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Histon Road: Summary Report of Consultation Findings

Version 2

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Executive Summary

Between 21 May and 2 July 2018 the Greater Cambridge Partnership (GCP) held an extensive consultation on a scheme to improve sustainable transport along Histon Road.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- The 32 elements of the scheme were more supported than opposed. Most were supported by the majority of respondents with the exception of: new bus stop near Cranwell Court (inbound), bus stop removed near Linden Close (both inbound and outbound), relocated Pay & Display parking in Linden Close, parking bay near Rackham Close retained for Pay & Display parking, possible alternative location for pedestrian crossing near Carisbrooke Road, and inbound bus lane between Blackhall Road and Carisbrooke Road.
- The majority of respondents supported the design of the new cycleways in the scheme.
- The majority of respondents supported the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road.
- Nearly half of respondents indicated they had 'no preference' between the two new signalised crossing points. Of the two options, creating a new signalised crossing point near Carisbrooke Road (22a) was preferred by slightly more respondents.
- A great number of detailed comments were received. From these it was clear that travel safety in the area was a significant concern for the public, so improvements were felt to be needed. There was debate over how the cycle lanes should be designed and the use of floating bus stops. There was also debate on the suitability and cost of the bus lane, as well as debate about the loss of parking along Histon Road.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 15,250 consultation leaflets.

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

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 944 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

This report summarises the core 944 responses to the consultation survey and the 95 additional written responses received.

Key findings

Individual elements of the proposed scheme

Quantitative

- 921 respondents answered the question about their support for the individual elements of the proposed scheme. Respondents were not required to leave an answer for all elements. Overall figures for each element are lower than the overall response as respondents chose to abstain answering some elements.
 - 889 respondents answered the question on the **Histon Road/Victoria Road/Huntingdon Road junction redesign**. The majority of respondents indicated they supported this element (70.6%). Under a fifth of respondents indicated they opposed it (17.9%).
 - 887 respondents answered the question on a **new signalised pedestrian crossing near Cranwell Court**. The majority of respondents supported this element (61%). Under a fifth of respondents indicated that they opposed it (16.5%).
 - 893 respondents answered the question on the **removal of Pay & Display parking layby at Cranwell Court**. The majority of respondents indicated they supported this element (53.5%). Over a fifth of respondents indicated they opposed it (22.1%).
 - 893 respondents answered the question on an **outbound floating bus stop near Cranwell Court**. The majority of respondents supported this element (54.4%). Over a quarter of respondents opposed it (25.9%).

- 888 respondents answered the question on support for a **new inbound bus stop near Cranwell Court**. Nearly half of these respondents supported this element (47.4%). Nearly a fifth opposed it (17.9%).
- 884 respondents answered the question on support for **landscaping near Histon Road cemetery**. The majority of respondents supported this element (62.1%). Few respondents opposed it (11%).
- 889 respondents answered the question on support for **the removal of the Pay & Display parking area**. The majority of respondents supported this element (55%). Nearly a quarter of respondents opposed it (23.8%).
- 888 respondents answered the question on support for **the removal of the inbound bus stop near Linden Close**. Nearly two fifths of respondents supported this element (39.2%) and just over a fifth opposed it (21.1%).
- 891 respondents answered the question on support for **the removal of the outbound bus stop near Linden Close**. Under two fifths supported this element (39.3%) and over a fifth opposed it (21.1%).
- 889 respondents answered the question on support for **relocating Pay & Display parking in Linden Close**. Nearly half of respondents supported this element (45.3%). Under a fifth opposed it (19.3%).
- 888 respondents answered the question on support for **the retention of the pedestrian crossing near Linden Close**. The majority of respondents supported this element (71.9%). Few respondents opposed it (4.4%).
- 876 respondents answered the question on support for **the retention of the parking bay near Rackham Close for Pay & Display parking**. Nearly half of respondents supported this element (46.5%). Less than a fifth opposed it (14.9%).
- 890 respondents answered the question on support for **the retention of the inbound bus stop near Akeman Street**. The majority of respondents supported this element (65.8%). Few respondents opposed it (5.5%).
- 892 respondents answered the question on support for **the retention of the outbound bus stop near Akeman Street**. The majority of respondents supported this element (66.4%). Few respondents opposed it (5.1%).
- 893 respondents answered the question on support for **a new signalised pedestrian crossing near Akeman Street**. The majority of respondents supported this element (67.8%). Under a fifth opposed it (16.1%).
- 882 respondents answered the question on support for **landscaping at Akeman Street junction**. The majority of respondents supported this element (66.6%). Few respondents opposed it (10%).
- 891 respondents answered the question on support for **the retention of a signalised pedestrian crossing near the Post Office**. The majority of respondents supported this element (80.1%). Few respondents opposed it (5.7%).
- 884 respondents answered the question on support for the **retention of the inbound bus stop near Gilbert Road**. The majority of respondents supported this element (66.4%). Few respondents opposed it (6.9%).

- 889 respondents answered the question on support for **an outbound floating bus stop near Gilbert Road**. The majority of respondents supported this element (60%). A fifth of respondents opposed it (20%).
- 887 respondents answered the question on support for **landscaping at Gilbert Road/Warwick Road junction redesign**. The majority of respondents supported this element (66.2%). Few respondents opposed it (11.7%).
- 887 respondents answered the question on support for **the redesign of the Gilbert Road/Warwick Road junction**. The majority of respondents supported this element (68.6%). Under a fifth of respondents opposed it (15.4%).
- 876 respondents answered the question on support for **a signalised pedestrian crossing near Borrowdale**. The majority of respondents supported this element (55.1%). Less than a fifth of respondents opposed it (14%).
- 878 respondents answered the question on support for **an alternative location for a pedestrian crossing near Carisbrooke Road**. Under two fifths of respondents supported for this element (39.6%). Under a fifth opposed it (16.6%).
- 886 respondents answered the question on support for **an inbound floating bus stop near Borrowdale**. The majority of respondents supported this element (55.5%). Under a quarter of respondents opposed it (23.4%).
- 883 respondents answered the question on support for **an outbound floating bus stop near Borrowdale**. The majority of respondents supported this element (54.7%). Under a quarter of respondents opposed it (24%).
- 871 respondents answered the question on support for **an inbound bus lane between Blackhall Road and Carisbrooke Road**. Less than half of respondents supported this element (45.2%). Under a third of respondents opposed it (30.5%).
- 882 respondents answered the question on support for **the retention of the outbound bus stop near Brownlow Road**. The majority of respondents supported this element (57.3%). Few respondents opposed it (6.7%).
- 876 respondents answered the question on support for **an inbound floating bus stop near Brownlow Road**. The majority of respondents supported this element (55.9%). Under a fifth of respondents opposed it (19.6%).
- 879 respondents answered the question on support for **landscaping at Brownlow Road junction**. The majority of respondents supported this element (60.9%). Few respondents opposed it (10.8%).
- 871 respondents answered the question on support for **the retention of a signalised pedestrian crossing near Brownlow Road**. The majority of respondents supported this element (70.2%). Few respondents opposed it (5.8%).
- 874 respondents answered the question on support for **landscaping at Blackhall Road junction**. The majority of respondents supported this element (59.4%). Few respondents opposed it (11.5%).

