or post, depending on the contact details held by the Parish Council.

The Parish Council promoted the survey both online and in print to make as many people as possible aware of the survey and able to submit an informed response.

Key findings

A total of **593 responses** to the survey were received, which represented a 13% response rate, based on an approximate population of 4,400 as at the 2021 census. The response also included 21 non-residential responses, such as from landowners, businesses, organisations, clubs or societies.

Girton Recreation Ground is the most used green or open space in Girton, and there is agreement that all relevant areas should be designated as Local Green Spaces

- Girton Recreation Ground, which is primarily a sport and recreational facility, and the surrounding area, is the most used green or open space in Girton by respondents (72%), followed by paths/fields/cycling/bridleways (25%) and the woods around Girton (23%)

- Over eight in ten respondents (85%) agreed that all areas within Girton that meet the relevant planning criteria should be designated as Local Green Spaces, whilst 11% said they neither agreed nor disagreed and 4% disagreed
- Those who live north of the A14 were more likely than those who live south of the A14 to use the Girton Recreation Ground and the woods around Girton, which are located north of the A14 and paths/fields/cycling/bridleways
- Conversely, those who live south of the A14 were more likely than those who live north of the A14 to use Wellbrook Way, Girton College and Eddington/Huntingdon Road, which are located south of the A14 and down towards Cambridge
- Two-thirds of those who said they make use of paths/fields/cycling/bridleways and Girton college said they do so at least once a week or daily (66% and 68% respectively)

Improving travel and transport, including active travel, is important

- Almost nine in ten respondents (87%) agreed that Girton would benefit by linking existing routes, improving surfaces, removing barriers and gaps and by improving safety and usability overall
- Eight in ten respondents (81%) agreed that Girton would be improved by creating new routes within the village and linking to surrounding villages and urban areas, with agreement higher amongst those aged 60 and under than those aged 61+
- When asked if active travel is improved by keeping routes clear as far as reasonably practical, three quarters of respondents (76%) agreed, with older respondents aged 71+ more likely to agree than those aged 30 and under
- However, 8% disagreed overall, with those who live south of the A14 more likely to answer in this way than those who live north of the A14
- Around six in ten respondents (59%) said they would use active travel more or use their car or buses less for leisure and exercise (58%), but only a third of respondents (33%) said they would do this for retail and 28% for work
- Those who live north of the A14, those aged 61+ and those who live alone were more likely to say that using active travel more or using their car or buses less for work was not applicable to them when compared with other respondents
- Travel and transport were also frequently mentioned in response to the open-ended questions which asked what would help to sustain employment locally in Girton and what would improve life for Girton residents, such as the suggestions to improve public transport, improve active travel routes, introduce good transport links and accessibility, improve the condition of roads and footpaths, and ensure roads are safer

Nature, recreation and housing are the top priorities for developing existing land

- Four in ten respondents (38%) ranked nature as their first priority when considering how vacant land or existing buildings are used when redeveloped, and a quarter (25%) ranked housing as their first priority
- Those who live in a household of two were more likely to select nature as their first priority when compared with those who lived in a household of three or more, and those aged

30 and under were more likely to select nature as their second priority when compared with those aged 31+
- Although only 9% ranked recreation as their first priority, large proportions ranked this as their second (29%), third (25%) or fourth priority (20%)
- Calculating priority mean scores shows nature was the highest priority (score of 2.38), followed by recreation (score of 3.07) and housing (score of 3.45)
- Despite there being an appetite for improved active travel, non-motorised travel was only seen as a top priority for land use by 6% of respondents, and half (49%) ranked it as their fifth or sixth priority
- Half of respondents (50%) ranked heritage as their fifth or sixth priority, indicating that this is the lowest priority for land use, with those who live south of the A14 and those aged 70 and under more likely to rank it as their sixth priority when compared with those who live north of the A14 and those aged 70 and under
- Calculating priority mean scores shows that least priority was given to heritage (score of 4.32)

There is appetite for growing family homes and starter homes, providing this is in the existing built-up area, is separate to the Girton Gap and is sustainable

- Eight in ten respondents (80%) agreed that new housing should occur within the existing built-up area and not in areas designated as Green Belt, with those aged 71+ and those who live in a household of two more likely to agree when compared with those aged 70 and under and those who live in a household of three or more
- A further seven in ten respondents (71%) agreed that any non-housing development should be within or adjoining the existing built-up area
- Almost two-thirds of respondents (64%) agreed that new housing developments should prioritise two- and three-bedroom homes, and nine in ten respondents (89%) ranked growing family homes with two or three bedrooms in their top three priorities when considering how new housing in Girton should be prioritised
- Over eight in ten respondents (84%) ranked starter homes with one or two bedrooms in their top three priorities for new housing
- Calculating mean priority scores for each housing type also shows that the highest priority was given to growing family homes (score of 2.17) and starter homes (score of 2.35)
- Most respondents gave low priority to luxury homes and retirement homes, ranking these as their fifth or sixth priority (83% and 68% respectively) and these were also fifth and sixth choice as priorities when ordered by priority mean scores (scores of 5.17 and 4.80 respectively)
- Those who live south of the A14 were more likely to select luxury homes as a first priority and low cost rental housing as their sixth priority when compared with those who live north of the A14
- Meanwhile, those who live north of the A14 were more likely to select starter homes as their second priority when compared with those who live south of the A14
- When asked what the maximum number of storeys for new housing should be, half of respondents (50%) said two storeys and 42% said three storeys

- Subgroups more likely to select two storeys include those who live north of the A14, those aged 61+ and those who live alone or in a household of two, whereas subgroups more likely to select three storeys include those aged 40 and under and those who live in a household of three or more
- Nine in ten respondents (88%) agreed that any appropriate development on the Green Belt must be sustainable and add to either recreation, sustainable travel, or nature
- Another 88% of respondents agreed that any new development should address climate change issues and exceed Building Regulations requirements through low energy use, flood avoidance and environmentally sustainable construction
- When asked whether they agreed that it is important to keep the Girton Gap undeveloped and separate to the built-up parts of Girton and Cambridge, 70% agreed, with those aged 71+ more likely to agree than those aged 60 and under

Respondents would like to see more places to eat and drink, more independent shops and a Post Office in Girton

- Respondents were most likely to select having more cafés, pubs and restaurants as most important to them (64%), followed by more independent shops (58%) and a Post Office or parcel drop-off and collection points (58%)
- Over three quarters of respondents (77%) said that having more chain shops was least important to them, although those aged 60 and under and those who live in a household of three or more were more likely to select this as something most important to them
- When asked what key factor or facility would most help sustain employment in Girton, common themes included more shops including independent shops and a market (25%), more cafés, restaurants and hospitality (17%) and a Post Office (7%)
- These comments were echoed when asked what single change to Girton would most improve the life of all residents, with 18% suggesting cafés, restaurants or pubs, 12% suggesting more or better shops and independent shops, and 6% suggesting a Post Office

Opinions varied regarding the local economy and employment

- When asked whether they agreed that Girton should encourage the development of new employment opportunities only within the current built-up area, seven in ten (68%) agreed and 11% disagreed
- Half of respondents (51%) agreed that Girton should encourage the development of new, 'appropriate' employment opportunities either within or immediately adjoining the current built-up area, however, three in ten (28%) said they neither agree nor disagree and a fifth (21%) disagreed
- Those aged 60 and under and those who live in a household of three or more were more likely to agree, whilst those aged 71+ and those who live in a home of two were more likely to disagree
- When asked what key factor or facility would most help to sustain employment locally in Girton, the most common theme related to improving public transport or making it cheaper (25%)

There was agreement that areas within Girton that meet the necessary criteria should be identified as Protected Village Amenity Areas, Important Countryside Frontages and non-designated heritage assets

- When asked whether they agreed that all areas within Girton that meet the necessary criteria should be designated Protected Village Amenity Areas, 83% agreed
- Those aged 31+ were more likely to agree with this than younger respondents aged 30 and under, whilst those aged 30 and under were more likely to disagree than older respondents aged 31+
- Eight in ten respondents (78%) agreed that all areas within Girton that meet the necessary criteria should be designated as Important Countryside Frontages, and agreement was higher amongst those who live north of the A14, those aged 71+ and those who live in a household of two when compared with those who live south of the A14, those aged 30 and under and 41-60, and those who live alone or in a household of three or more
- Six in ten respondents (60%) agreed that all heritage assets within Girton that have no formal national designation should be identified as non-designated heritage assets, although over a third (35%) said they neither agreed nor disagreed
- Those aged 61+ were more likely to agree with this than those aged 30 and under and those aged 41-60, whilst those who live south of the A14 were more likely to disagree than those who live north of the A14

Improved public transport and more places to eat and drink would improve the life of Girton residents

- When asked to suggest a single change to improve the life of all Girton residents, the most common theme was improving public transport, such as making it more reliable, more regular and cheaper (20%)
- This was followed by 18% who said more cafés, restaurants or pubs

Research Programme

Introduction

Girton Parish Council conducted a SWOT (strengths, weaknesses, opportunities and threats) survey in July 2023 with the community linked to Girton, such as those who live, work and visit. The aim of the SWOT survey was to gather evidence on the attitudes of those within the local community, in order to shape the Neighbourhood Plan. In total, 145 responses were received to the SWOT survey.

Using the findings from the SWOT survey as a starting point, Girton Parish Council conducted another survey with its local community between April and June 2024; the Girton Parish Survey. This survey was more detailed than the initial SWOT survey carried out, and largely aimed to establish the local community's level of agreement with a series of topics and issues.

The findings from both surveys will be used by Girton Parish Council to help shape its Neighbourhood Plan 2041 so that it supports strategies set out in the South Cambridgeshire District Council Local Plan 2018, whilst also focusing on areas of importance to the local community. Girton Parish Council has summarised that the Neighbourhood Plan will:

- Focus on use and development of land in the local area to ensure development meets the needs of the local community
- Provide a channel for local people and landowners to have their say about how the community develops
- Set out long-term policies – its end date is the year 2041
- Dovetail with the current short/medium term plan that Girton Parish Council have commissioned from Wilby & Burnett.

To ensure independent and impartial analysis of the responses to the Girton Parish Survey, the Parish Council commissioned Enventure Research to analyse and evaluate the responses to the survey and prepare this report.

The Parish Council also undertook surveys with children and young people to ensure feedback from people from all ages was sought. These surveys received 102 responses from pupils at Girton Glebe School (ages 4 to 11) and 16 responses from Impington Village College (ages 11 to 16). These surveys are out of the scope of this report.

Methodology

Questionnaire

Using the findings from the SWOT survey carried out in July 2023, Girton Parish Council designed a survey questionnaire which aimed at gathering evidence to feed into the Neighbourhood Plan. The questions covered the following topics:

- Local green spaces
- Active travel and rights of way
- Land use
- Location, housing types and other development
- Facilities and amenities
- The 'Girton Gap'
- Protected Village Amenity Areas (PVAAs)
- Local economy
- Important countryside frontages
- Heritage assets
- Quality of life in Girton
- Demographic questions

For reference, the questionnaire can be found in the appendices.

Administration and promotion

The survey was hosted online by Girton Parish Council between 1 April and 31 May 2024. A webpage on the Parish Council website hosted all the consultation documentation and the survey. The survey was open to all individuals living in the parish, and local businesses and organisations.

To ensure as many people in the community took part as possible, the survey was promoted in the following ways:

- Paper copies of the questionnaire were delivered to all domestic and business residences in the village by volunteers (1,921 households, 48 streets)
- The survey was emailed to all non-resident landowners where an email address was held, or delivered via post
- Articles about the survey were published in Girton Parish News
- Over 40 posts about the survey were made on the Girton Village Facebook page
- A dedicated webpage on the Girton Village Community website was created with information about the Parish Survey
- A3 posters promoting the survey were placed in eight locations in Girton, including six on noticeboards and two in Girton Pavillion

Survey response

A total of **593 responses** to the survey were received, including 21 non-residential responses such as from local landowners, businesses, organisations, clubs and societies. This represents a **13% response rate** (based on a population of approximately 4,400 according to the 2021 census), which can be considered a strong response for community consultations such as these, where participation rates can vary widely. Similar community consultation surveys analysed by Enventure Research have achieved varying response rates from local communities, of between 9% and 19%.

How to read the report

Percentages in figures

This report contains various tables and charts. In some instances, the responses may not add up to 100%. There are several reasons why this might happen:

- Only the most common responses may be shown in the table or chart
- Individual percentages are rounded to the nearest whole number so the total may come to 99% or 101%
- A response of less than 0.5% will be shown as 0%.

Base sizes

As the survey was completed by respondents themselves (self-completion) and some questions could be skipped, not all respondents have answered all the questions. Therefore, the base size (the number of people answering a question) varies by question. For each chart or table, base sizes have been provided to show the number who responded to the question being analysed and, in some cases, which specific group of respondents answered the question. The percentages shown in the figures are of the total number of people answering each question or the total number of people in a subgroup answering each question.

Notes on the methodology

Using an open survey methodology is an effective means of gathering diverse insights and feedback from a broad range of stakeholders, whilst ensuring transparency and that everyone in a community has the opportunity to take part to express their views. Using this methodology has also resulted in a large number of responses (593), allowing for robust analysis.

However, it should be noted that as the survey was self-selecting, with respondents voluntarily choosing to participate, rather than being randomly selected, the survey sample may not represent the broader population that the survey is intended to reflect.

The main issue with self-selecting samples is selection bias, which can lead to inaccurate or non-representative results. For example, people who feel strongly about a topic, whether positively or negatively, are more likely to respond, making the sample disproportionately reflect their viewpoints.

Although the survey received a good response from the community, it should be kept in mind that the results in this report reflect the views of individuals who chose to participate in the survey, and while they provide valuable insights, they may not fully represent the views of the broader population. The findings should be interpreted with this consideration in mind.

Response options

For the analysis of certain questions, response options have been grouped together to provide an overall level. For example, in some instances 'strongly agree' and 'agree' have been grouped and shown as 'total agree'. Where combined percentages do not equal the overall level reported (being 1% higher or lower), this is due to percentages being rounded to the nearest whole number.

Subgroup analysis

Subgroup analysis has been undertaken to explore the results provided by different groups, such as area, household size and age. This analysis has only been carried out where the sample size is seen to be sufficient for comment, as smaller base sizes tend to produce less reliable results due to a wider margin of error. Where sample sizes were not large enough, subgroups have been combined to create larger groups if possible.

It should be noted that the percentages shown in the subgroup analysis reflect the proportion of the subgroup who answered the question and gave a particular response.

This analysis is only shown in the report where statistically significant differences between subgroups have been found at the 95% level of confidence. This means that we can be confident that if we repeated the same survey, 95 times out of 100, we would get similar findings.

These differences are presented without any pre-existing assumptions or expectations about specific group behaviours. For instance, while we may observe that individuals aged 61+ might use active travel less for work compared with younger age groups, such findings emerged solely from the data and statistical testing rather than any pre-defined hypothesis.

Priority mean scores

For a few questions in the survey, respondents were shown a list of options and were asked to rank them in order from their first priority choice to their sixth. These were then scored with first choice assigned a score of 1, second choice 2, and so on. Priority mean scores for each option were then calculated by averaging the scores across all respondents. It should be noted that lower mean scores indicate higher priority; for instance, a mean score closer to 1 reflects a

stronger preference. Priority mean scores are clearly marked in the figures and are shown to two decimal places.

Thematic coding of open-ended responses

The survey included several open-ended questions which allowed respondents to provide comments through free-text responses. To quantitatively analyse these responses, free-text responses were read in detail and a coding frame was developed for each question based on the key themes emerging. This allowed for categorisation of the themes emerging in the comments. This analysis has been presented as tables in this report, showing the frequencies of each theme from the comments.