- 894 respondents answered the question on support for **widening the on-road cycle lane from A14 to Kings Hedges junction**. The majority of respondents supported this element (68.8%). Less than a fifth opposed it (18.5%).
- Further analysis of the responses shows that:
 - **Removal of Pay & Display parking layby at Cranwell Court:** Respondents who indicated they have a disability that influences travel decisions were more opposed (32.1%) and less supportive (37%) of this element than the overall response.
 - **Floating bus stop near Cranwell Court (outbound):** Respondents who indicated their usual workplace destination was 'Cambridge city centre' were more supportive (67.7%) of this element and less opposed (17.2%) than the overall response. Respondents who were located north of the A14/Histon Road Junction were more supportive (65%) of this element than the overall response, while opposition remained similar (17.7%). Respondents that indicated they had a disability that influences travel decisions were less supportive (37.4%) and more opposed (36.3%) than the overall response.
 - **Pay & Display parking area removed:** Respondents who indicated they were 'retired' were less supportive of this element than the overall response, with less than half of these respondents supporting this element (45.8%). However, more of these respondents supported this element than opposed (27.3%). Respondents who indicated they have a disability that influences travel decisions were less supportive of this element than the overall response (40.8%) and more opposed to it (34.5%).
 - **Bus stop removed near Linden Close (inbound):** Respondents who indicated they had a disability that influences travel decisions were more opposed to this element (29.7%) than supportive (28.4%).
 - **Signalised pedestrian crossing near Borrowdale:** Respondents who indicated they were aged '55-64' were less supportive and more opposed to this element than the overall response. However, more of these respondents still supported a signalised pedestrian crossing near Borrowdale (46.8%) than opposed it (22.5%). Respondents who were located north of the A14/Histon Road junction were less supportive of this element than the overall response (47.7%). However, more of these respondents supported it than opposed this element (17.1%) and more of these respondents had 'no opinion' (35.2%).
 - **Floating bus stop near Borrowdale (inbound):** Respondents who indicated they were aged '55-64' were less supportive and more opposed to this element than the overall response. However, more of these respondents supported it (48.7%) than opposed it (30.1%). Respondents who indicated they had a disability that influenced travel decisions were less supportive and more opposed to this element than the overall response. However, more of these respondents supported this element (48.8%) than opposed it (31.3%).

- **Floating bus stop near Borrowdale (outbound):** Respondents who indicated their usual workplace destination was 'other' were less supportive and more opposed to this element than the overall response. However, more of these respondents supported it (48.1%) than opposed it (29.2%). Respondents who indicated they were aged '55-64', '65-74' and '75 and above' were less supportive and more opposed to this element than the overall response. However, more of these respondents supported this element than opposed it, with less than half of those aged '55-64' (47.4%), over half of those aged '65-74' (51.2%), and over two fifths of those aged '75 and above' (43.4%) supporting it. Under a third of those aged '55-64' (30.1%), over a third of those aged '65-74' (33.8%), and under a third of those aged '75 and above' (29%) opposed this element. Respondents who indicated they were retired were less supportive and more opposed to this element than the overall response. However, more of these respondents supported this element (49.2%) than opposed it (29.5%). Respondents who indicated they have a disability that influences travel decisions were less supportive and more opposed to this element than the overall response. However, more of these respondents supported it (47.5%) than opposed it (33.4%).
- **Inbound bus lane between Blackhall Road and Carisbrooke Road:** The majority of respondents who indicated they were aged '25-34' were supportive of this element (58.1%) and less than a fifth opposed it (16.2%). The majority of respondents who were located 'north of the A14/Histon Road junction' supported this element (59.2%). Less than a fifth of these respondents opposed this element (19.5%).
- **Floating bus stop near Brownlow Road (inbound):** Respondents aged '55-64' and '75 and above' were less supportive and more opposed to this element than the overall response. However, more of these respondents supported this element than opposed it, with less than half of those aged '55-64' (49.7%) and half of those aged '75 and above' (50%) supporting it and over a quarter of those aged '55-64' (28.7%) and over a fifth of those aged '75 and above' (21%) opposing it. Respondents who indicated they have a disability that influences travel decisions were less supportive and more opposed to this element than the overall response, with less than half of these respondents supporting it (46.3%) and over a quarter opposing it (28.8%).

Qualitative

- Question 2 asked respondents if they had any comments on these elements. 573 respondents left comments. The main themes were: negative comments and concerns about the floating bus stops, about the parking restrictions, about concerns around element 1: Histon Road / Victoria Road / Huntingdon Road junction redesign, about the schemes improvements to safety, about concerns regarding tree removal, about the lack of need for the bus lane, positive comments about element 31: Widen on-road cycle lane from A14 to Kings Hedges junction, about the improvements for pedestrians, and concerns about the cost of development.

Design for the new cycleways in the Histon Road scheme

Quantitative

- Question 3 asked respondents whether they supported the design of the cycleways in the scheme. 897 respondents answered this question. The majority of respondents supported them (72.4%). Under a quarter of respondents opposed the new cycleways design (23%).
- Further analysis of the responses shows that: Respondents who indicated they were aged '55-64' and '65-74' were less supportive and more opposed to the new cycleways design than the overall response. However, more of these respondents supported it than opposed it, with three fifths of those aged '55-64' (61%) and under three fifths of those aged '65-74' (58%) supporting it and under a third of those aged '55-64' (32%) and over a third of those aged '65-74' (34.3%) opposing it. Respondents who indicated they had a disability that influences travel decisions were less supportive and more opposed to the new cycleways design than the overall design. However, more of these respondents supported it than opposed it, with under three fifths supporting it (57.3%) and over a third opposing it (34.1%).

Qualitative

- Question 3a asked respondents if they had any comments on these elements. 461 respondents left comments. The main themes were: about the safety and consistency of raised cycle lanes, about cycle lane width, about support for the scheme, about negative experiences with cyclists, about the use of floating bus stops, and about the suitability of advisory cycle lanes.

Time-limited loading and unloading at off-peak times

Quantitative

- Question 4 asked respondents whether they supported time-limited loading and unloading at off-peak times on Histon Road. 883 respondents answered this question. The majority of respondents supported this, with nearly two thirds selecting 'strongly support' or 'support' (62.2%). Under a fifth opposed this (17.1%).

Qualitative

Question 4a asked respondents if they had any comments about this. 273 respondents left comments. The main themes were: about the times of the limitations, about the negative impact on businesses, and about the impact on cycling.

New signalised crossing

Quantitative

- Question 5 asked respondents which new signalised crossing they preferred at point 22. 872 respondents answered this question.
- Nearly half of respondents indicated they had 'no preference' (49.5%).
- Of the two options, creating a new signalised crossing point near Carisbrooke Road (22a) was preferred by slightly more respondents, with over a quarter of respondents selecting this (25.2%).
- Upgrading the existing un-signalised crossing point near Borrowdale (22) was preferred by under a fifth of respondents (15.3%).
- Few respondents preferred 'neither' option (10%).

Other

Qualitative

- 195 respondents left comments on question 5, regarding whether they felt the proposals would discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. The main themes were; the impact on disability from floating bus stops, pedestrian crossings, the removal of parking, and the width of footpaths and cycle lanes; and the impact on age from the same areas.
- 379 respondents left comments on question 7 regarding any other comments. The main themes were: about the schemes impact on cycling, about the cost of the scheme, about the impact on the environment from the removal of trees, about the need for bus service improvements, about the impact of parking restrictions, about the potential of increased congestion from the scheme, and about support for the scheme.

Introduction

Background

Between 21 May and 2 July 2018 the Greater Cambridge Partnership held an extensive public consultation on:

- Bus priority measures including a bus lane and new floating bus stops
- Improved pedestrian and cycle facilities with cycle lanes segregated from vehicular traffic by height and the use of the Cambridge kerb where possible
- The removal of some on-street parking to allow more road space for buses and cyclists
- Landscaping to areas where more greenery can be included

The consultation adopted a multi-channel approach to promote and seek feedback through traditional and online, paid-for, owned and earned media, community engagement events in key or high footfall locations along Histon Road and through the wide-spread distribution of more than 15,250 consultation leaflets.

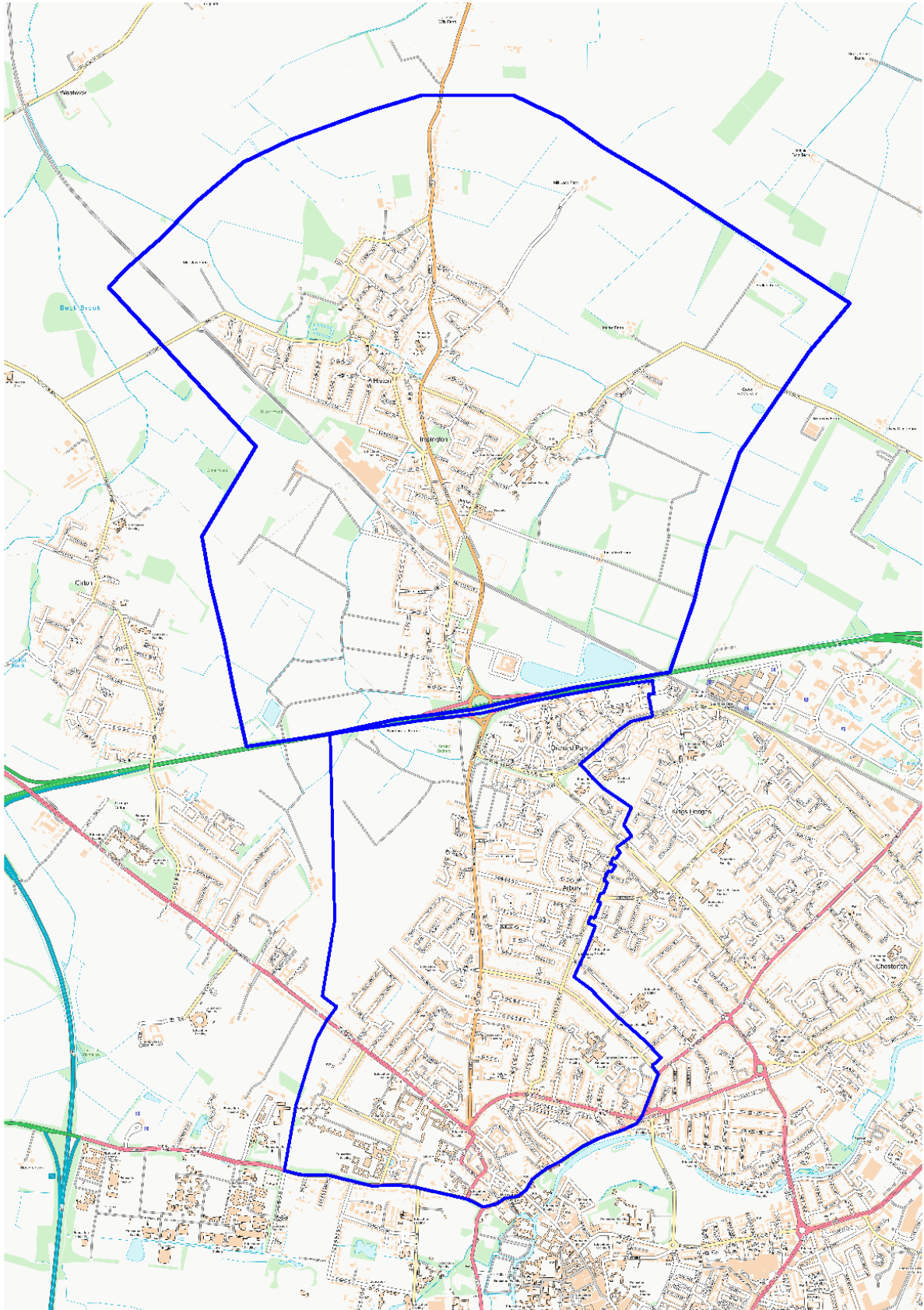
Three drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers and consultants.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 944 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

A five page consultation leaflet was the principle paper-based mechanism for providing information about the consultation to people across the area. The leaflet included a questionnaire to invite comments on the level of support for each element of the scheme as well as other relevant information such as whether respondents support the design of the new cycleways and the possibility of time-limited loading and unloading at off-peak times. The questionnaire sought profile information in order to facilitate further analysis. The leaflet was made available in other formats on request.

Other means of publicity included events, earned media from news releases and distribution via the Partnership's owned channels both on and offline e.g. leaflets at the County's Park & Ride sites and at local libraries. Paid for media included the Guided Busway and poster sites including city centre boards. Online promotion included targeted Facebook advertising across the wider identified area. Twitter posts encouraging retweets via local people and organisations' feeds.

The leaflet delivery area is shown below. Every effort was made to deliver to all households in the below area.



Consultation and Analysis Methodology

Background

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

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

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was identified as being residents of Histon Road extending to the villages of Histon and Impington and commuters who use Histon Road including bus users and cyclists. Councillors and nearby Parish Councils were also specifically targeted. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express how far they supported the 32 elements of the strategy, how far they supported the cycleways design, how far they supported the possibility of time-limited load and unloading at off-peak times along Histon Road, and which signalled crossing point they preferred between Borrowdale and Carisbrooke Road) a five page information document was produced and supplemented with additional information available online and at key locations.