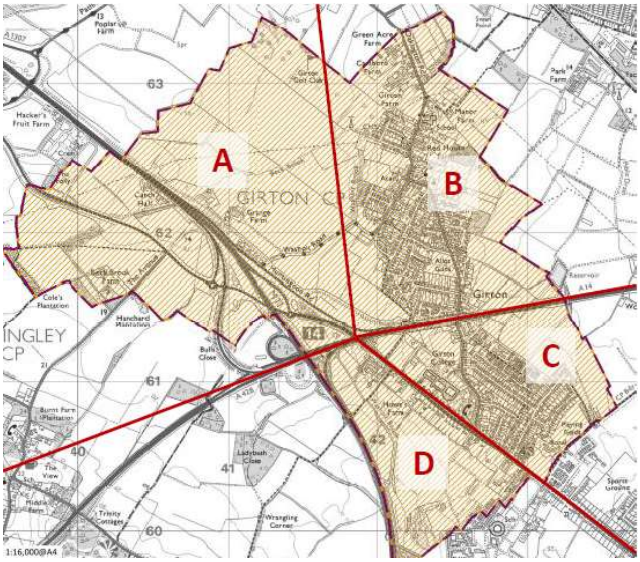
It should be noted that a single comment from a respondent could have been assigned more than one theme. This can result in a higher number of comments than the base number of respondents to a question. It should also be noted that wording for themes reflects the language and terminology used by respondents, rather than that used by Girton Parish Council.

Please note that thematic coding of open-ended responses has only been carried out for two of the open-ended questions, as identified by Girton Parish Council.

Research findings

Respondent profile

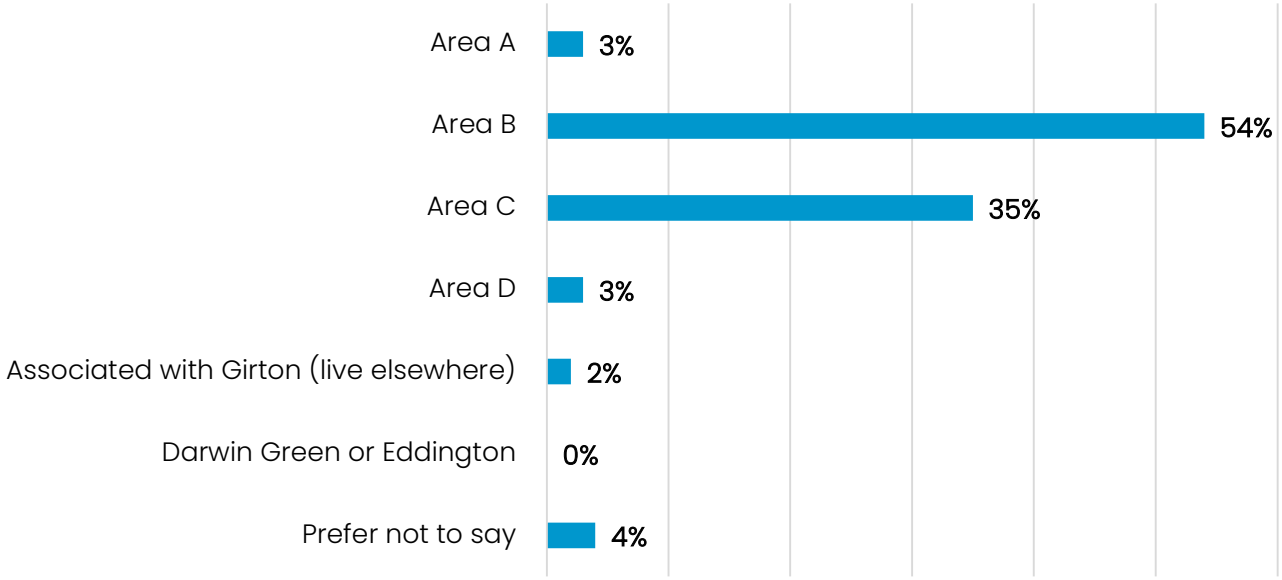
Respondents were asked to identify which area of Girton they lived from a map split into four areas, as shown in the image.



Over half of respondents (54%) stated that they lived in *Area B* and over a third (35%) said they lived in *Area C*. Much smaller proportions of respondents said they lived in the other areas.

For the purpose of subgroup analysis, areas A and B have been combined as 'north of the A14', and areas C and D have been combined as 'south of the A14'. Almost six in ten respondents (57%) lived north of the A14 and almost four in ten respondents (38%) lived south of the A14.

Figure 1 – Using the numbered areas in the map above, where do you live?
Base: All respondents (593)



A further 4% (21 respondents) indicated that they were a non-residential landowner, business, organisation, club or society.

Figure 2 shows the number of occupants in respondents' households and includes the findings from the 2021 Census for comparison. The most common household composition was *two* people (40%), followed by *four or more* people (26%). A further 16% said that just *one* person lived in their household and 13% said *three.*

As shown, those who lived alone were under-represented in the survey, whilst those who live in homes of *two* or *four or more* were over-represented. This should be kept in mind when interpreting the findings.

Figure 2 – If you are a householder, how many people live in your household?
Base: All respondents (593)

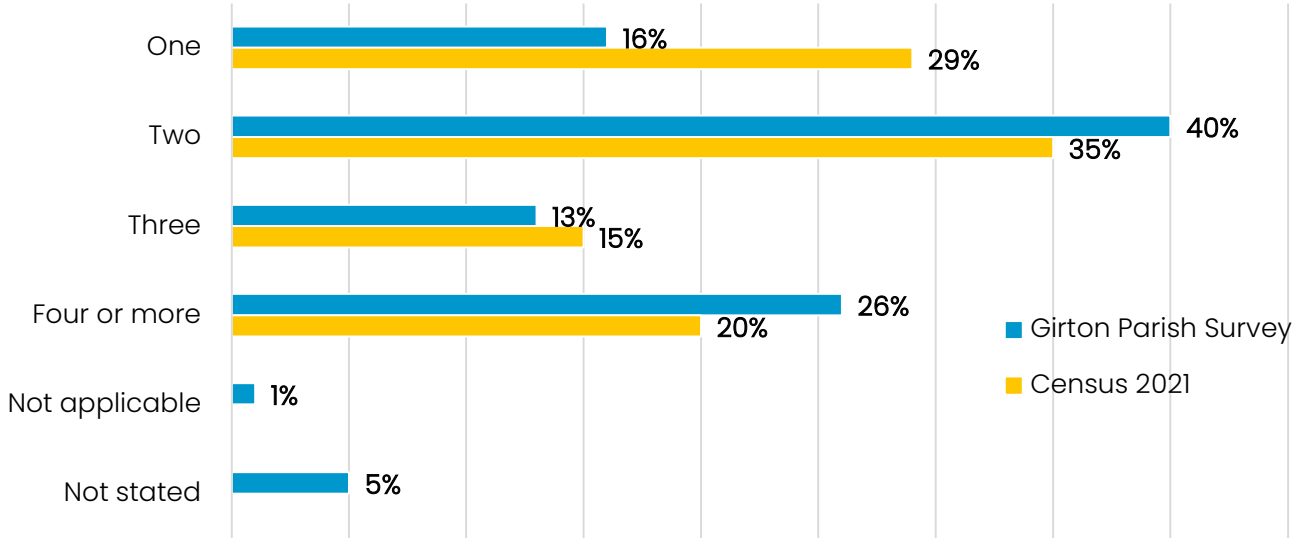
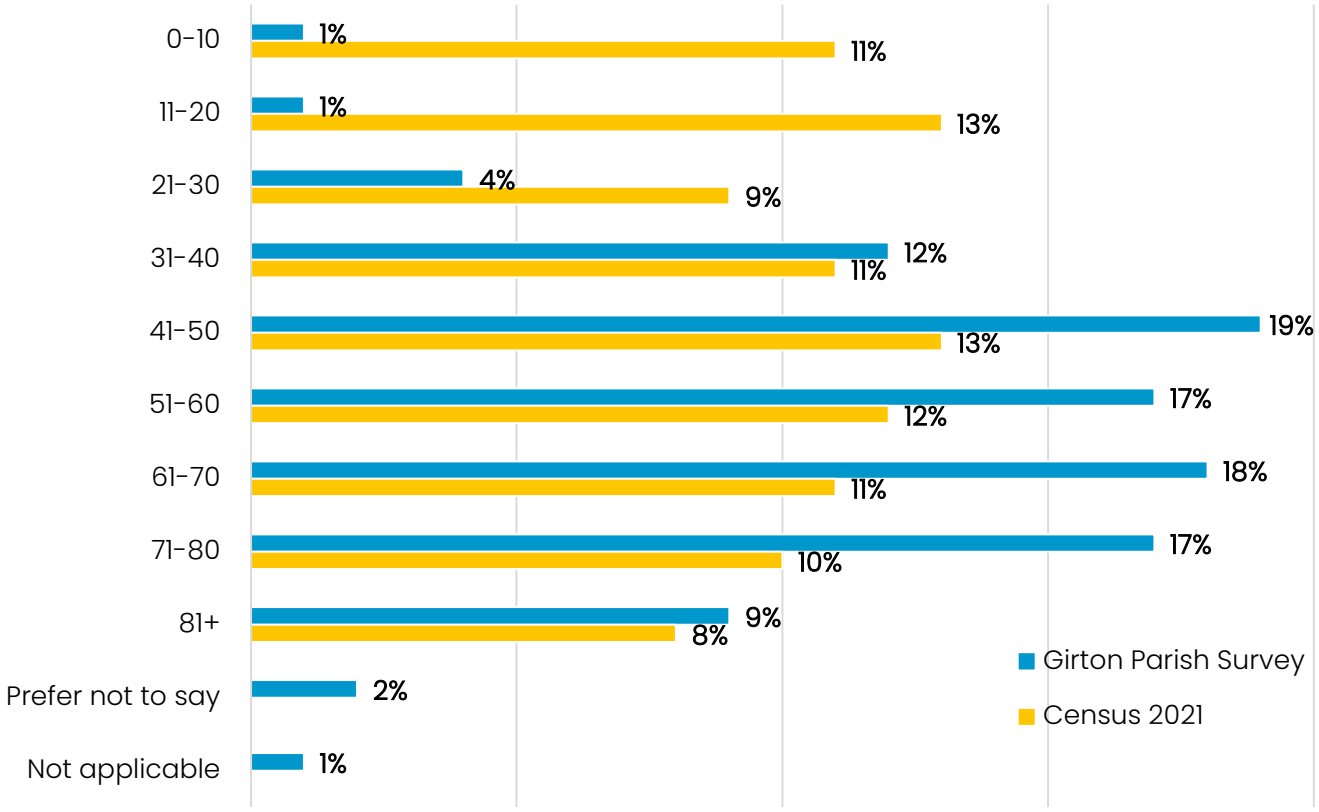


Figure 3 shows the age of respondents and includes the findings from the 2021 Census for comparison. In total, 6% of respondents said they were aged 30 and under and a further 12% were aged between 31 and 40. The largest proportions of respondents said they were aged between 41 and 80, including *41-50* (19%), *51-60* (17%), *61-70* (18%) and *71-80* (17%). A further 9% said they were aged 81 and above.

The chart shows that those aged 30 and under are under-represented in the survey, whilst those aged between 41 and 80 are over-represented. This should be kept in mind when interpreting the findings.

Figure 3 – What is your age category?

Base: All respondents (593)

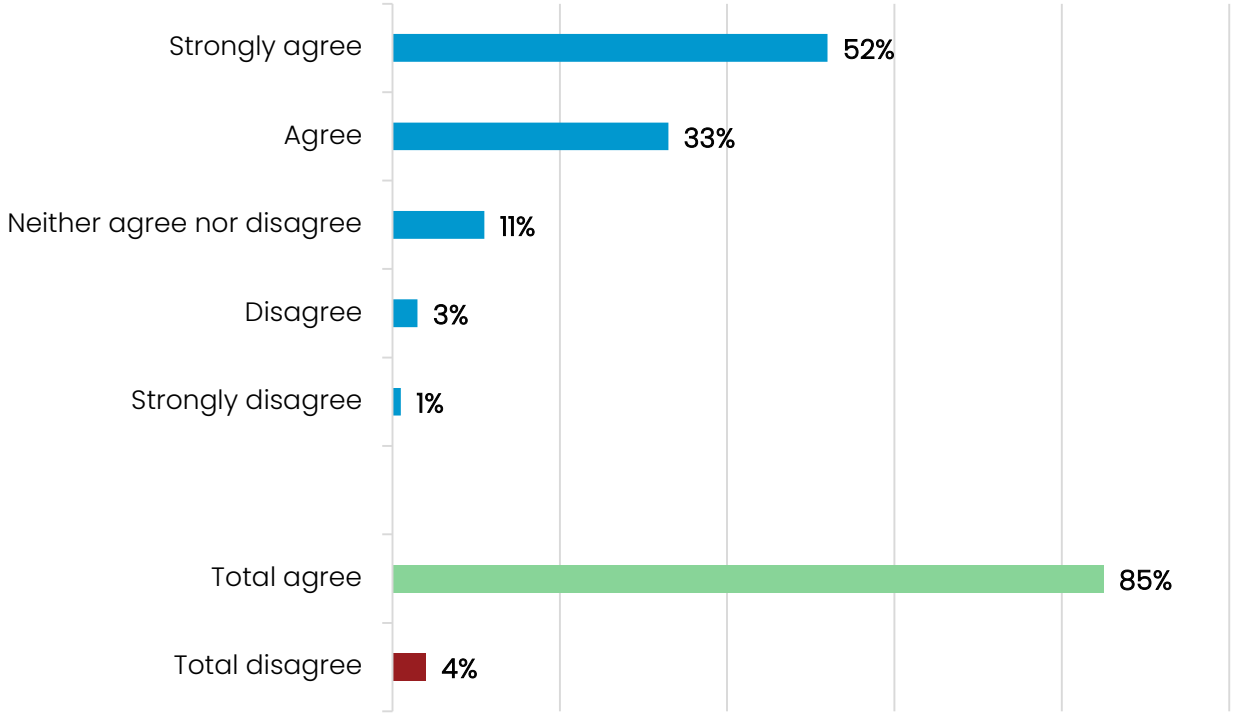


Local green spaces

Girton presently has no designated Local Green Spaces (LGS). These are green areas of particular importance to local communities which can prevent new development other than in very special circumstances. An LGS must hold particular local significance, for example of its beauty, historic significance, recreational value, tranquillity, or richness of its wildlife. It must be in reasonably close proximity to the community it serves and local in character.

Respondents were asked whether they agreed that all areas within Girton that meet the relevant planning criteria should be designated as Local Green Spaces. Over eight in ten respondents (85%) agreed overall, including over half (52%) who said they *strongly agree* and a third (33%) who said they *agree*. By contrast, only a very small proportion (4%) disagreed overall, and a further 11% said they *neither agree nor disagree*.

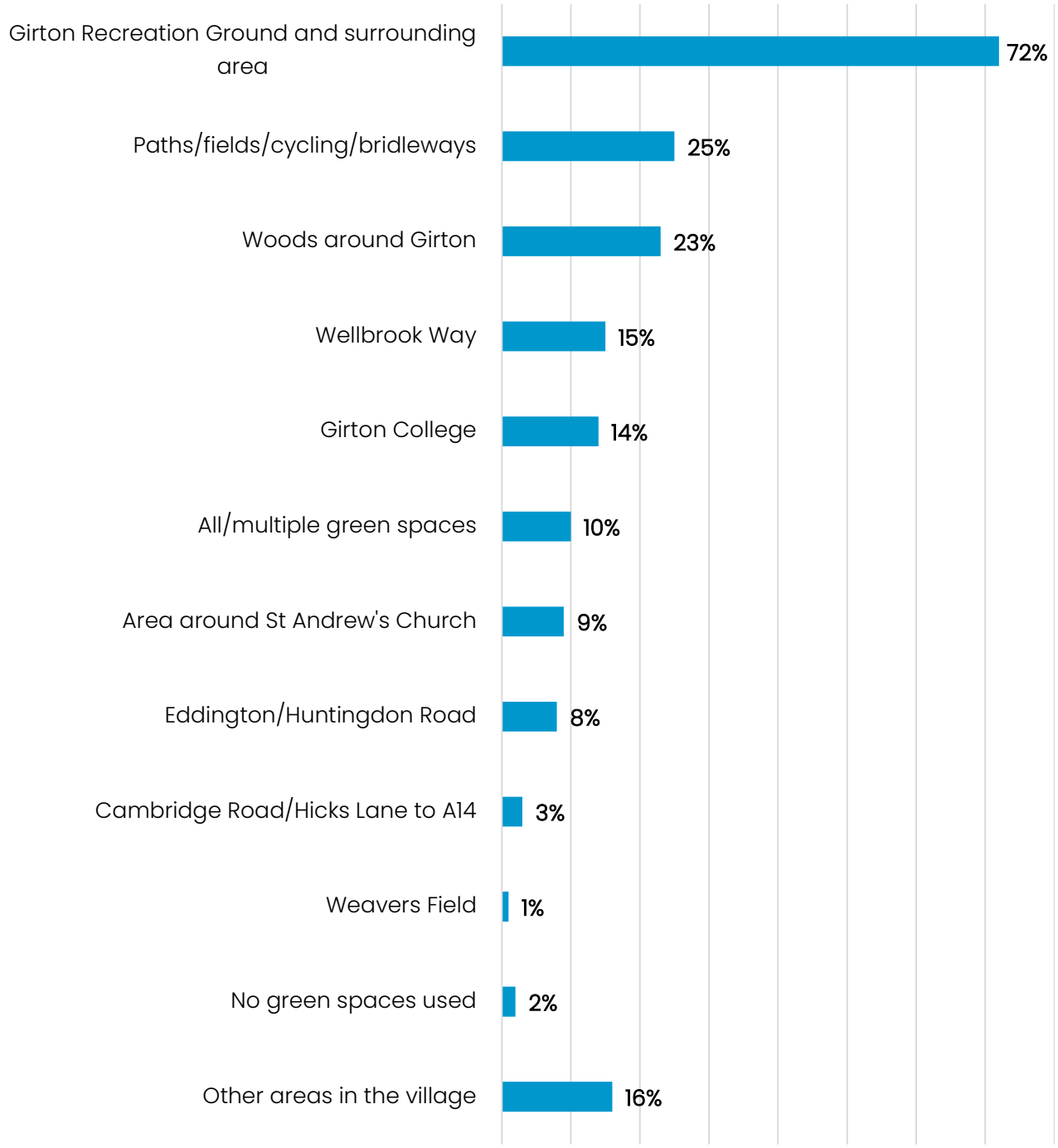
Figure 4 – Do you agree that all areas within Girton that meet the relevant planning criteria should be designated as Local Green Spaces?
Base: All respondents (593)



Respondents were asked to provide the name of up to five green or open spaces that they use in Girton. These responses have been categorised into broad areas across the Parish. It should be noted that the base size for this question was lower than the overall total, as some respondents did not answer.