This document explained the Greater Cambridge Partnership's strategy and the time-scales to which it was working and discussed the reasons why significant changes to Histon Road were being proposed. It also provided detailed maps and information on each of the options to enable residents to compare the pros and cons for each element.

Design of Consultation Questions

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

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

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

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

Diversity and Protected Characteristics

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

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

Analysis

The strategy for analysis of the consultation was as follows:

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

the consultation process.

- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp / IP address of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes.
- The final report is then written to provide an objective view of the results of the consultation.

Data Integrity

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

Survey Findings

Respondent Profile

In total, 944 residents responded to the consultation survey.

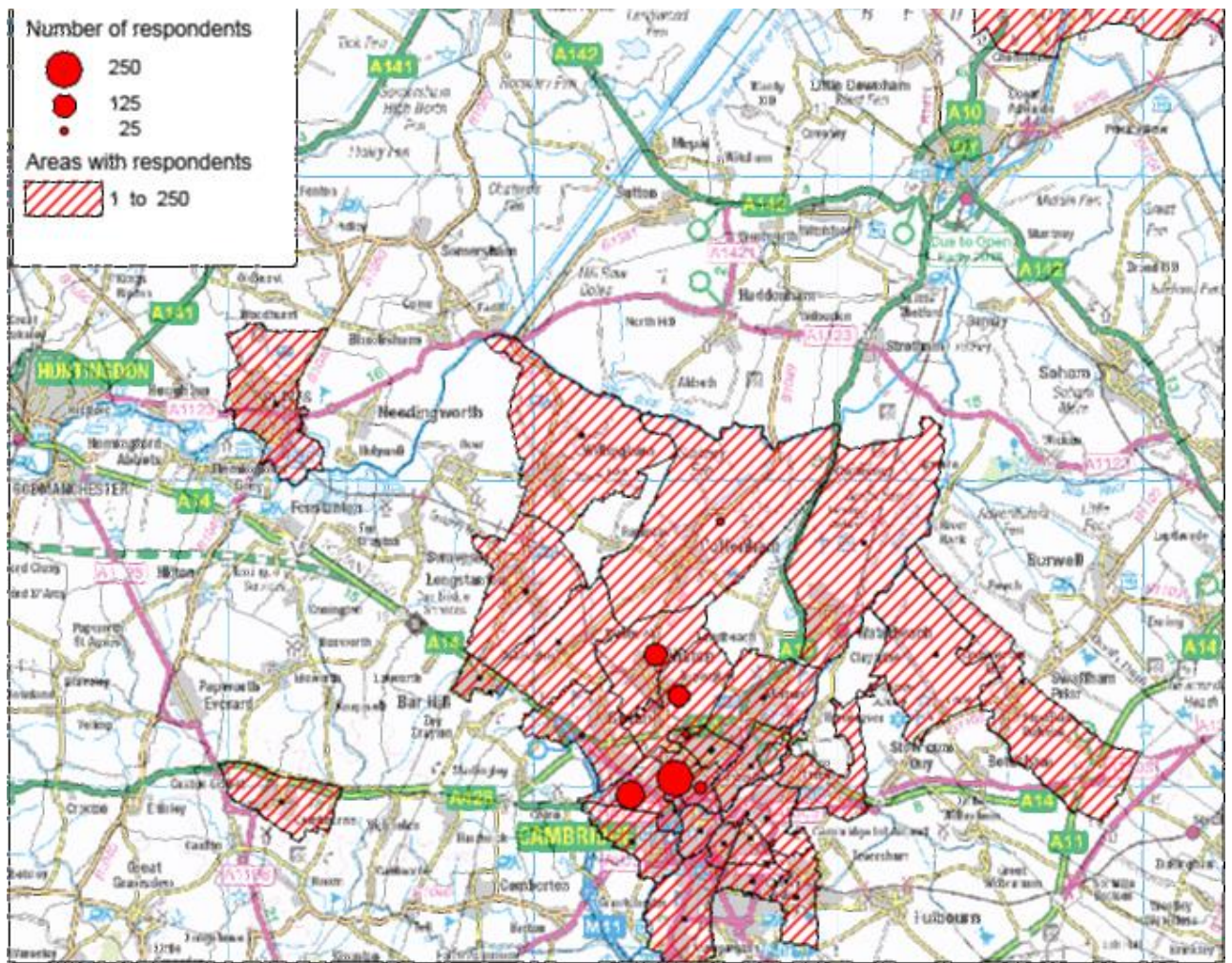
Respondent location

Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 767 respondents entered recognisable postcodes, while nearly a fifth did not (177 respondents). Based on the postcode data provided most respondents resided in Arbury (26.06%), Castle (18.33%), Histon (11.33%) and Impington (10.38%). These postcodes were also used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories; 'North of A14/Histon Road junction' (covering 29.52% of respondents); and 'South of A14/Histon Road junction' (covering 70.48% of respondents).

A full breakdown of respondent locations can be found in Appendix 2.

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

Figure 1: Map to show areas of response



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

Respondent usual mode of travel in the area

913 respondents answered the question on their usual mode of travel in the area. Respondents could select multiple answers for this question. The majority of respondents indicated they travel by 'bicycle' (72.4%), 'car' (68.78%) or 'on foot' (50.82%). Nearly two fifths indicated they were a 'bus user' (35.82%) and over a quarter indicated they were a 'car passenger' (27.6%). Few respondents indicated they usually travel in the area by 'powered two wheeler' (2.41%), as a 'van or lorry driver' (1.86%) or their mode of travel was 'other' (1.31%). A few respondents indicated that this was 'not applicable' to them (0.33%).

Car driver	628	68.78%
Car passenger	252	27.60%
Van or lorry driver	17	1.86%
Bicycle	661	72.40%
Powered two wheeler	22	2.41%
Bus user	327	35.82%
On foot	464	50.82%
Other	12	1.31%
Not applicable	3	0.33%
Total		913

Respondent usual workplace if commuting in the area

411 respondents answered the question on their usual workplace destination if they work in the area. Nearly half of respondents who answered this question indicated they were commuting to 'Cambridge city centre' (46.72%). Over a quarter of these respondents indicated their usual workplace was 'other' (27.25%). Few of these respondents indicated their usual destination was a 'West Cambridge Site' (7.79%), 'Histon/Impington' (6.08%), 'Cambridge Science Park' (5.84%), 'Castle Business Park' (3.16%), 'St Ives' (1.22%), Vision Park (0.97%) Huntingdon (0.49%) and Cambridge Regional College (0.49%).

Castle Business Park	13	3.16%
Cambridge Regional College	2	0.49%
Cambridge city centre	192	46.72%
Histon/Impington	25	6.08%
St Ives	5	1.22%
Huntingdon	2	0.49%
Cambridge Science Park	24	5.84%
Vision Park	4	0.97%
West Cambridge Site	32	7.79%
Other	112	27.25%
Total		411

Respondent age range

907 respondents answered the question about their age range. Average working ages, from 15-24 to 55-64, were well represented.

Under 15	2	0.22%
15-24	22	2.43%
25-34	108	11.91%
35-44	195	21.50%
45-54	172	18.96%
55-64	164	18.08%
65-74	136	14.99%
75 and above	84	9.26%
Prefer not to say	24	2.65%
Total		907

Respondent employment status

904 respondents answered the question on their employment status. Respondents could choose multiple answers to this question. The majority of respondents indicated they were 'employed' (58.08%). Nearly a quarter of respondents indicated they were 'retired' (23.67%). Few respondents indicated they were 'self-employed' (10.4%), 'in education' (3.98%), 'a home-based worker' (2.88%), 'a stay at home parent, carer or similar' (2.77%), 'other' (0.66%), or 'unemployed' (0.66%). A few respondents indicated they would 'prefer not to say' (2.54%).

In education	36	3.98%
Employed	525	58.08%
Self-employed	94	10.40%
Unemployed	6	0.66%
A home-based worker	26	2.88%
A stay at home parent, carer or similar	25	2.77%
Retired	214	23.67%
Prefer not to say	23	2.54%
Other	6	0.66%
Total		904

Respondent disability status

892 respondents answered the question on whether they had a disability that influences the way they travel. 9.64% of respondents indicated they had a disability that influences the way they travel.

Yes	86	9.64%
No	761	85.31%
Prefer not to say	45	5.04%
Total		892

Question 1: How far do you support the individual elements of the proposed scheme?

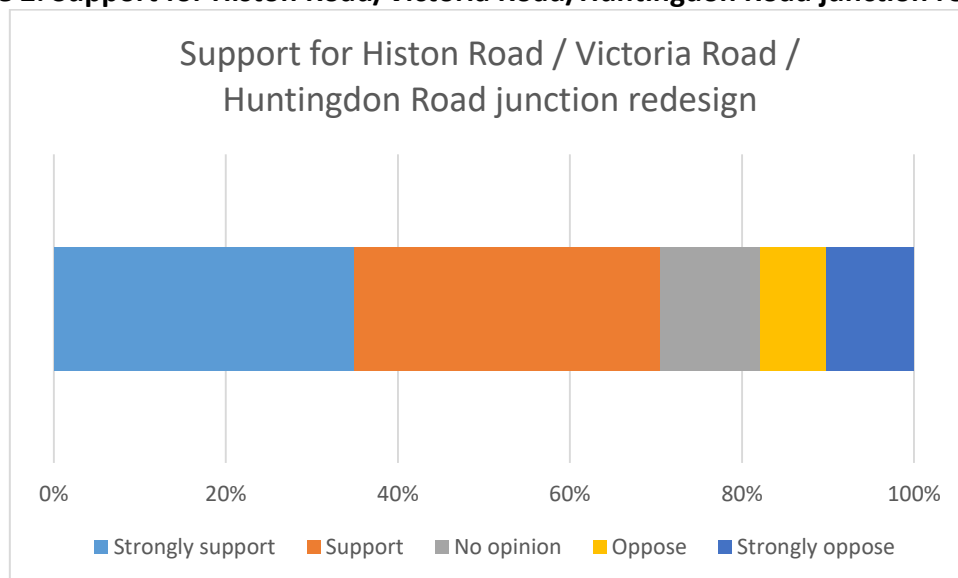
921 respondents answered the question about their support for the individual elements of the proposed scheme. Respondents were not required to leave an answer for all elements. Overall figures for each element are lower than the overall response as respondents chose to abstain answering some elements.

1. Histon Road / Victoria Road / Huntingdon Road junction redesign

889 respondents answered the question on this element. The majority of respondents indicated they supported the Histon Road/Victoria Road/Huntingdon Road junction redesign (70.6%). Under a fifth of respondents indicated they opposed this element (17.9%) and 11.6% indicated they had 'no opinion' on it.

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
310 (34.9%)	317 (35.7%)	103 (11.6%)	69 (7.8%)	90 (10.1%)	889

Figure 2: Support for Histon Road/Victoria Road/Huntingdon Road junction redesign



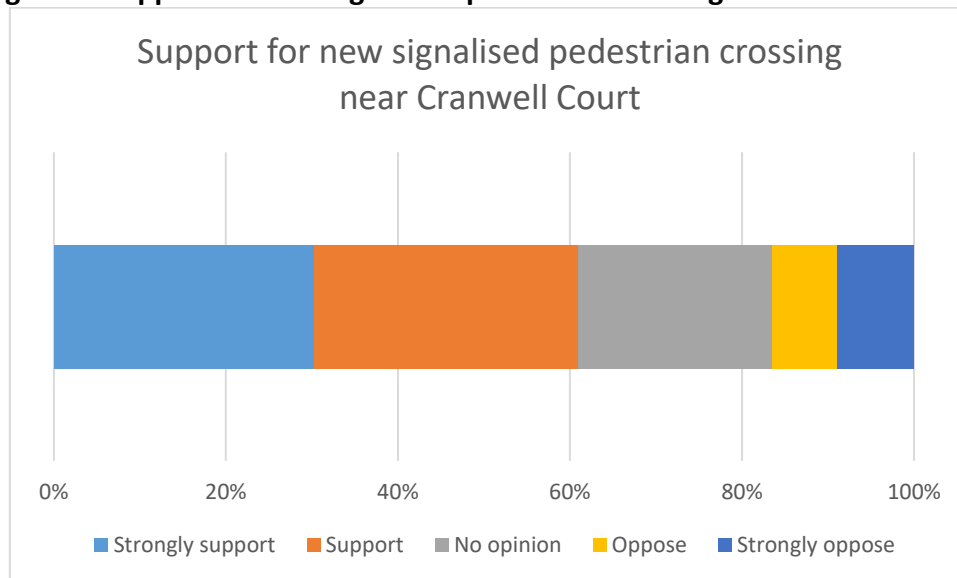
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

2. New signalised pedestrian crossing near Cranwell Court

887 respondents answered the question on this element. The majority of respondents supported a new signalised pedestrian crossing near Cranwell Court (61%). Under a fifth of respondents indicated that they opposed this element (16.5%) and over a fifth indicated they had 'no opinion' (22.5%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
268 (30.2%)	273 (30.8%)	200 (22.5%)	67 (7.6%)	79 (8.9%)	887