By far, the most commonly used green or open space in Girton was the *Girton Recreation Ground and surrounding area*, used by seven in ten respondents (72%). Around a quarter of respondents said they used *paths/fields/cycling/bridleways* (25%) and the *woods around Girton* (23%). Smaller proportions of respondents named other green or open spaces, as shown below.

Figure 5 – Which of Girton's green/open spaces do you use?
Base: Those who provided a response (516)



Subgroup analysis

Those who **lived north of the A14** were more likely to say they used the following green and open spaces when compared with those who lived south of the A14:

- Girton Recreation Ground and surrounding area (80% compared with 65%)
- Paths/fields/cycling/bridleways (32% compared with 17%)
- Woods around Girton (31% compared with 12%)
- Other areas in the village (20% compared with 11%)

Conversely, those who **lived south of the A14** were more likely than those who lived north of the A14 to use:

- Wellbrook Way (27% compared with 7%)
- Girton College (24% compared with 8%)
- Eddington/Huntingdon Road (16% compared with 3%)

Those who lived in a household of three or more were more likely to say they use **Girton Recreation Ground and surrounding area** (83%), when compared with those who lived alone (56%) or in a household of two (70%).

Subgroups more likely to say they use **all/multiple green spaces** (10% overall) include:

- Those aged 71+ (19%) compared with those aged 31-60 (6%)
- Those who lived alone (23%) compared with those who lived in a home of two or more (7%)

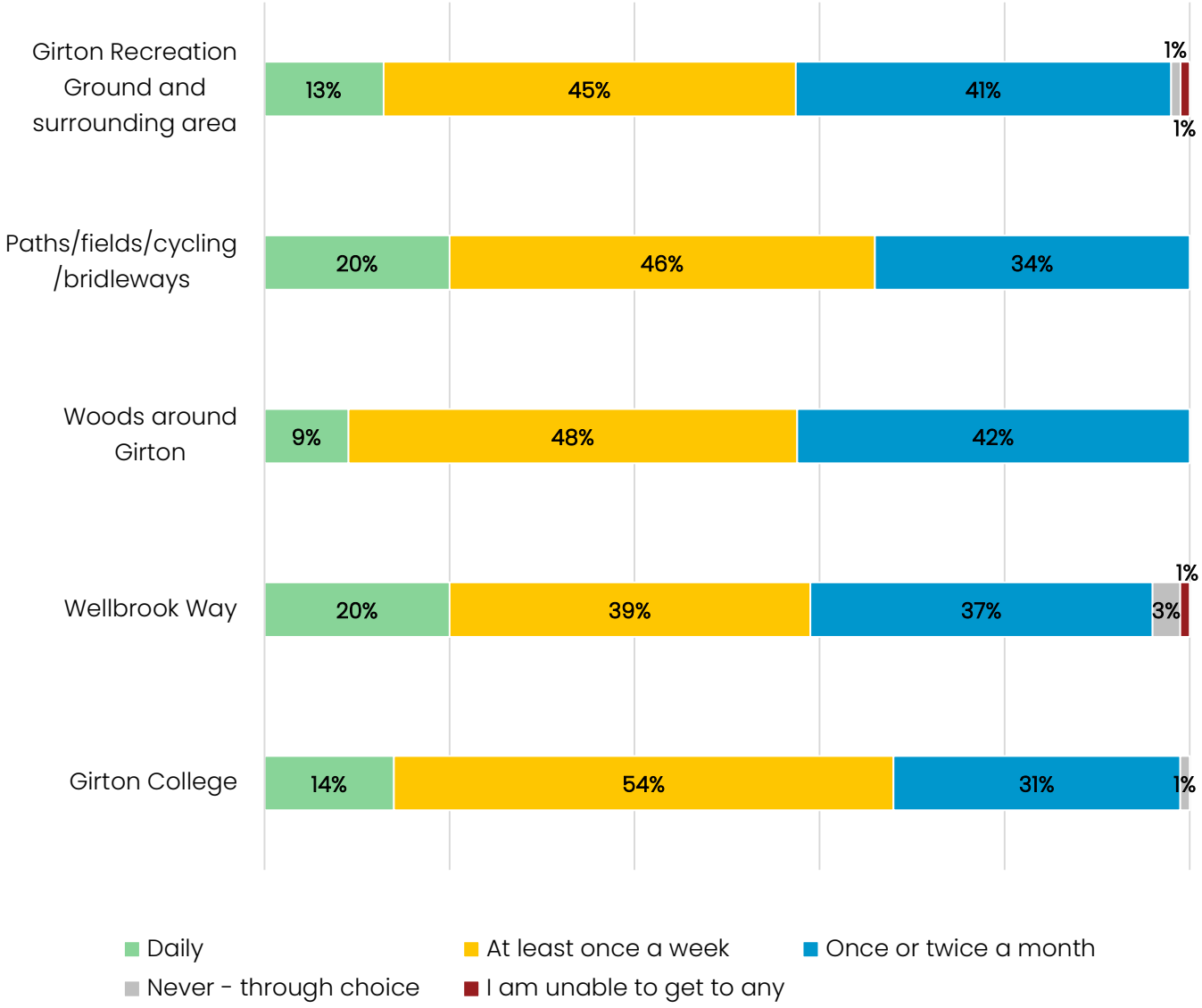
Respondents were asked how often they used the green and open spaces in Girton which they had previously mentioned. **Figure 6** shows the results to this question, broken down by each of the five most commonly used green or open spaces in Girton.

Around two-thirds of respondents said they used *paths/fields/cycling/bridleways* (66%) and *Girton College* (68%) at least once a week or daily. Further to this, a fifth of those who said they used *paths/fields/cycling/bridleways* and *Wellbrook Way* said they did so on a daily basis (both at 20%).

Very small proportions said they were unable to get to *Girton Recreation Ground and surrounding area* (1%) and *Wellbrook Way* (1%). A further 3% said they never used *Wellbrook Way* through choice.

Figure 6 – How often do you make use of Girton's green/open spaces listed above?

Bases: Girton Recreation Ground and surrounding area (370); Paths/fields/cycling/bridleways (129); Woods around Girton (116); Wellbrook Way (75); Girton College (71)



Subgroup analysis

Those who lived north of the A14 were more likely to say they used **Girton Recreation Ground** and surrounding area **daily** (17%) when compared with those who lived south of the A14 (4%).

Those who lived in a household of two or more were more likely to say they use **Girton Recreation Ground** and surrounding area **at least once a week** (48%) when compared with those who lived alone (27%).

Subgroups more likely to say they use **Girton Recreation Ground** and surrounding area **once or twice a month** (41% overall) include:

- Those who lived south of the A14 (52%) vs those who lived north of the A14 (34%)
- Those who lived alone (56%) vs those who live in a household of three or more (37%)

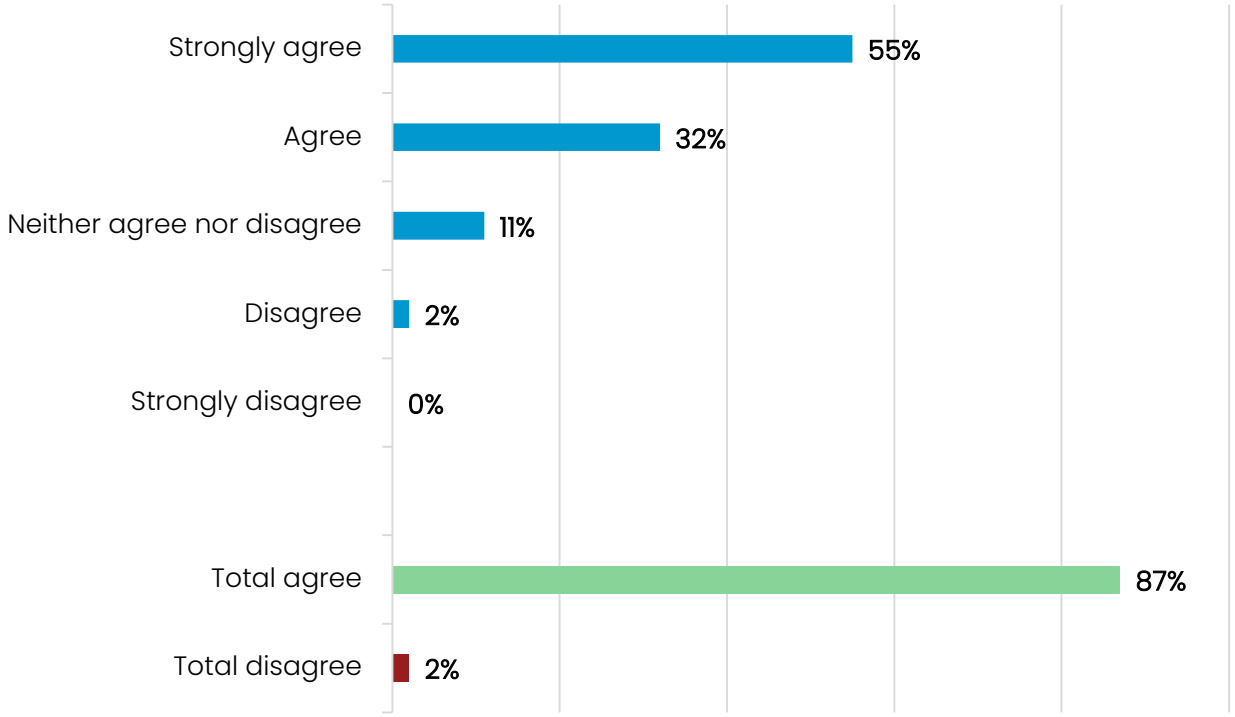
Those who live south of the A14 were more likely to say they use **path/fields/cycling/bridleways once or twice a month** (53%) when compared with those who live north of the A14 (27%).

Active travel and rights of way

Respondents were asked whether they agreed that Girton would benefit by linking existing routes, improving surfaces, removing barriers and gaps, and by improving safety and usability overall. Active travel refers to non-motorised activity such as walking, cycling, wheeling and scooting.

Almost nine in ten respondents (87%) agreed overall, including 55% who said they *strongly agree* and 32% who said they *agree*. A further 11% said they *neither agree nor disagree* and just 2% disagreed overall.

Figure 7 – Do you agree that Girton would benefit by linking existing routes, improving surfaces, removing barriers and gaps and by improving safety and usability overall?
Base: All respondents (593)

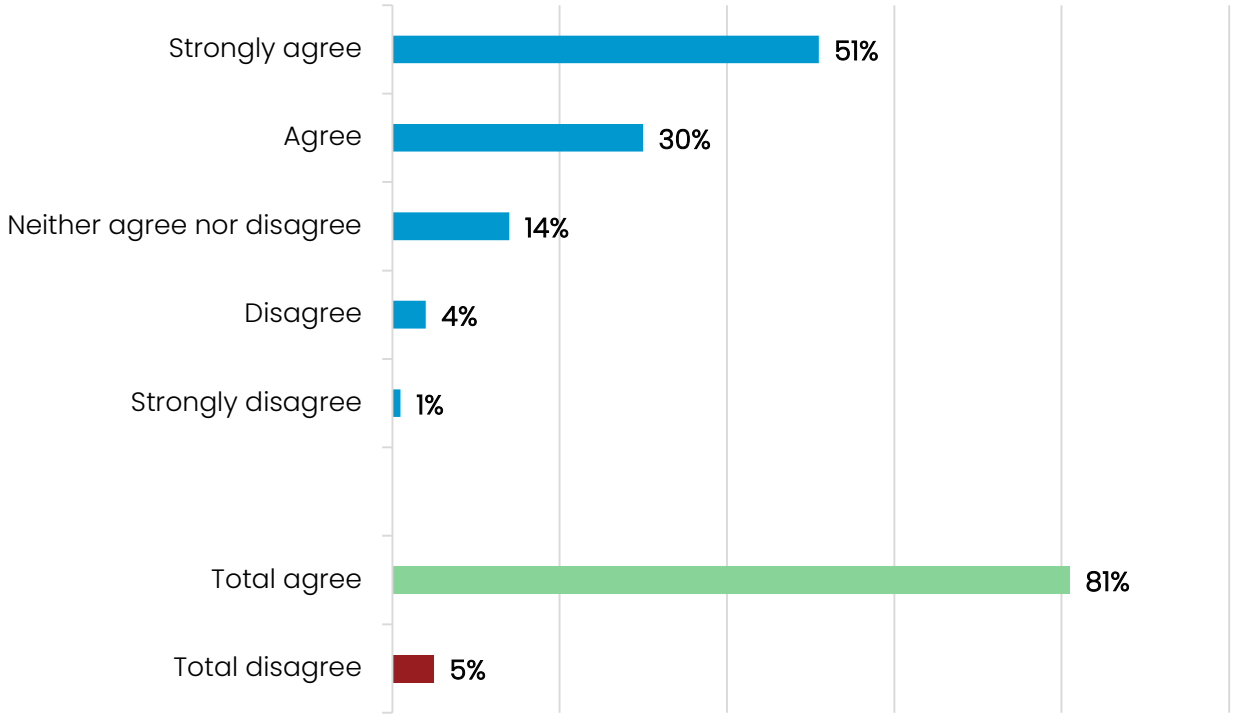


Subgroup analysis

Those aged 41-60 were more likely to **agree overall** (92%) when compared with those aged 61-70 (77%).