Figure 3: Support for new signalised pedestrian crossing near Cranwell Court



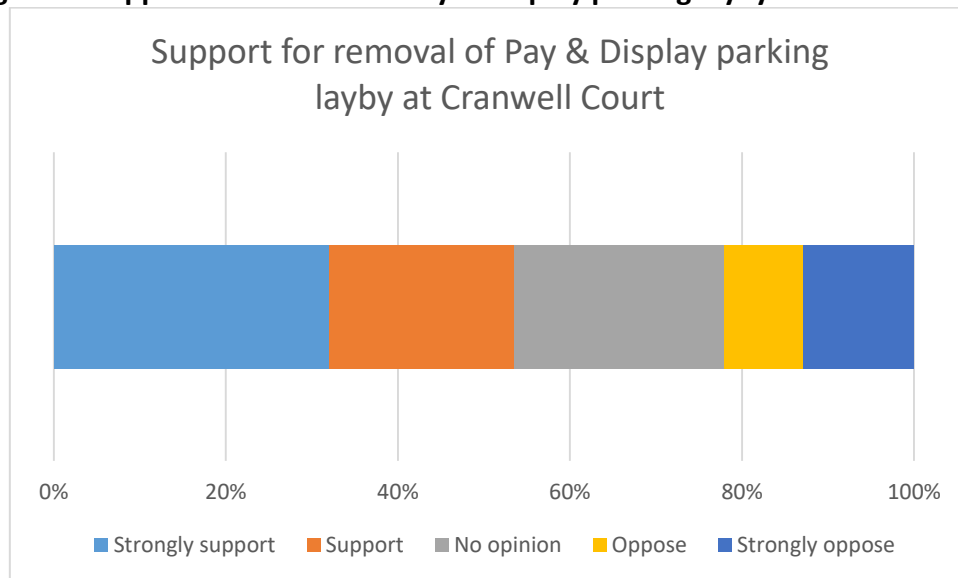
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

3. Removal of Pay & Display parking layby at Cranwell Court

893 respondents answered the question on this element. The majority of respondents indicated they supported the removal of Pay & Display parking layby at Cranwell Court (53.5%). Over a fifth of respondents indicated they opposed this element (22.1%) and nearly a quarter had 'no opinion' (24.4%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
286 (32%)	192 (21.5%)	218 (24.4%)	82 (9.2%)	115 (12.9%)	893

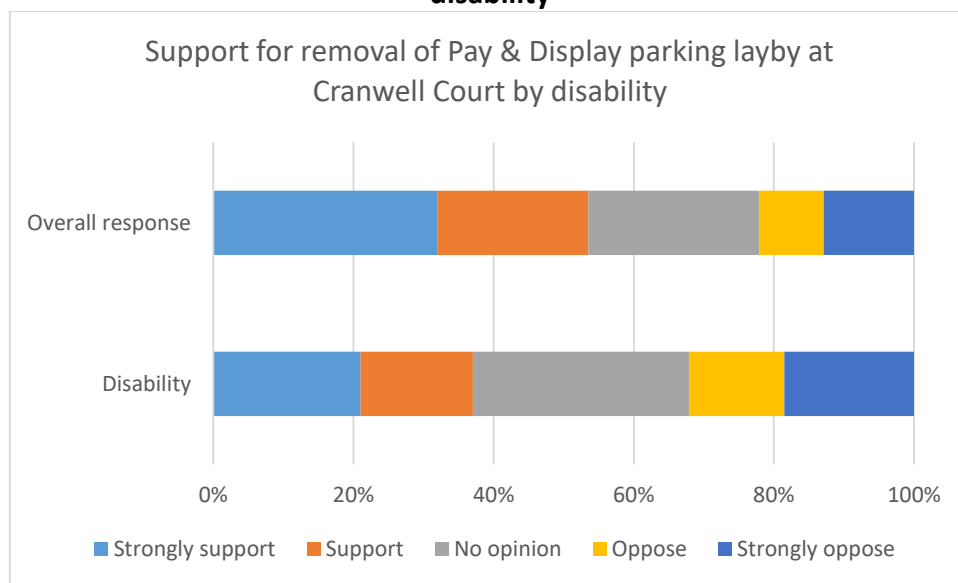
Figure 4: Support for removal of Pay & Display parking layby at Cranwell Court



Respondents who indicated they have a disability that influences travel decisions were more opposed (32.1%) and less supportive (37%) of this element than the overall response, however more of these respondents supported than opposed the removal of Pay & Display parking layby at Cranwell Court.

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Disability that influences travel decisions:	17 (21%)	13 (16%)	25 (30.9%)	11 (13.6%)	15 (18.5%)	81

Figure 5: Support for removal of Pay & Display parking layby at Cranwell Court by disability



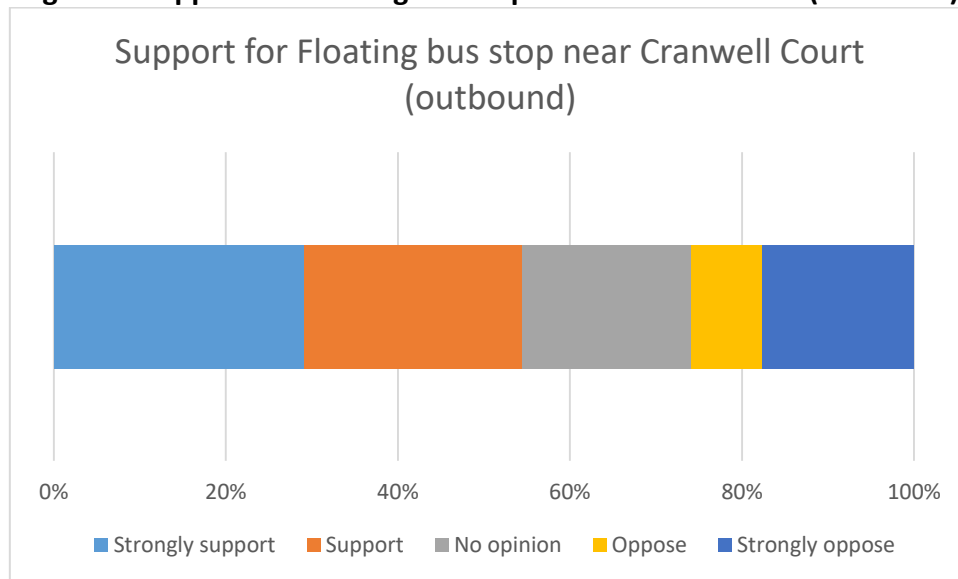
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

4. Floating bus stop near Cranwell Court (outbound)

893 respondents answered the question on this element. The majority of respondents supported an outbound floating bus stop near Cranwell Court (54.4%). Over a quarter of respondents opposed this element (25.9%) and just under a fifth had 'no opinion' (19.7%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
260 (29.1%)	226 (25.3%)	176 (19.7%)	74 (8.3%)	157 (17.6%)	893

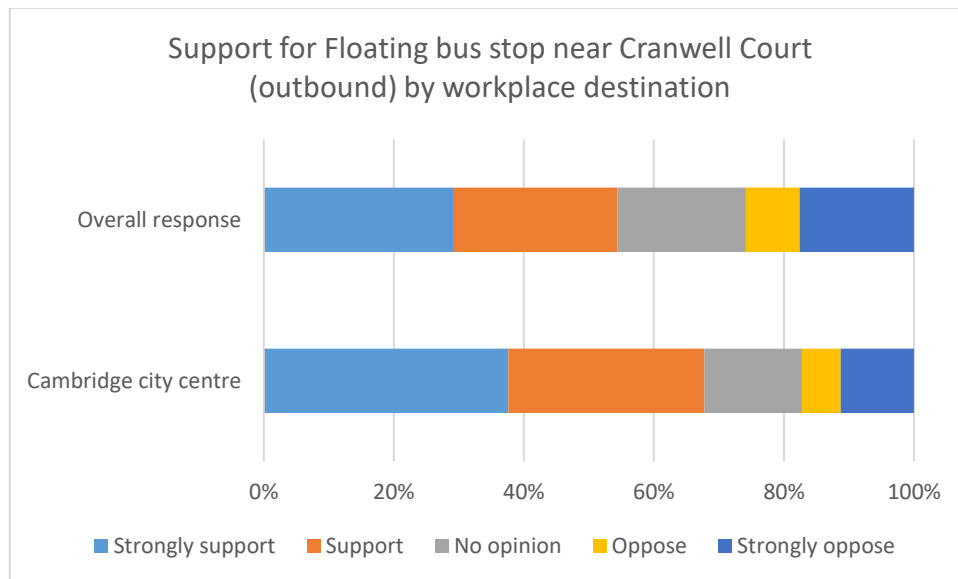
Figure 6: Support for Floating bus stop near Cranwell Court (outbound)



Respondents who indicated their usual workplace destination was 'Cambridge city centre' were more supportive (67.7%) of this element and less opposed (17.2%) than the overall response.

Usual workplace destination	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Cambridge city centre	70 (37.6%)	56 (30.1%)	28 (15.1%)	11 (5.9%)	21 (11.3%)	186

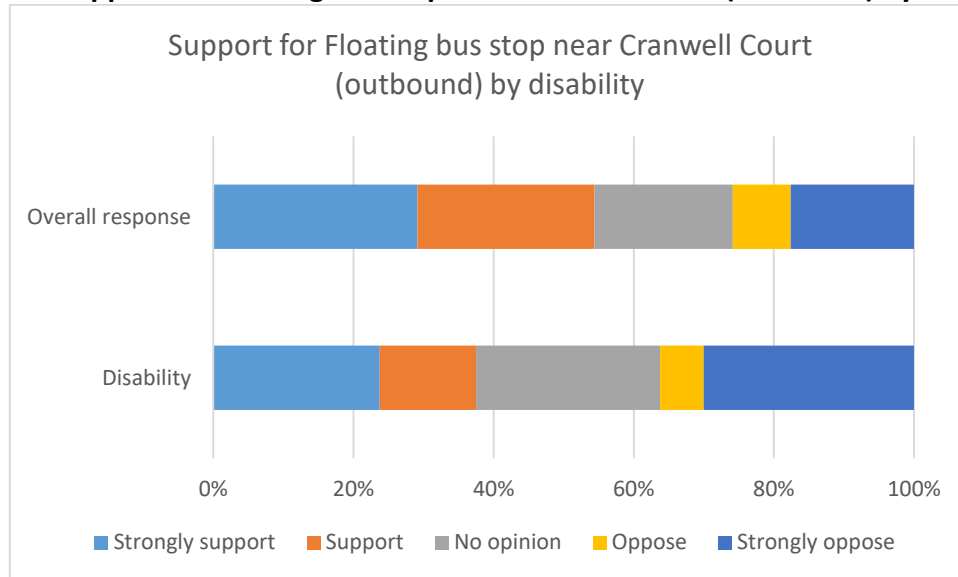
Figure 7: Support for Floating bus stop near Cranwell Court (outbound) by workplace destination



Respondents that indicated they had a disability that influence travel decisions were less supportive (37.4%) and more opposed (36.3%) than the overall response, resulting in a less clear position on this element.

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Disability that influences travel decisions:	19 (23.8%)	11 (13.8%)	21 (26.3%)	5 (6.3%)	24 (30%)	80

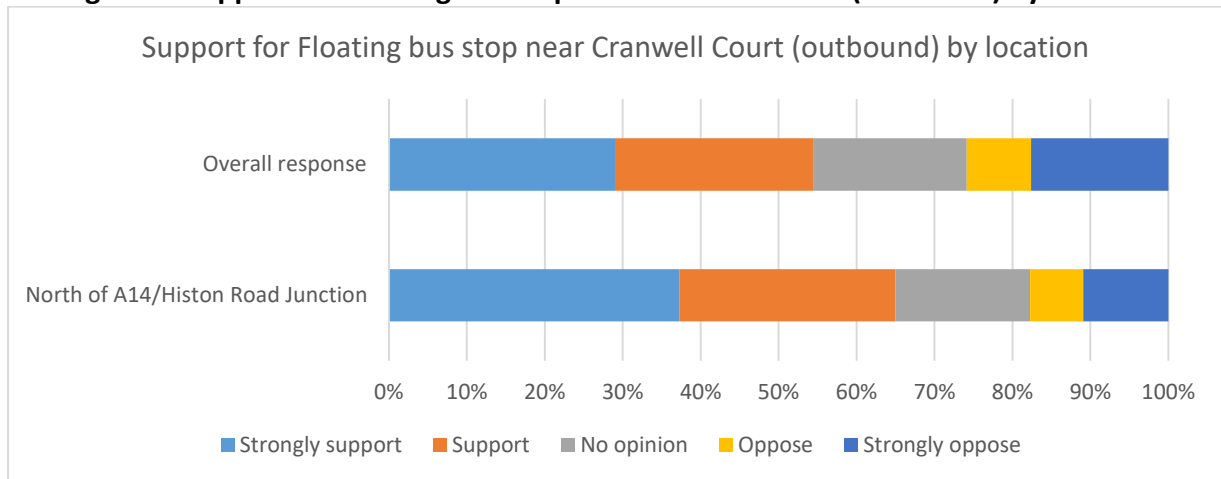
Figure 8: Support for Floating bus stop near Cranwell Court (outbound) by disability



Respondents who were located north of the A14/Histon Road Junction were more supportive (65%) of this element than the overall response, while opposition remained similar (17.7%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
North of A14/Histon Road Junction	82 (37.3%)	61 (27.7%)	38 (17.3%)	15 (6.8%)	24 (10.9%)	220