When asked whether they agreed that Girton would be improved by creating new routes both within the village and linking to surrounding villages and urban areas, eight in ten respondents (81%) agreed overall, including half (51%) who said they *strongly agree* and 30% who *agreed.* Only 5% of respondents disagreed overall, and 14% said they *neither agree nor disagree.*

Figure 8 – Do you agree that Girton would be improved by creating new routes both within the village and linking to surrounding villages and urban areas?
Base: All respondents (593)



Subgroup analysis

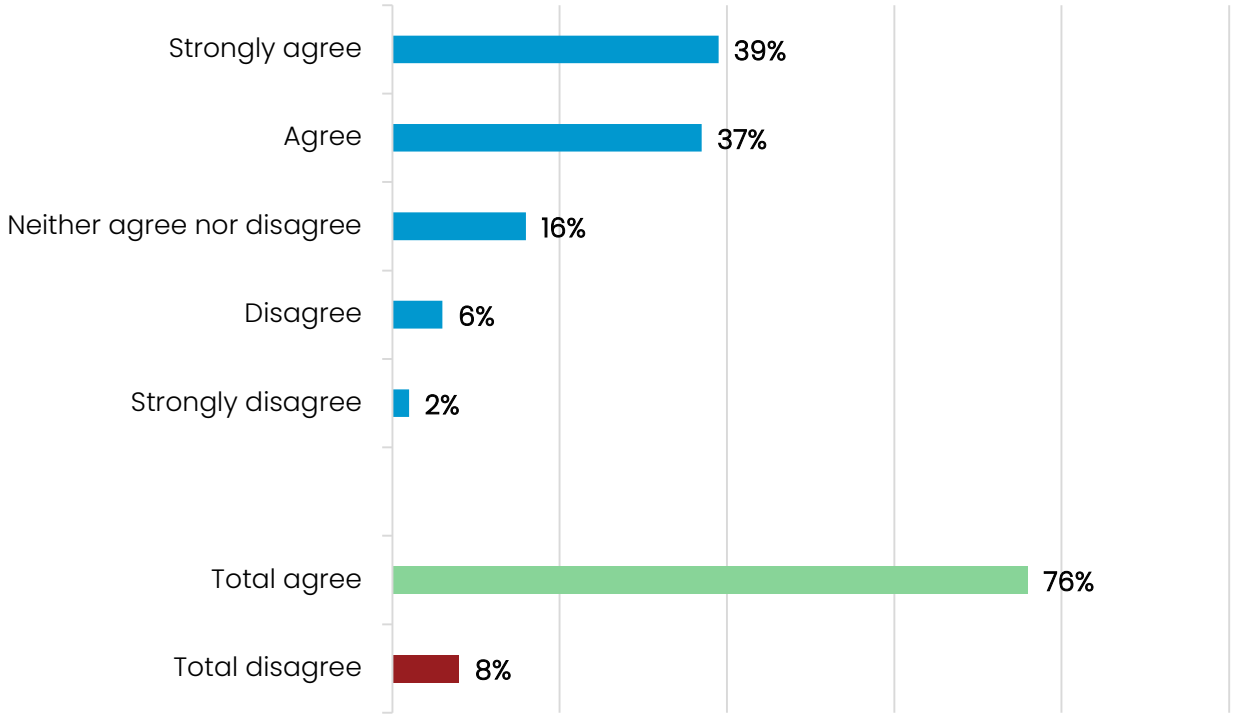
Subgroups more likely to **agree overall** (81% overall) include:

- Those aged 60 and under (88%) vs those aged 61+ (73%)
- Those who lived in a household of two or more (84%) vs those who lived alone (69%)

Three quarters of respondents (76%) agreed overall that active travel is improved by keeping routes clear as far as reasonably practical. Those who agreed overall were split between those who said they *strongly agree* (39%) and those who said they *agree* (37%). A further 16% said they *neither agree nor disagree*, and 8% disagreed overall.

Figure 9 – Do you agree that active travel is improved by keeping routes clear as far as reasonably practical?

Base: All respondents (593)



Subgroup analysis

Older respondents aged 71+ were more likely to **agree overall** (81%) when compared with younger respondents aged 30 and under (61%).

Those aged 30 and under were more likely to say they **neither agree nor disagree** (30%) when compared with those aged 41-60 (11%).

Those who lived south of the A14 were more likely to **disagree overall** (12%) when compared with those who lived north of the A14 (5%).

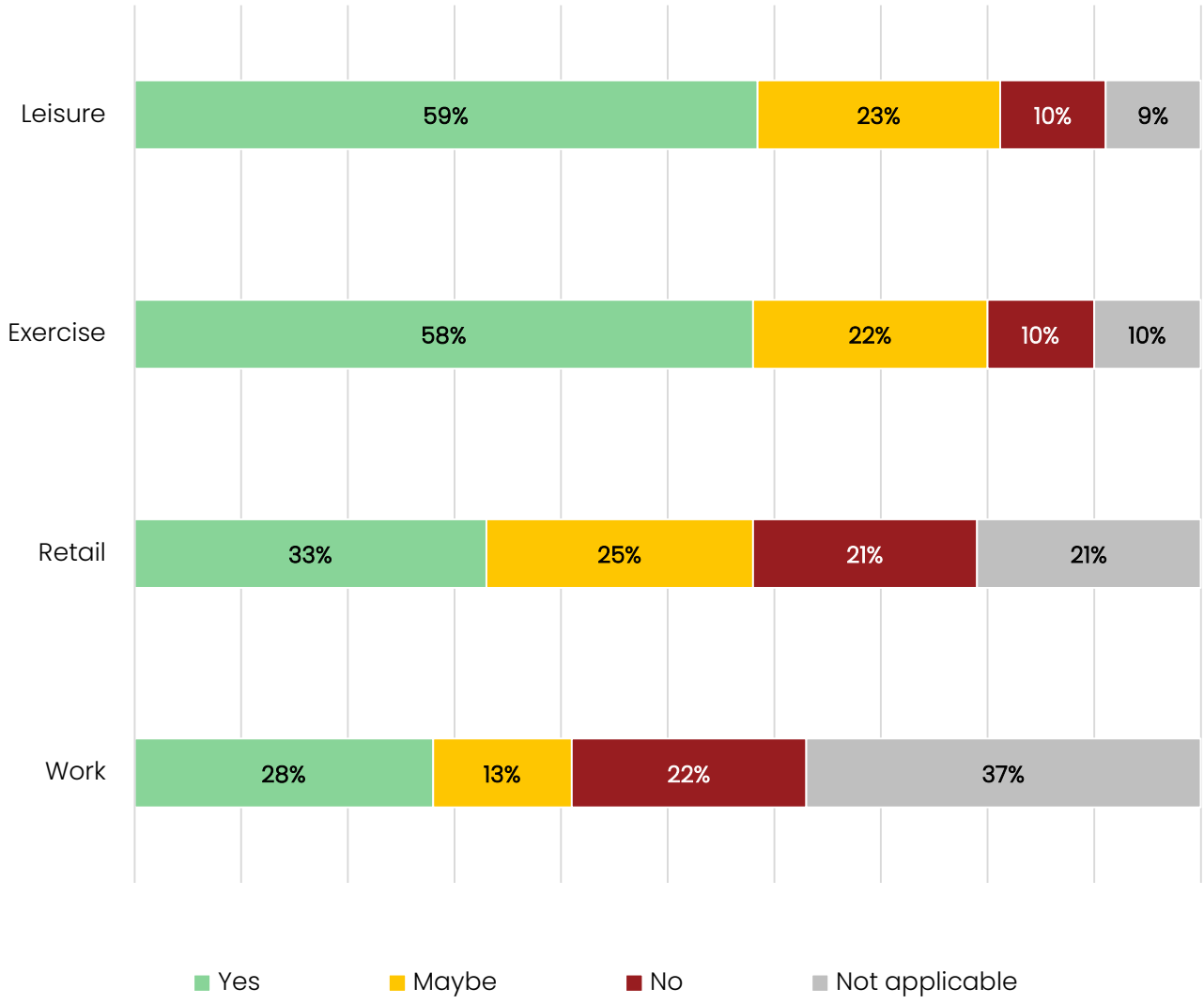
Respondents were asked whether they would increase the amount they use active travel, or decrease their use of cars and buses for a range of activities, if existing active travel routes were improved and new ones were introduced.

Respondents were most likely to say they would use active travel more for *leisure* (59%) and *exercise* (58%).

Opinions were split regarding the use of active travel for *retail.* A third of respondents (33%) said they would increase this, a quarter (25%) said they might and a fifth (21%) said they would not. A further 21% indicated that this was not applicable to them.

Respondents were least likely to say they would use active travel more for *work* (28%) and 13% said they might do this. A fifth (22%) said they would not do this and almost four in ten (37%) said this was not applicable to them.

Figure 10 – If existing active travel routes were improved and new ones introduced, would you use active travel more and cars/buses less?
Bases: All respondents (593)



Subgroup analysis

Subgroups more likely to say they **would** use active travel more and cars/buses less for **leisure** (59% overall) include:

- Those aged 70 and under (66%) vs those aged 71+ (40%)
- Those who lived in a household of two or more (63%) vs those who live alone (44%)

Those aged 61+ were more likely to say they **might** use active travel more and cars/buses less for **leisure** (27%) when compared with those aged 31-40 (13%).

Subgroups more likely to say they **would** use active travel more and cars/buses less for **exercise** (58% overall) include:

- Those aged 70 and under (66%) vs those aged 71+ (39%)
- Those who lived in a household of two or more (62%) vs those who lived alone (40%)

Subgroups more likely to say they **would** use active travel more and cars/buses less for **retail** (33% overall) include:

- Those aged 60 and under (43%) vs those aged 61+ (22%)
- Those who lived in a household of three or more (39%) vs those who lived alone (22%)

Subgroups more likely to say they **might** use active travel more and cars/buses less for **retail** (25% overall) include:

- Those aged 41-70 (31%) vs those aged 71+ (14%)
- Those who lived in a household of two or more (28%) vs those who lived alone (13%)

Subgroups more likely to say they **would** use active travel more and cars/buses less for **work** (28% overall) include:

- Those aged 31-40 (54%) vs those aged 41+ (22%)
- Those who lived in a household of three or more (41%) vs those who lived alone (14%) or in a household of two (21%)

Subgroups more likely to say they **might** use active travel more and cars/buses less for **work** (13% overall) include:

- Those aged 60 and under (20%) vs those aged 61+ (5%)
- Those who lived in a household of three or more (20%) vs those who lived alone (3%) or in a household of two (10%)

Subgroups more likely to answer **not applicable** in relation to using active travel more and car/buses less for **work** (37% overall) include:

- Those who lived north of the A14 (41%) vs those who lived south of the A14 (31%)
- Those aged 61+ (66%) vs those aged 60 and under (14%)
- Those who lived alone (65%) vs those who lived in a household of two or more (31%)

Land use

Respondents were asked to rank how land uses should be prioritised when vacant land or existing buildings are (re)developed. It should be noted that the base size for this question was lower than the overall total, as some respondents did not answer.

Almost four in ten respondents (38%) selected *nature* as their first priority, and around a fifth of respondents selected this as their second (20%) or third priority (19%).

A quarter of respondents (25%) ranked *housing* as their first priority, although a slightly smaller proportion ranked this as their sixth priority (21%).

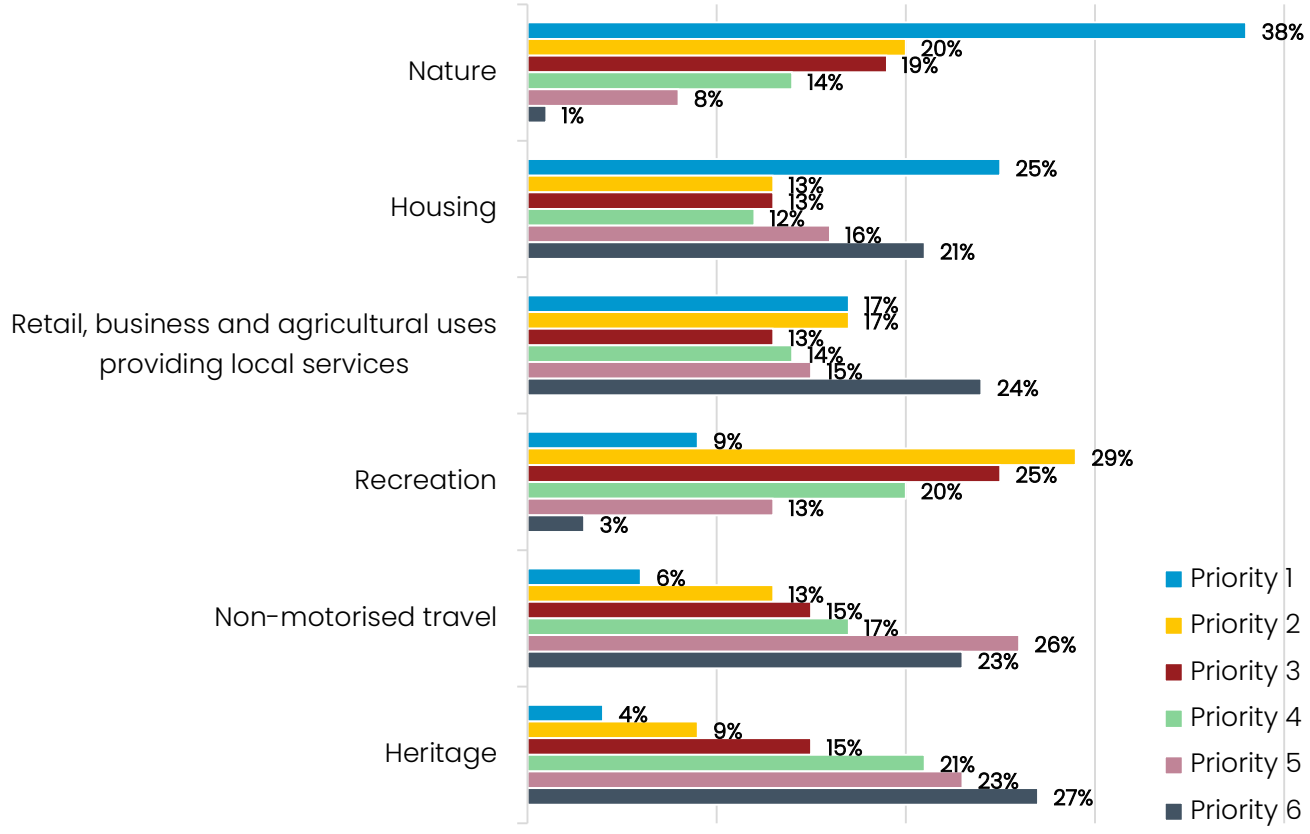
Opinions were mixed regarding *retail, business and agricultural uses providing local services.* Whilst 17% said this was their first priority, a larger proportion (24%) indicated that this was not a priority to them and ranked it as their sixth priority.

Whilst only 9% of respondents said that *recreation* was their first priority, large proportions selected this as their second (29%), third (25%) or fourth priority (20%).

Non-motorised travel and *heritage* are seen as lower priorities, as half of respondents selected these as their fifth or sixth priority (49% and 50% respectively).

Figure 11 – When vacant land or existing buildings are (re)developed, how should these land uses be prioritised? Please rank in your priority order 1 to 6

Base: Those who provided a response (573)



Subgroup analysis

Those who lived in a household of two were more likely to select **nature** as their **first priority** (45%) when compared with those who lived in a household of three or more (32%). Further to this, those aged 30 and under were more likely to select **nature** as their **second priority** (38%) when compared with those aged 31+ (19%).

Those aged 31-40 were more likely to select **retail, business and agricultural uses providing local services** as their **first priority** (24%) when compared with those aged 71+ (12%). By contrast, those aged 71+ were more likely to select **retail, business and agricultural uses providing local services** as their **sixth priority** (32%) when compared with those aged 31-60 (20%).

Those who lived alone were more likely to select **heritage** as their **first priority** (10%) when compared with those who live in a household of two or more (3%).

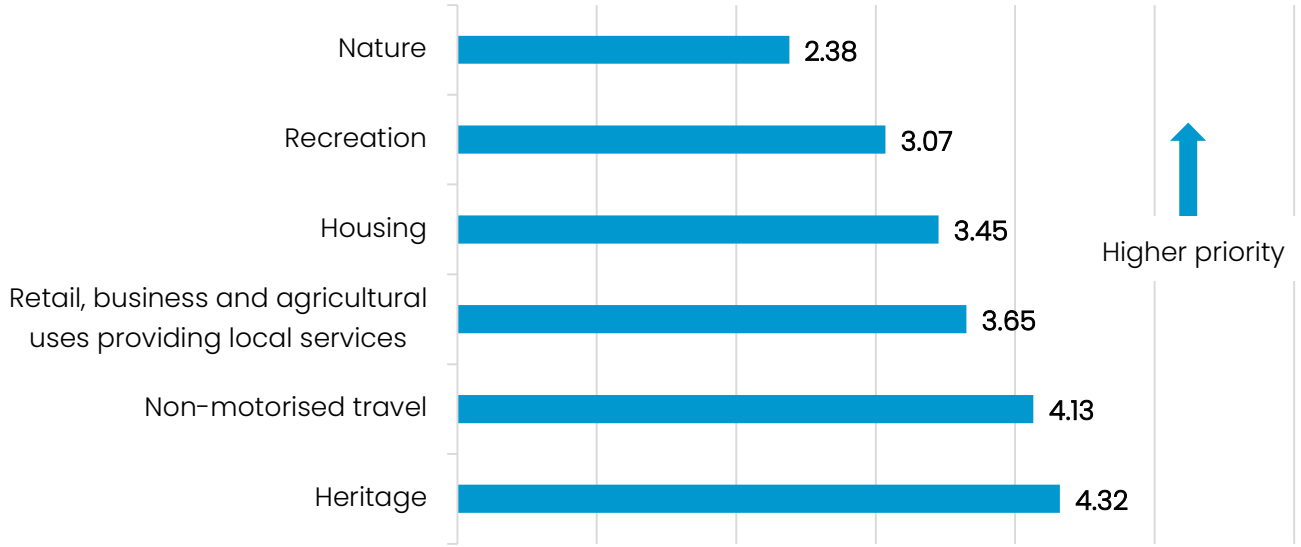
Subgroups more likely to select **heritage** as their **sixth priority** (27% overall) include:

- Those who lived south of the A14 (33%) vs those who lived north of the A14 (24%)
- Those aged 70 and under (31%) vs those aged 71+ (16%)

Looking at each land use by priority mean score (see the *How to read the report* section for more information about how these are calculated) shows that *nature* was given the highest priority with the lowest score (2.38). This was followed by *recreation* (3.07) and *housing* (3.45). *Retail, business and agricultural uses providing local services* was fourth (3.65), followed by *non-motorised travel* (4.13). The highest score and therefore the lowest priority was *heritage* (4.32).

Figure 12 – When vacant land or existing buildings are (re)developed, how should these land uses be prioritised? Please rank in your priority order 1 to 6 – Priority mean scores

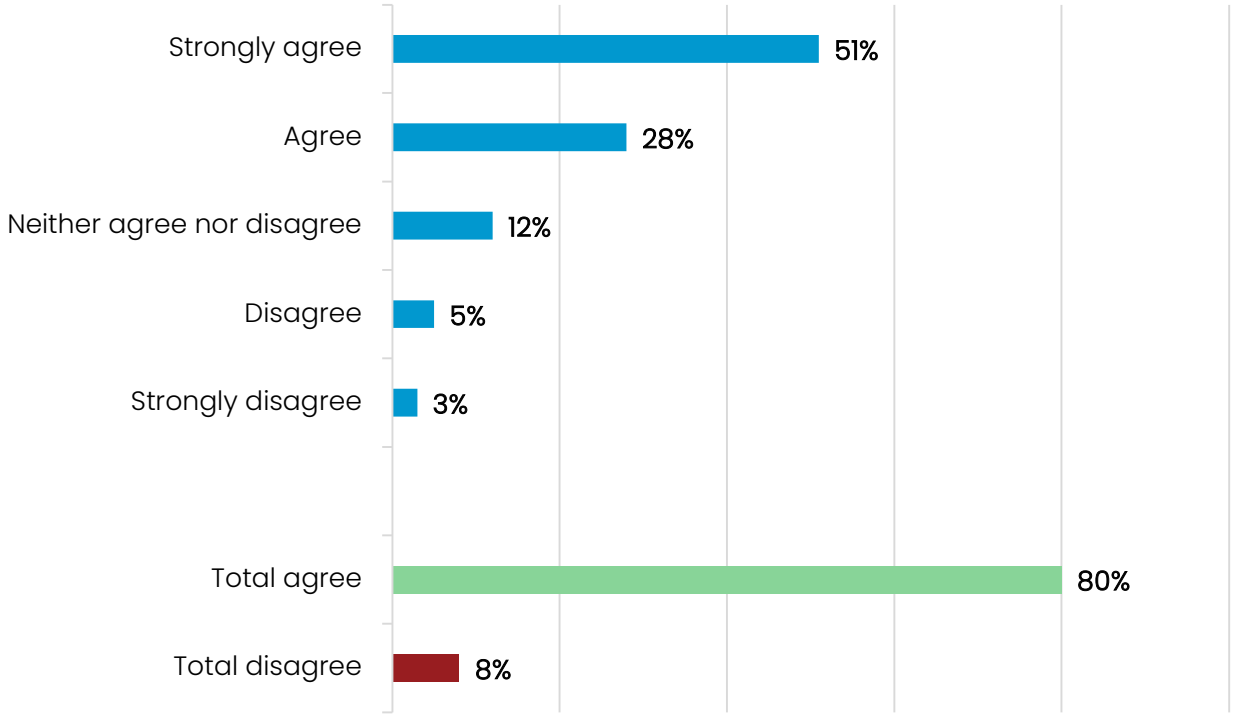
Base: Those who provided a response (573)



Location, housing types and other development

Respondents were asked whether they agreed that new housing should preferentially occur within the existing built-up area and not in the areas designated as Green Belt, excluding Eddington. Eight in ten respondents (80%) agreed overall, including half (51%) who said they *strongly agree* and another 28% who *agreed.* Less than one in ten respondents (8%) disagreed overall, and 12% said they *neither agree nor disagree.*

Figure 13 – Do you agree that, excluding Eddington, new housing should preferentially occur within the existing built-up area and not in areas currently designated as Green Belt?
Base: All respondents (593)



Subgroup analysis

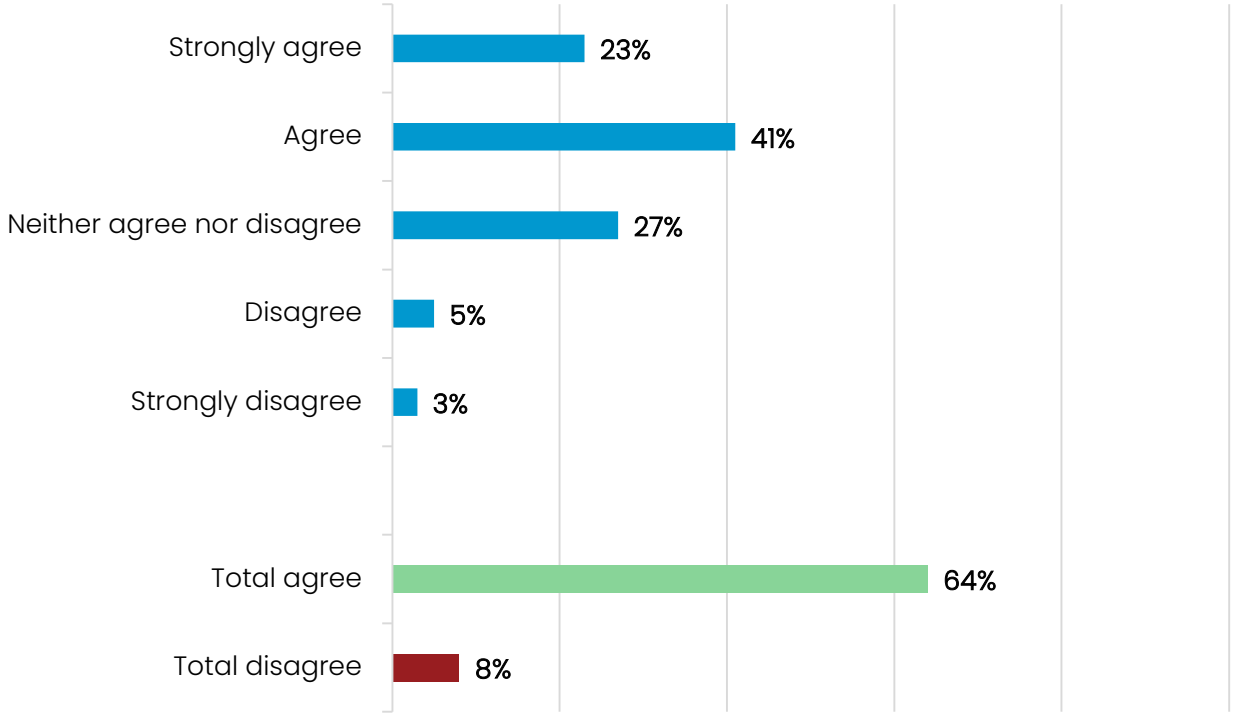
Subgroups more likely to **agree overall** (80% overall) include:

- Those aged 71+ (87%) vs those aged 70 and under (77%)
- Those who lived in a household of two (84%) vs those who lived in a household of three or more (73%)

Those aged 31-40 were more likely to **disagree overall** (14%) when compared with those aged 41-60 (6%).

Respondents were asked whether they agreed that new housing developments should prioritise two- and three-bedroom homes. As seen below, almost two-thirds of respondents (64%) agreed overall, including 23% who said they *strongly agree* and 41% who *agreed*. Over a quarter of respondents (27%) said they *neither agree nor disagree* and 8% disagreed overall.

Figure 14 – Do you agree that new housing development should prioritise 2- and 3-bedroom homes?
Base: All respondents (593)



Subgroup analysis

Subgroups more likely to **agree overall** (64% overall) include:

- Those aged 61-70 (77%) vs those aged 31-60 (56%)
- Those who lived alone (71%) or in a household of two (72%) vs those who lived in a household of three or more (55%)

Subgroups more likely to say they **neither agree nor disagree** (27% overall) include:

- Those aged 31-60 (34%) vs those aged 61-70 (16%)
- Those who lived in a household of three or more (34%) vs those who lived in a household of two (22%)

Respondents were asked to rank how new housing in Girton should be prioritised. It should be noted that the base size for this question was lower than the overall total, as some respondents did not answer.

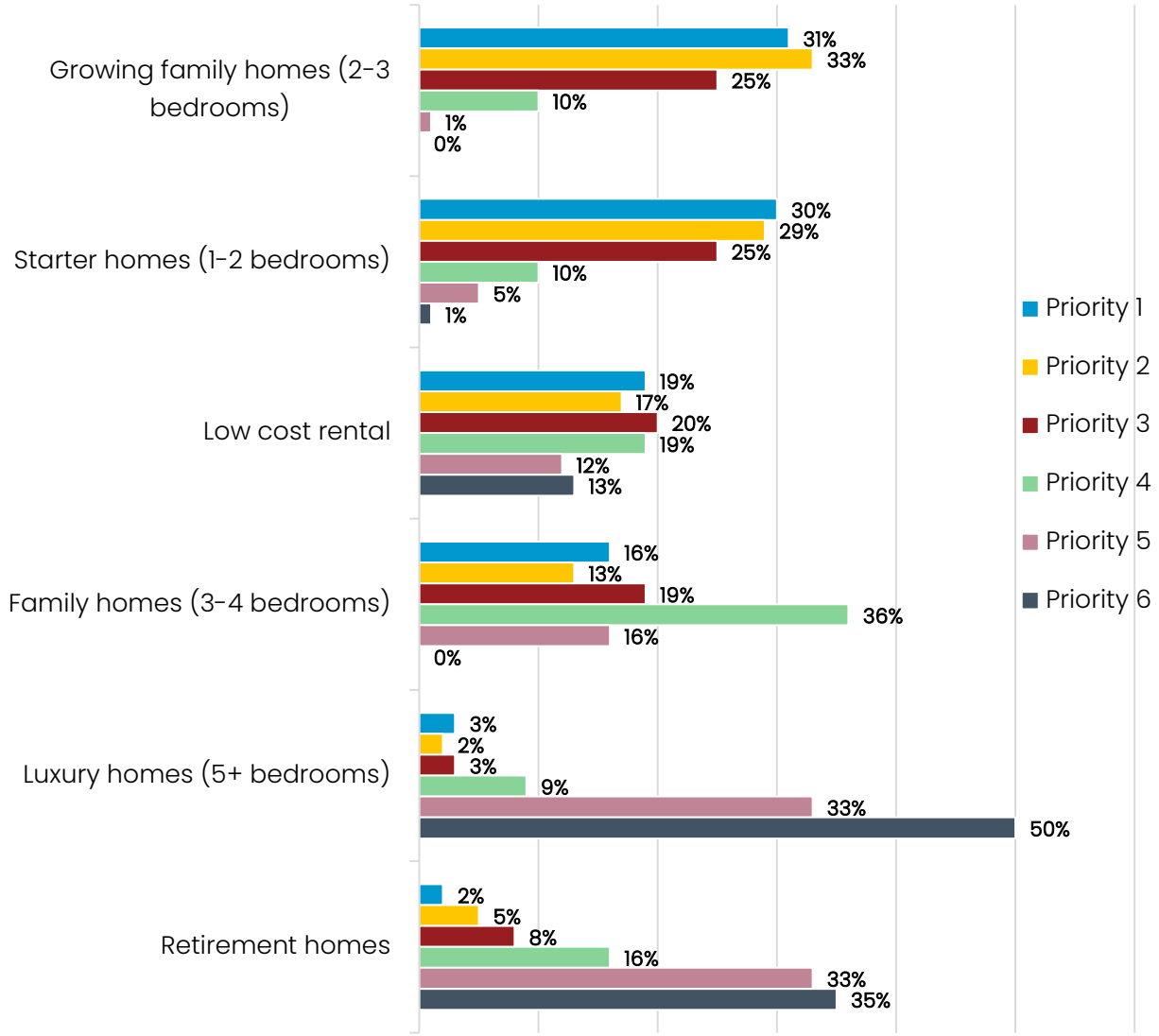
Growing family homes and *starter homes* were the most favoured, with at least eight in ten respondents ranking these in their top three priorities (89% and 84% respectively).

Responses related to *low cost rental* housing were mixed, with similar proportions of respondents indicating that this was their first (19%), second (17%), third (20%) or fourth priority (19%). A further 12% ranked this as their fifth priority and a similar proportion (13%) said it was their sixth priority.

Family homes appear to be lower down the list of priorities as over a third of respondents (36%) ranked this as their fourth priority.

Large proportions of respondents indicated that both *luxury homes* and *retirement homes* should be prioritised less, ranking these as fifth or sixth priority (83% and 68% respectively).

Figure 15 – How should new housing in Girton be prioritised? Please rank in your priority order 1 to 6
Base: Those who provided a response (566)



Subgroup analysis

Those who lived in a household of two were more likely to select **starter homes** (1-2 bedrooms) as their **second priority** (32%) when compared with those who lived in a household of three or more (23%).

Subgroups more likely to select **family homes** (3-4 bedrooms) as their **first priority** (16% overall) include:

- Those aged 41-60 (22%) vs those aged 61+ (10%)
- Those who lived in a household of three or more (24%) vs those who lived alone (11%) or in a household of two (10%)

Subgroups more likely to select **family homes** (3-4 bedrooms) as their **second priority** (13% overall) include:

- Those aged 31-40 (25%) vs those aged 30 and under (6%) and 71+ (8%)
- Those who lived in a household of three or more (16%) vs those who lived in a household of two (9%)

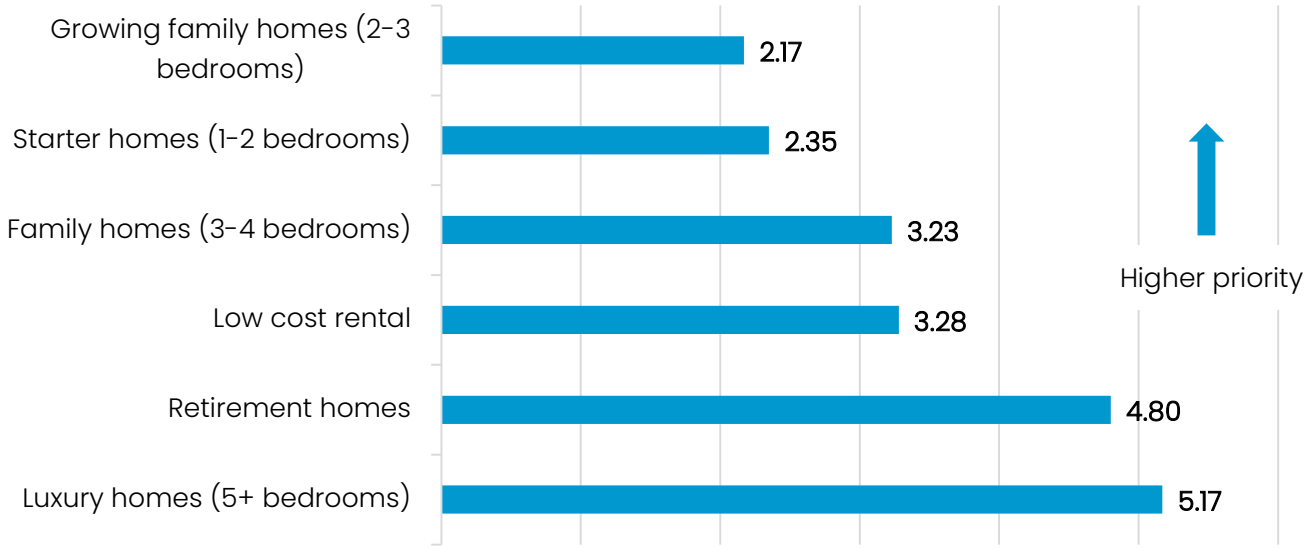
Subgroup analysis highlighted the following differences between areas:

- Those who lived south of the A14 were more likely to select **luxury homes** (5+ bedrooms) as a **first priority** (5%) vs those who lived north of the A14 (1%)
- Those who lived north of the A14 were more likely to select **starter homes** (1-2 bedrooms) as a **second priority** (33%) vs those who lived south of the A14 (23%)
- Those who lived south of the A14 were more likely to select **low cost rental** housing as their **sixth priority** (17%) vs those who lived north of the A14 (11%)

Looking at each type of housing by priority mean score (see the *How to read the report* section for more information about how these are calculated) shows that *growing family homes* was the highest priority with the lowest score (2.17). This was closely followed by *starter homes* (2.35). *Family homes* and *low cost rental* both received similar priority mean scores (3.23 and 3.28 respectively). Lowest priority was given to *luxury homes* (5.17), followed by *retirement homes* (4.80).

Figure 16 – How should new housing in Girton be prioritised? Please rank in your priority order 1 to 6 – Priority mean scores

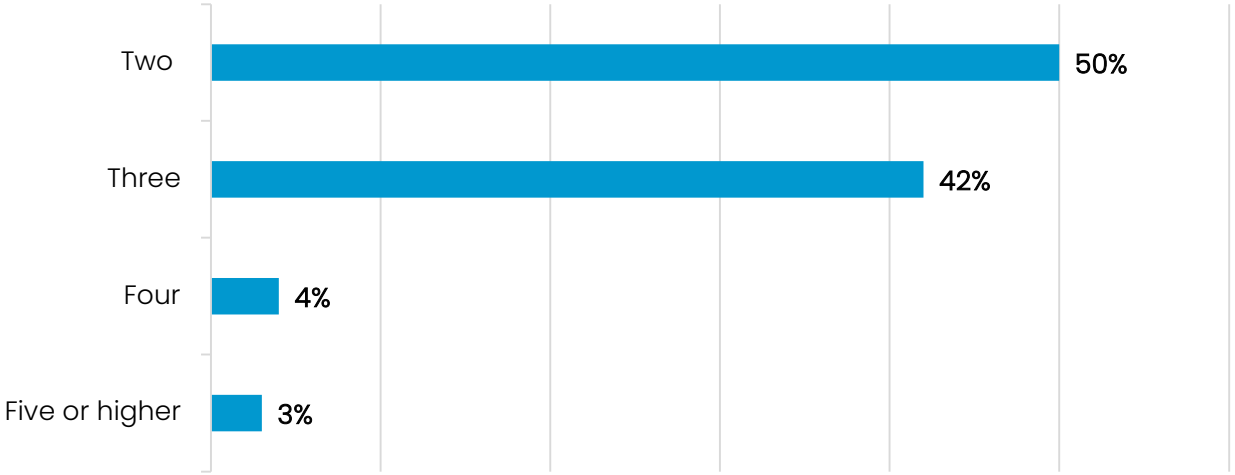
Base: Those who provided a response (566)



Respondents were then asked what they thought the maximum number of storeys for new housing should be, except for the Eddington development. The most common response was *two* storeys (50%), followed by 42% who said *three* storeys. Significantly smaller proportions of respondents felt that new housing should have a maximum of *four* storeys (4%) or *five or higher* (3%).

Figure 17 – Except for the Eddington development, what should be the maximum number of storeys for new housing?

Base: All respondents (593)



Subgroup analysis

Subgroups more likely to think that the maximum number of storeys for new housing should be **two** (50% overall) include:

- Those who lived north of the A14 (56%) vs those who lived south of the A14 (41%)
- Those aged 61+ (59%) vs those aged 40 and under (31%)
- Those who lived alone (61%) or in a household of two (56%) vs those who lived in a household of three or more (39%)

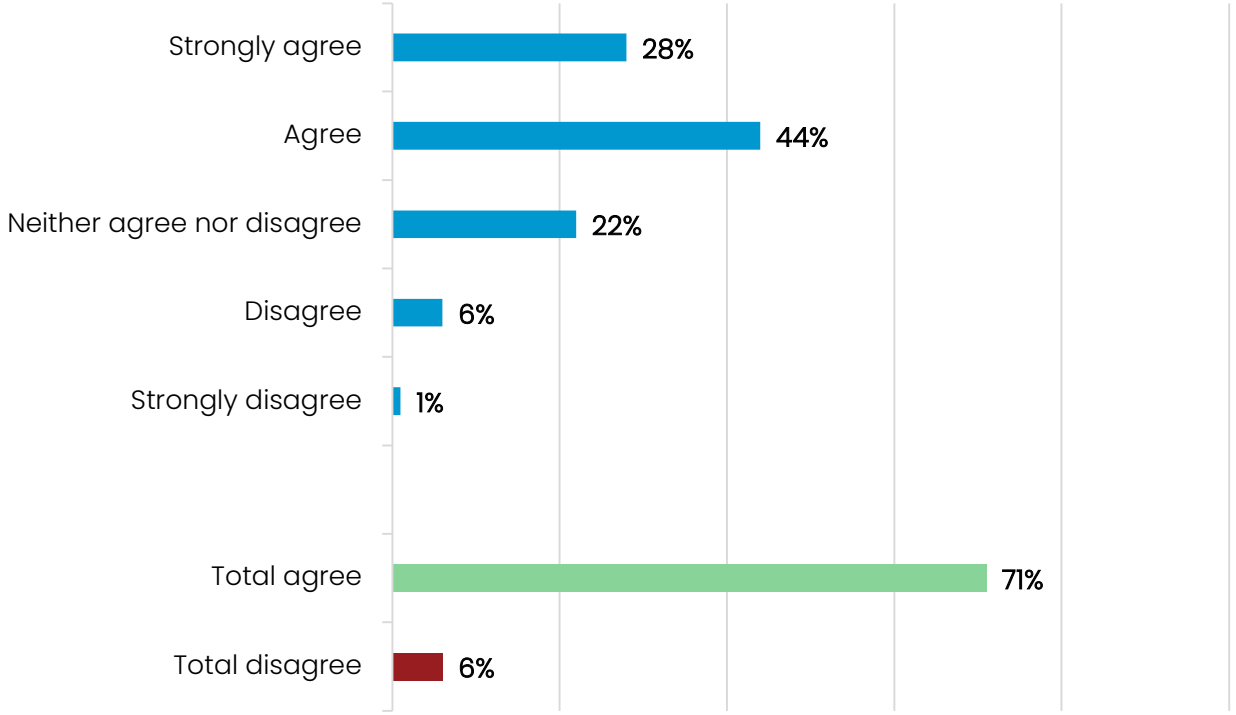
Subgroups more likely to say **three** storeys (42% overall) include:

- Those aged 40 and under (59%) vs those aged 41+ (38%)
- Those who lived in a household of three or more (49%) vs those who lived alone (34%) or in a household of two (39%)

Those who lived south of the A14 were more likely to say **four** storeys (7%) when compared with those who lived north of the A14 (2%).

In line with the South Cambridgeshire District Council Local Plan 2018, respondents were asked whether they agreed that any non-housing development should preferentially be within or adjoining the existing built-up area. Seven in ten respondents (71%) agreed overall, including 28% who said they *strongly agree* and 44% who said they *agree*. Over a fifth (22%) said they *neither agree nor disagree*, and 6% disagreed overall.

Figure 18 – Excluding extensions to agricultural premises, do you agree that any non-housing development should preferentially be within, or adjoining., the existing built-up area (including the area north to the Cambro Business Park)?
Base: All respondents (593)



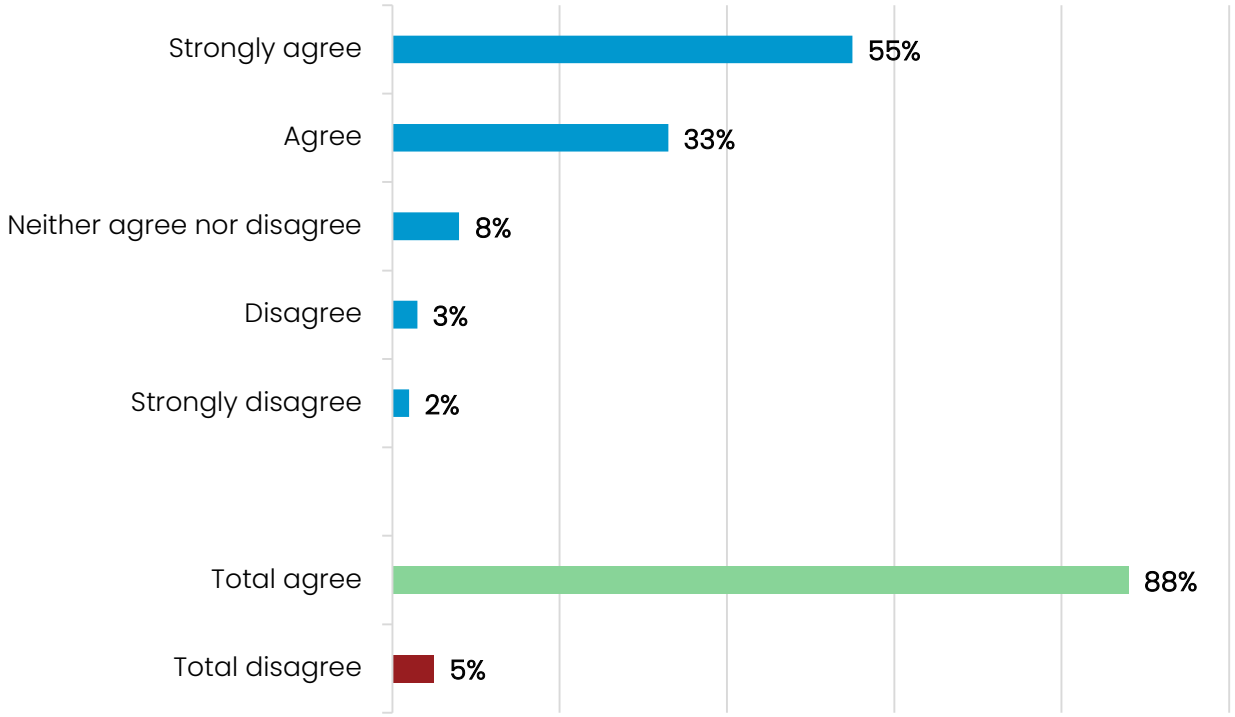
Subgroup analysis

Those who lived in a household of two were more likely to **agree overall** (77%) when compared with those who lived in a household of three or more (67%).

Those aged 61-70 were more likely to **disagree overall** (12%) when compared with those aged 41-60 (5%) and 71+ (5%).

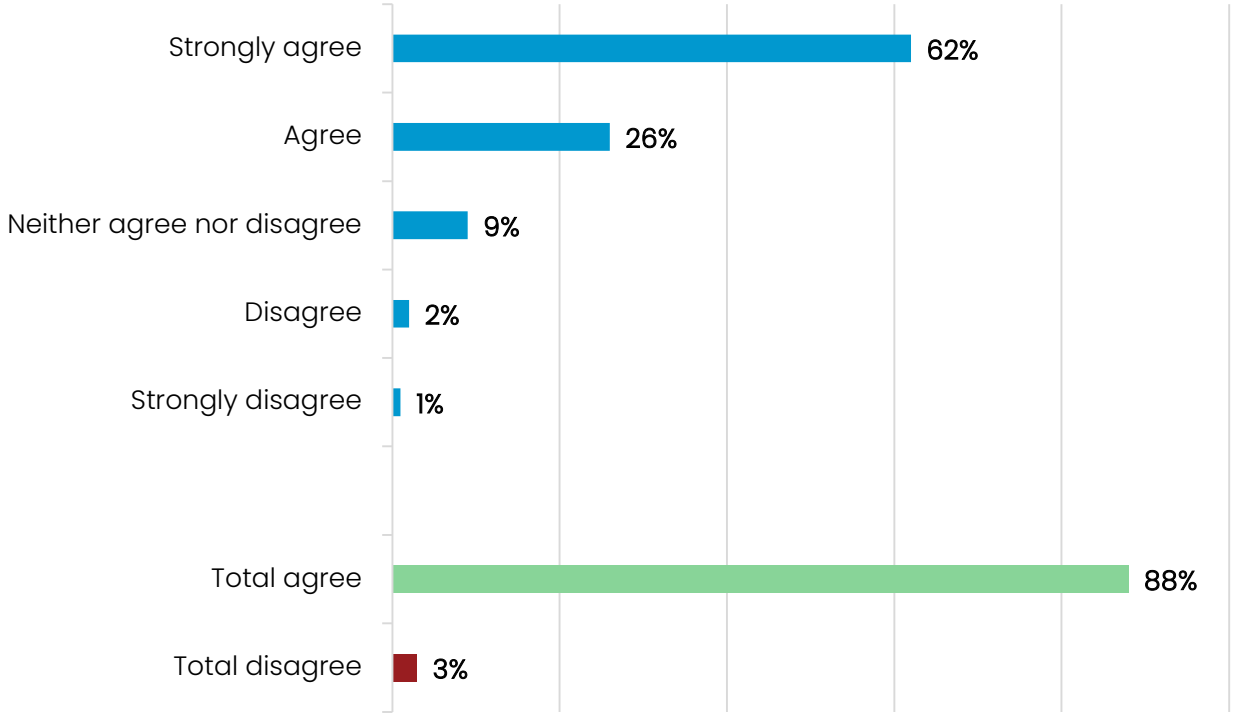
Nine in ten respondents (88%) agreed overall that any appropriate development on Green Belt must be sustainable and add to either recreation, sustainable travel or nature. This included over half (55%) who *strongly agreed* and a third (33%) who *agreed.* Small proportions of respondents disagreed overall (5%) or said they *neither agree nor disagree* (8%).

Figure 19 – Do you agree that any appropriate development on Green Belt must be sustainable and add to either recreation, sustainable travel or nature?
Base: All respondents (593)



Respondents were asked whether they agreed that any new development should address climate change issues and exceed Building Regulations requirements through low energy use, flood avoidance and environmentally sustainable construction. In response to this, nine in ten respondents (88%) agreed overall, including 62% who *strongly agreed* and 26% who *agreed.* By contrast, only 3% disagreed overall and a further 9% said they *neither agree nor disagree.*

Figure 20 – Do you agree that any new development should address climate change issues and exceed Building Regulations requirements through low energy use, flood avoidance and environmentally sustainable construction?
Base: All respondents (593)



Facilities and amenities

Respondents were provided with a list of potential amenities and asked to select the four most important that would enhance and encourage a vibrant local community, as well as the four least important.

Respondents were most likely to select having more *cafes, pubs and restaurants* as most important to them (64%), followed by more *independent shops* (58%) and *Post Office/parcel drop-off and collection points* (58%). Around half of respondents also felt that *spaces for the natural world* and improved *children/young persons' play facilities* were most important to them (52% and 48% respectively).

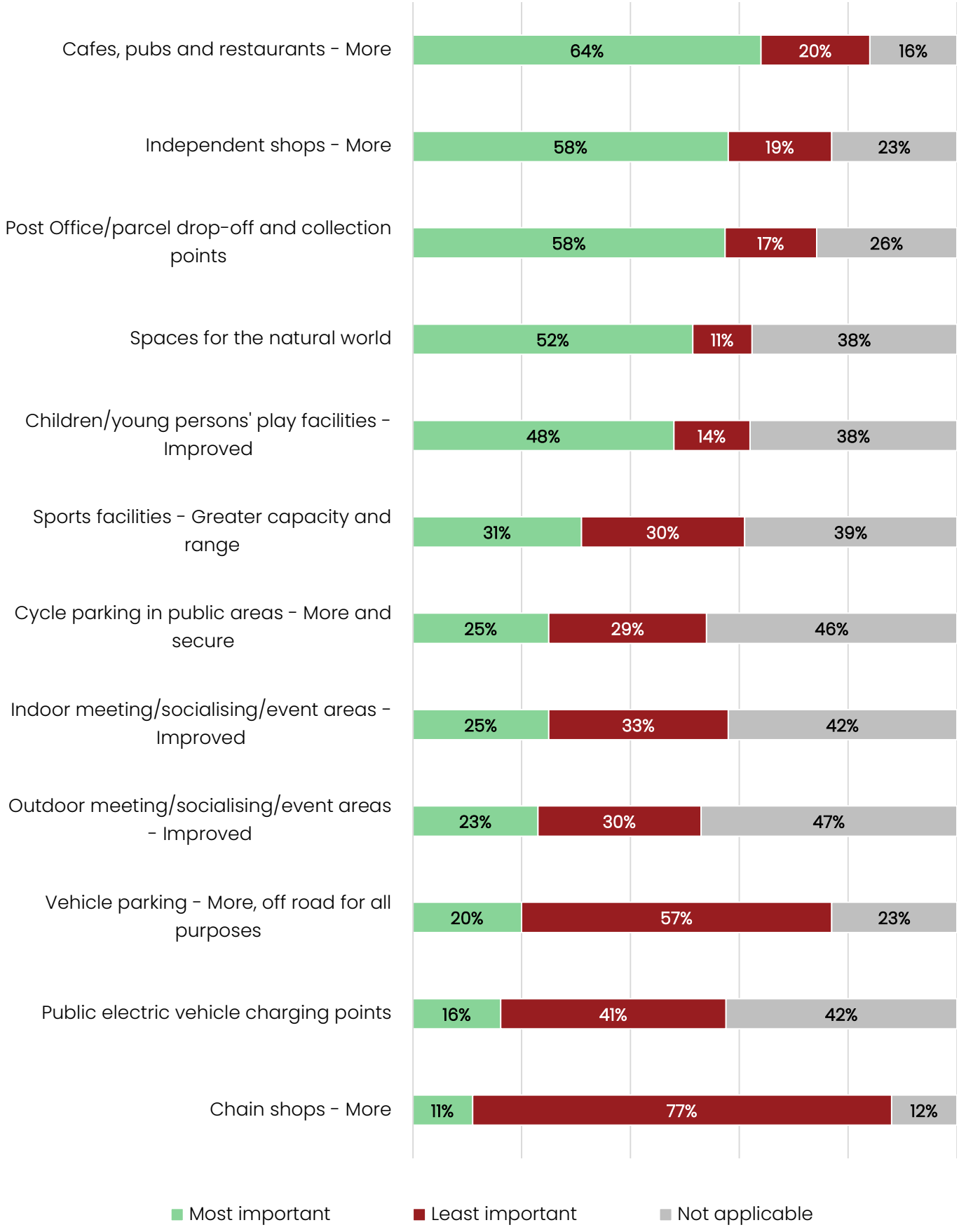
Almost equal proportions of respondents thought that having a greater capacity and range of *sports facilities* was most important (31%) or least important to them (30%).

Over three-quarters of respondents (77%) said that more *chain shops* were least important to them, and almost six in ten respondents (57%) indicated that more off road *vehicle parking* for all purposes was least important to them.

Several amenities recorded large proportions of 'not applicable'; this is where respondents did not select them as most or least important. These amenities include improved *outdoor meeting/socialising/event areas* (47%), more and secure *cycle parking in public areas* (46%) and improved *indoor meeting/socialising/event areas* (42%).

The full range of responses is shown in the chart overleaf.

Figure 21 – Which local amenities would most enhance and encourage a vibrant local community?
Base: All respondents (593)



Subgroup analysis

Subgroups more likely to select **Post Office/parcel drop-off and collection points** as something **most important** to them (58% overall) include:

- Those aged 71+ (73%) vs those aged 70 and under (52%)
- Those who lived alone (66%) or in a household of two (61%) vs those who lived in a household of three or more (51%)

Those **aged 31-40** were more likely to select the following as something **most important** to them:

- More **independent shops** (71%) vs those aged 61+ (53%)
- Improved **childrens'/young persons' play facilities** (61%) vs those aged 30 and under (33%) and 71+ (36%)

Those **aged 60 and under** were more likely to select the following as something **most important** to them:

- More **cafes, pubs and restaurants** (72%) vs those aged 71+ (51%)
- A greater capacity and range of **sports facilities** (41%) vs those aged 71+ (16%)
- More **chain shops** (13%) vs those aged 61-70 (5%)

Those aged 61+ were more likely to select improved **outdoor meeting/socialising/event areas** as something **least important** to them (35%) when compared with those aged 41-60 (23%).

Those who **lived in a household of three or more** were more likely to select the following:

- Improved **children's/young persons' play facilities** as something **most important** to them (61%) vs those who lived alone (37%) or in a household of two (40%)
- A greater capacity and range of **sports facilities** as something **most important** to them (40%) vs those who lived alone (21%) or in a household of two (27%)
- **Vehicle parking** as something **least important** to them (67%) vs those who lived alone (44%) or in a household of two (54%)
- More **chain shops** as something **most important** to them (13%) vs those who lived in a household of two (7%)

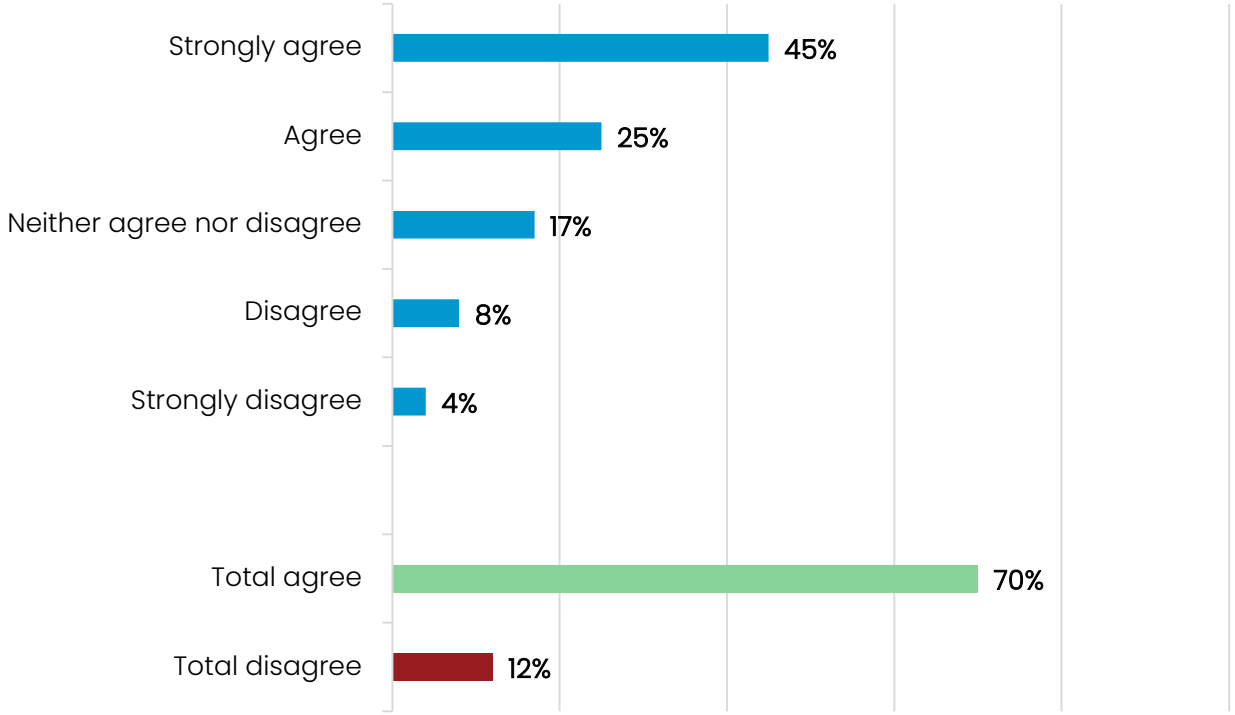
Those who live in a household of two or more were more likely to select more **cafes, pubs and restaurants** as something **most important** to them (68%) when compared with those who lived alone (46%).

The 'Girton Gap'

The Green Belt land running south from Girton College, round the Thorntons and the former Felix Hotel site and alongside Wellbrook Way, is often termed the 'Girton Gap' as it provides separation between the built-up areas of Girton and the City of Cambridge.

When asked whether they agreed that it is important to keep the Girton Gap undeveloped to separate the built-up parts of Girton and Cambridge, unless there are clear and explicit benefits to Girton, seven in ten respondents (70%) agreed overall. This included 45% who said they *strongly agree* and 25% who *agreed.* Just over one in ten (12%) disagreed overall, including 8% who said they *disagree* and 4% who *strongly disagreed.* A further 17% said they *neither agree nor disagree.*

Figure 22 – Unless there are clear and explicit benefits to Girton, do you agree that it is important to keep the Girton Gap undeveloped to separate the built-up parts of Girton and Cambridge?
Base: All respondents (593)



Subgroup analysis

Those aged 71+ were more likely to **agree overall** (81%) when compared with those aged 60 and under (63%).

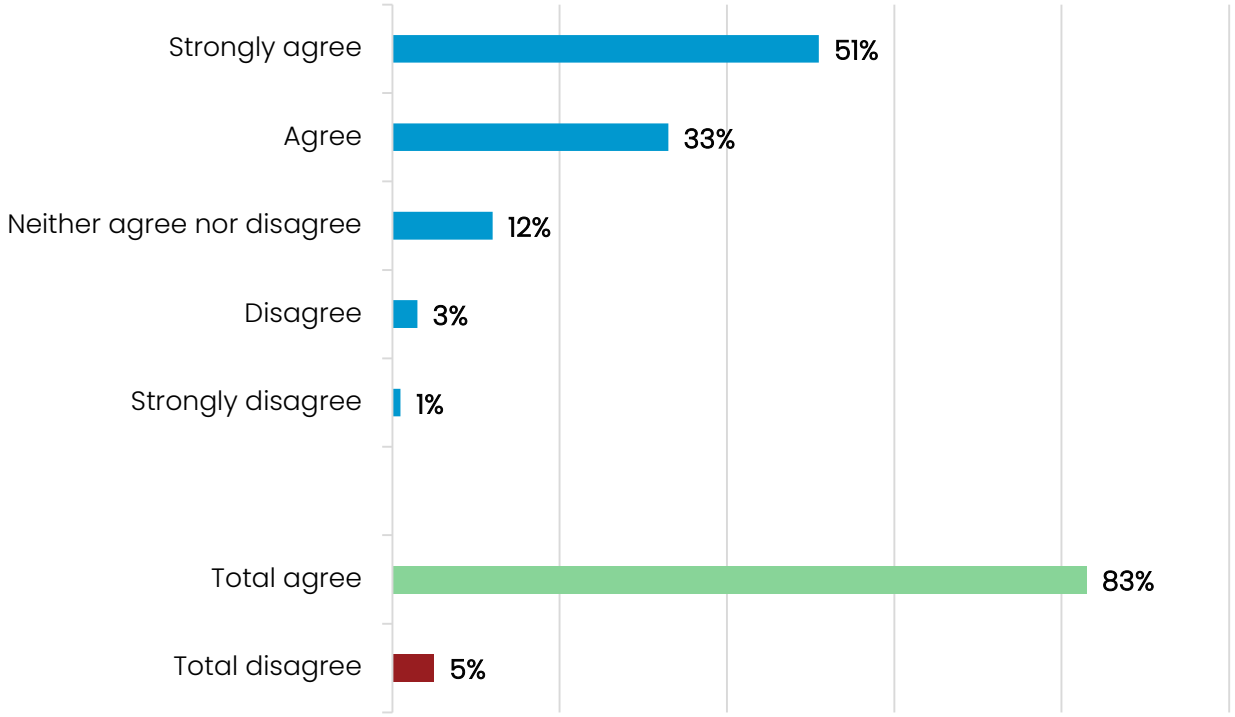
Those aged 60 and under were more likely to say they **neither agree nor disagree** (22%) when compared with those aged 71+ (10%).

Protected Village Amenity Areas (PVAAs)

Protected Village Amenity Areas (PVAAs) are areas of undeveloped land within villages that are important to retain.

Respondents were asked whether they agreed that all areas within Girton that meet the necessary criteria should be designated Protected Village Amenity Areas. Over eight in ten (83%) agreed overall, including half (51%) who said they *strongly agree* and a third (33%) who *agreed.* A further 12% of respondents said they *neither agree nor disagree* and only 5% disagreed overall.

Figure 23 – Do you agree that all areas within Girton that meet the necessary criteria should be designated Protected Village Amenity Areas?
Base: All respondents (593)



Subgroup analysis

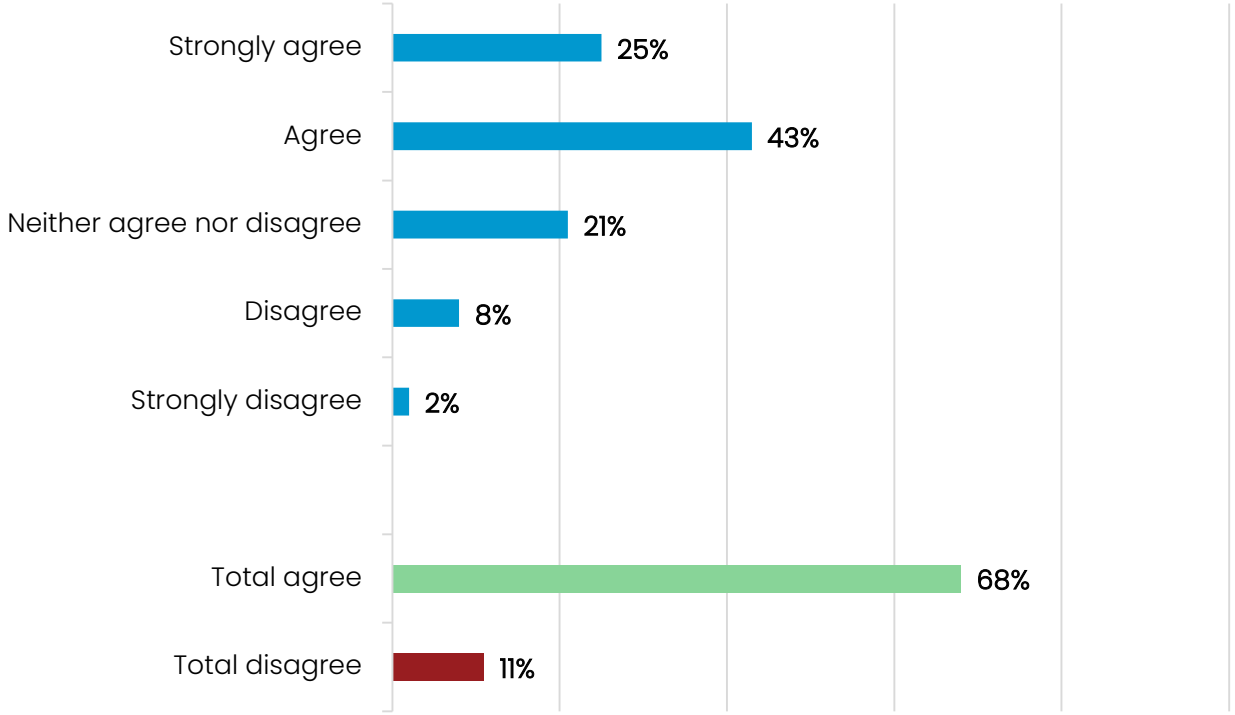
Those aged 31+ were more likely to **agree overall** (85%) when compared with those aged 30 and under (58%).

By contrast, those aged 30 and under were more likely to **disagree overall** (18%) when compared with those aged 31+ (4%).

Local economy

When asked whether they agreed that Girton should encourage the development of new employment opportunities only within the current built-up area, almost seven in ten (68%) agreed overall. This included a quarter (25%) who *strongly agreed* and 43% who *agreed.* Just over one in ten respondents (11%) disagreed overall, and a fifth (21%) said they *neither agree nor disagree.*

Figure 24 – Do you agree that Girton should encourage the development of new employment opportunities mentioned above only within the current built-up area (including the area north to the Cambro Business Park)?
Base: All respondents (593)



Subgroup analysis

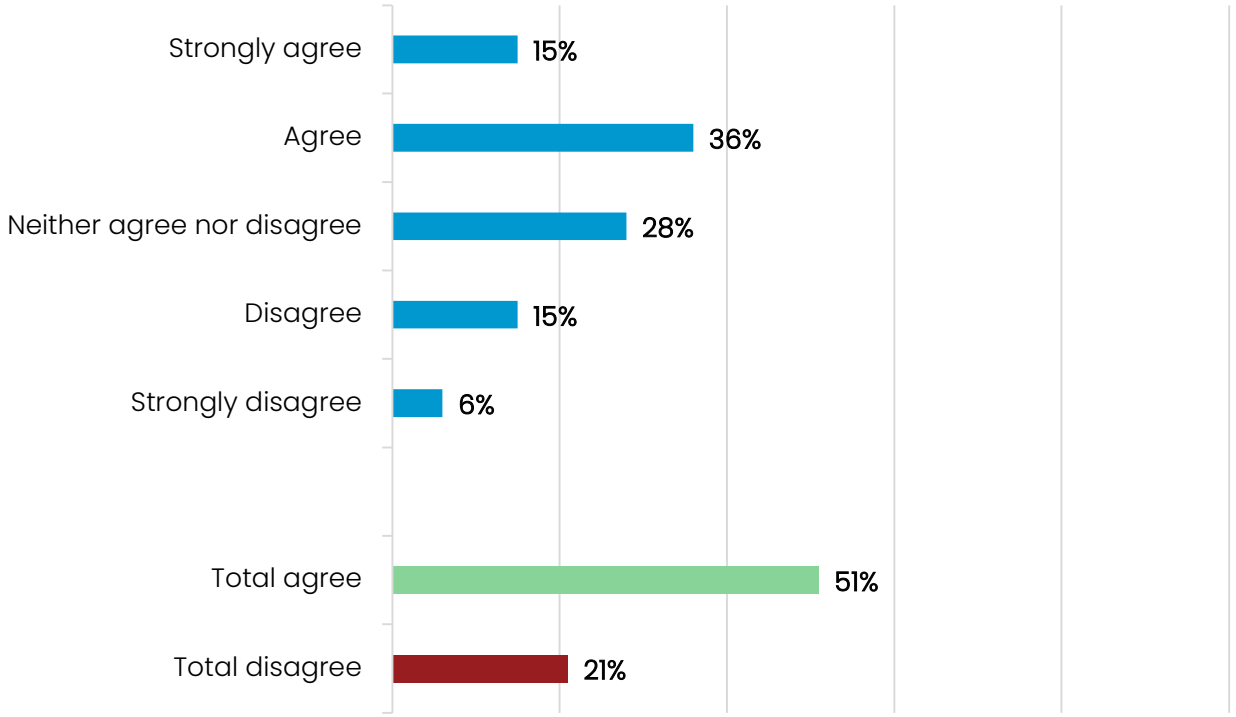
Those aged 41-60 were more likely to **agree overall** (74%) when compared with those aged 71+ (63%).

Those who lived alone were more likely to **disagree overall** (17%) when compared with those who live in a household of three or more (8%).

Half of respondents (51%) agreed overall that Girton should encourage the development of new, appropriate employment opportunities within or immediately adjoining the current built-up area, including 15% who said they *strongly agree* and 36% who *agreed.* However, a fifth (21%) disagreed overall, including 15% who *disagreed* and 6% who said they *strongly disagree.* A further three in ten (28%) said they *neither agree nor disagree*.

Figure 25 – Do you agree that Girton should encourage the development of new, 'appropriate' employment opportunities mentioned above either within or immediately adjoining the current built-up area?

Base: All respondents (593)



Subgroup analysis

Subgroups more likely to **agree overall** (51% overall) include:

- Those aged 60 and under (58%) vs those aged 71+ (41%)
- Those who lived in a household of three or more (57%) vs those who lived in a household of two (47%)

Subgroups more likely to **disagree overall** (21% overall) include:

- Those aged 71+ (29%) vs those aged 60 and under (16%)
- Those who lived in a home of two (24%) vs those who lived in a household of three or more (16%)

Respondents were asked what factor or facility would help to sustain local employment in Girton. The analysis of free-text comments to show the frequency of mentions is presented in the table below.

The largest proportion of comments (25%) related to *improved/cheaper public transport*. A further 11% suggested *good transport/accessibility* and 6% mentioned *active travel/cycling routes*, suggesting that travel and transport around Girton is important to employment.

A few specific industries were also mentioned by those who provided a comment, such as *more shops/independent shops/market* (17%), *café/restaurants/hospitality* (17%) and *Post Office* (7%).

Suggestions specifically related to business include *suitable/range of business premises* (6%), *encourage new businesses/support start-ups* (5%) and *affordable premises/low business rates* (4%).

The full range of responses is shown in **Figure 24**.

Figure 26 – What key factor or facility would most help to sustain employment locally in Girton?
Base: Those who provided a comment (162)

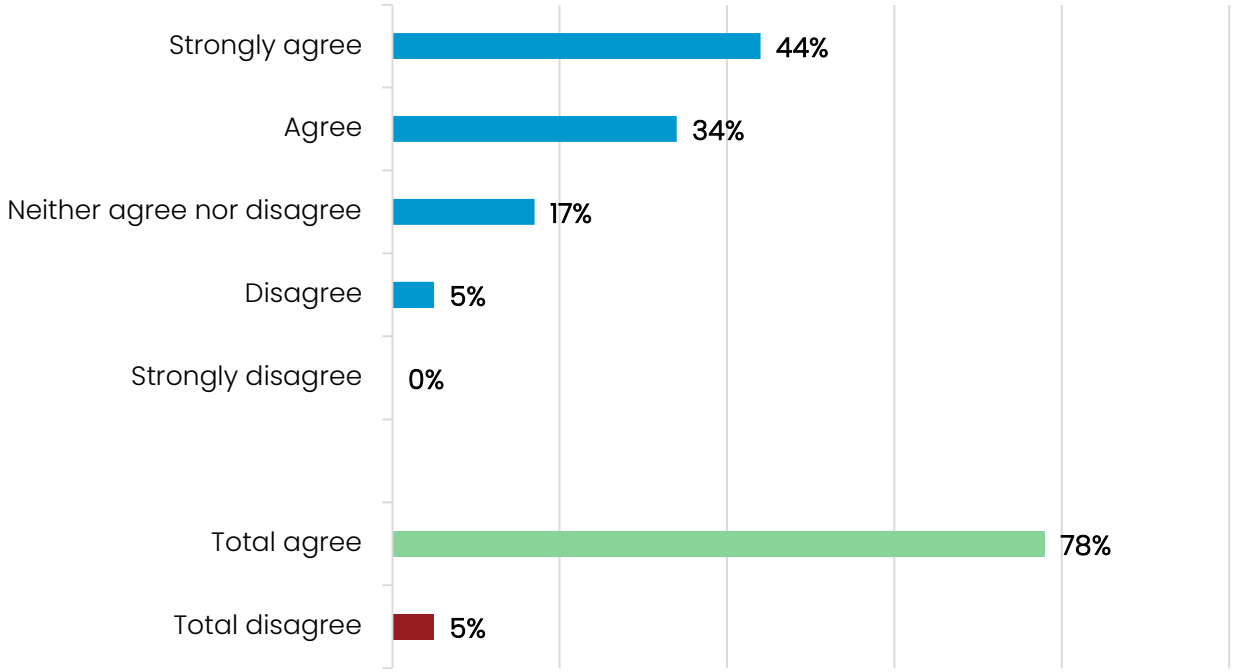
Top themes in free-text responses	Frequency	%
Improved/cheaper public transport	41	25%
More shops/independent shops/market	27	17%
Café/restaurants/hospitality	27	17%
Good transport links/accessibility	18	11%
Post Office	12	7%
Active travel/cycling routes	10	6%
Affordable/low-cost housing	10	6%
Suitable/range of business premises	10	6%
More local facilities/amenities	10	6%
Village centre/hub	9	6%
Nothing/don't know/not answered	8	5%
Encourage new businesses/support start-ups	8	5%
Protect green belt/don't over-develop/retain Girton character	7	4%
Affordable premises/low business rates	6	4%
Not necessary/enough employment in Cambridge	6	4%
Good Wi-Fi/high speed internet	4	2%
Useful/community focused businesses/services	4	2%

Support for young people/youth facilities	4	2%
Pharmacy	3	2%
Leisure/recreation facilities	3	2%
Good salary/real living wage	3	2%
Upkeep of local area/street cleaning/gardening	3	2%
Science/technology facilities	2	1%
Co-working facilities	2	1%
Good planning decisions/local involvement in planning	2	1%
More/better car parking	2	1%
More parking restrictions	2	1%
Other comment	5	3%

Important Countryside Frontage

Important Countryside Frontages are defined as land with a strong countryside character. When asked whether they agreed that all areas within Girton that meet the necessary criteria should be designated as 'Important Countryside Frontages', eight in ten respondents (78%) agreed overall. This included 44% who said they *strongly agree* and 34% who *agreed.* Just 5% disagreed overall and a further 17% said they *neither agree nor disagree.*

Figure 27 – Do you agree that all areas within Girton that meet the necessary criteria should be designated as 'Important Countryside Frontages'?
Base: All respondents (593)



Subgroup analysis

Subgroups more likely to **agree overall** (78% overall) include:

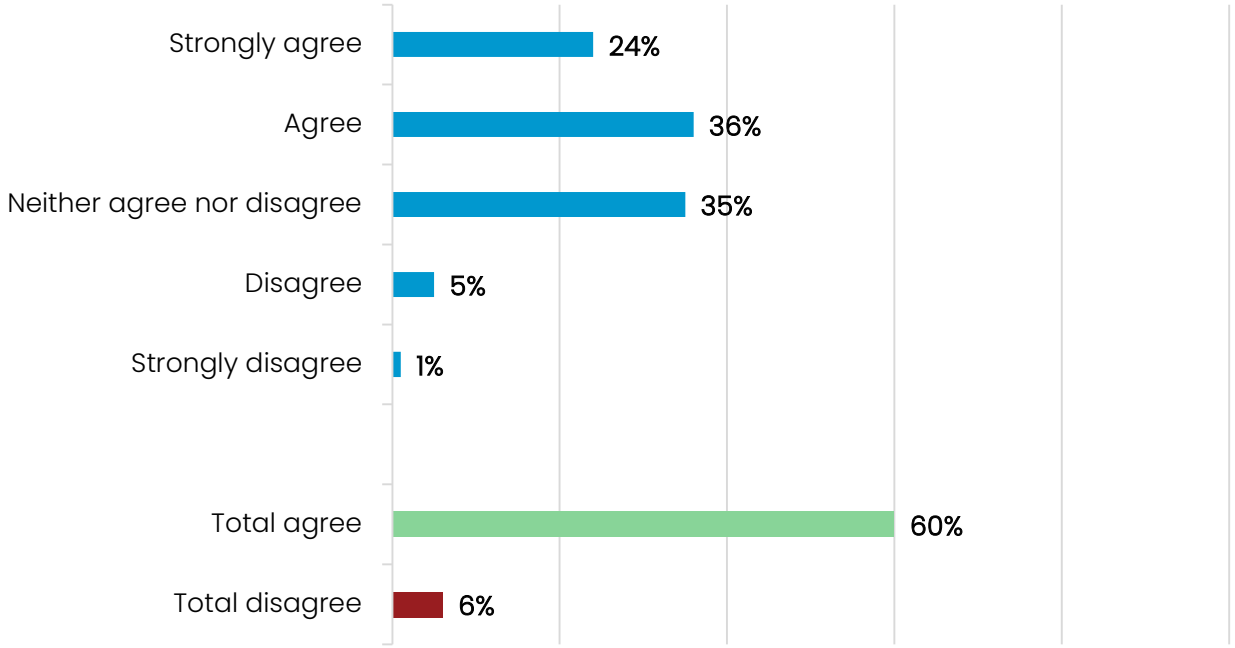
- Those who lived north of the A14 (82%) vs those who lived south of the A14 (74%)
- Those aged 71+ (86%) vs those aged 30 and under (64%) and 41-60 (73%)
- Those who lived in a household of two (86%) vs those who lived alone (76%) or in a household of three or more (70%)

Heritage assets

A 'non-designated heritage asset' is one identified as having heritage significance worth consideration in planning decisions but do not justify identification as a national 'designated heritage asset'.

Six in ten respondents (60%) agreed overall that all heritage assets within Girton that have no formal national designation should be identified as 'non-designated heritage assets', including 24% who said they *strongly agree* and 36% who *agreed*. Over a third (35%) said they *neither agree nor disagree* and 6% disagreed overall.

Figure 28 – Do you agree that all heritage assets within Girton that have no formal national designation should be identified as 'non-designated heritage assets'?
Base: All respondents (593)



Subgroup analysis

Those aged 61+ were more likely to **agree overall** (67%) when compared with those aged 30 and under (45%) and 41-60 (54%).

Subgroups more likely to say they **neither agree nor disagree** (35% overall) include:

- Those aged 30 and under (52%) vs those aged 61+ (28%)
- Those who lived in a household of three or more (42%) vs those who lived alone (26%) or in a household of two (32%)

Those who live south of the A14 were more likely to **disagree overall** (8%) when compared with those who live north of the A14 (3%).

Quality of life in Girton

The final question asked respondents what single change to Girton would most improve the life of all residents. The table below shows the frequency of mentions following analysis of the comments.

The most common theme, mentioned by 20% of those who provided a comment, related to *improving public transport* such as making it *reliable, more regular* or *cheaper.* A number of other common themes also related to transport and travel, such as *more/safer active travel routes/more cycle paths* (13%), *more transport links/better connections* (10%), *improve condition of roads/footpaths/fix potholes* (8%) and *safer roads/more 20mph limits/speed cameras* (5%). Other themes related to travel and transport that were mentioned by fewer respondents.

Specific shops and businesses were also mentioned frequently, such as *café/restaurants/pubs* (18%), *more/better shops/independent shops* (12%) and *Post Office* (6%).

A number of facilities and amenities were also suggested, including *village centre/hub/social meeting place* (10%), *protect/maintain/greater access to green space* (6%) and *more local facilities/amenities* (5%).

The full range of responses is shown in **Figure 27**.

Figure 29 – Thinking about the Neighbourhood Plan's timeframe to the year 2041, what single change to Girton would most improve the life of all our residents?
Base: Those who provided a comment (448)

Top themes in free-text responses	Frequency	%
Improved/reliable/more regular/cheaper public transport	91	20%
Café/restaurants/pubs	79	18%
More/safer active travel routes/more cycle paths	57	13%
More/better shops/independent shops	52	12%
More transport links/better connections	46	10%
Village centre/hub/social meeting place	46	10%
Improve condition of roads/footpaths/fix potholes	34	8%
Post Office	29	6%
Protect/maintain/greater access to green space	29	6%
Improved sense of community/cohesion	24	5%
Safer roads/more 20mph limits/speed cameras	23	5%
More local facilities/amenities	23	5%
More parking restrictions/less inconsiderate parking	19	4%

Include/facilities for younger people	19	4%
Reduce traffic/less through traffic	18	4%
Reduce noise from A14/better sound barriers	17	4%
Affordable/low-cost housing	16	4%
More sports/leisure/recreation facilities	15	3%
Fewer developments/don't over-develop	13	3%
Clubs/social activities/talks/events	11	2%
More housing/wider variety of housing	11	2%
More/better car parking	10	2%
Nothing/don't know/not answered	9	2%
Mitigate flood risk/better drainage	9	2%
Remove/fewer speed bumps	8	2%
Pharmacy	8	2%
Support local businesses	8	2%
Retain village identity/Girton character	8	2%
General upkeep/cut overgrowth/street cleaning/remove graffiti	8	2%
Protect wildlife/nature	8	2%
Better parks/play areas	8	2%
Comment/complaint about survey	8	2%
Plant more trees	7	2%
Better access to GP/health centre	6	1%
Good planning decisions	6	1%
Public toilets	6	1%
Ensure infrastructure is sufficient for population	5	1%
Greater focus on sustainability	5	1%
More pedestrian crossings	4	1%
No 20mph zones	4	1%
Library	4	1%
Fibre broadband	2	0%
More jobs	2	0%
Other comment	3	1%