Figure 9: Support for Floating bus stop near Cranwell Court (outbound) by location



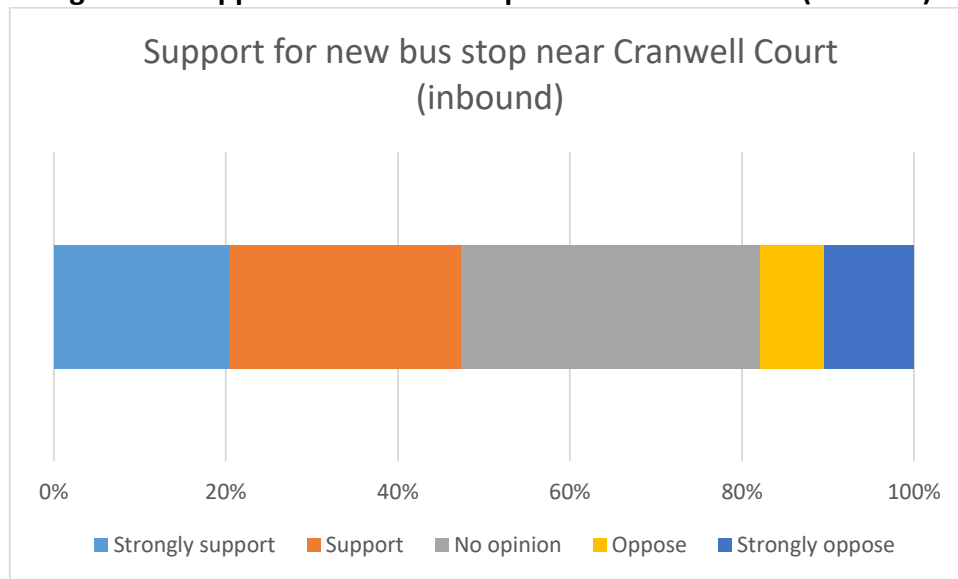
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

5. New bus stop near Cranwell Court (inbound)

888 respondents answered the question on support for this element. Nearly half of these respondents supported a new inbound bus stop near Cranwell Court (47.4%). Nearly a fifth opposed this element (17.9%) and over a third had ‘no opinion’ (34.7%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
182 (20.5%)	239 (26.9%)	308 (34.7%)	66 (7.4%)	93 (10.5%)	888

Figure 10: Support for new bus stop near Cranwell Court (inbound)



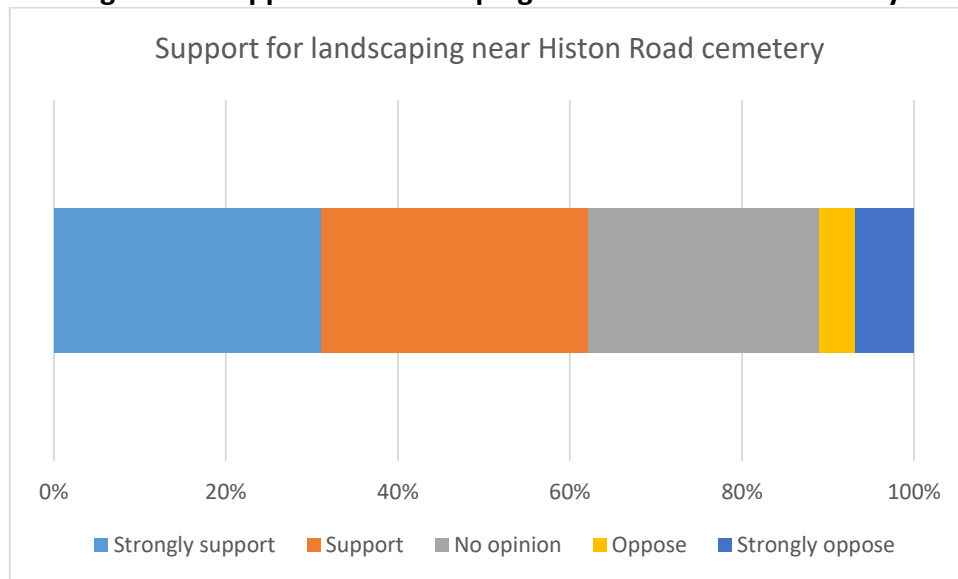
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

6. Landscaping near Histon Road cemetery

884 respondents answered the question on support for this element. The majority of respondents supported landscaping near Histon Road cemetery (62.1%). Few respondents opposed this element (11%) and over a quarter had 'no opinion' (26.9%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
275 (31.1%)	274 (31%)	238 (26.9%)	37 (4.2%)	60 (6.8%)	884

Figure 11: Support for landscaping near Histon Road cemetery



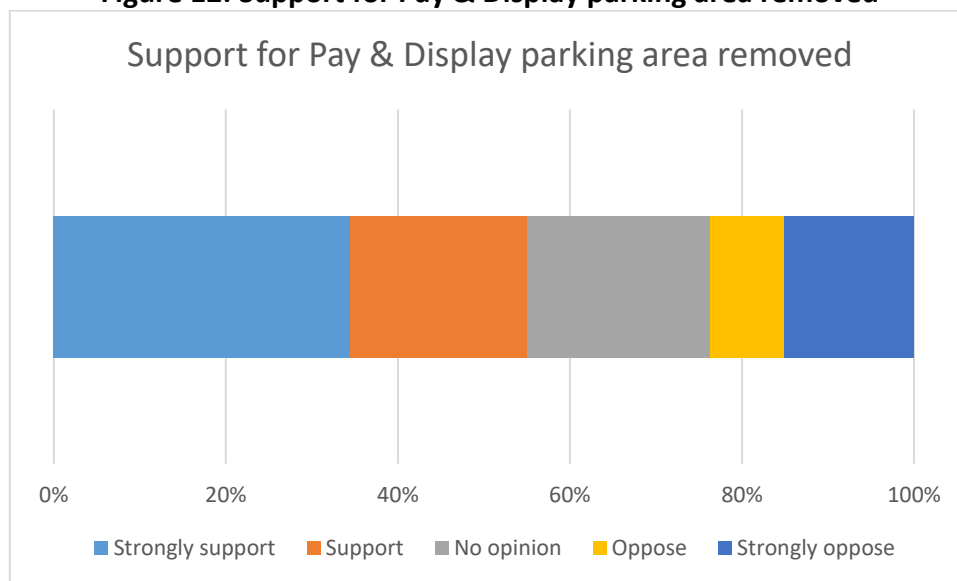
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

7. Pay & Display parking area removed

889 respondents answered the question on support for this element. The majority of respondents supported the removal of the Pay & Display parking area (55%). Nearly a quarter of respondents opposed this element (23.8%) and over a fifth had 'no opinion' (21.3%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
307 (34.5%)	182 (20.5%)	189 (21.3%)	77 (8.7%)	134 (15.1%)	889

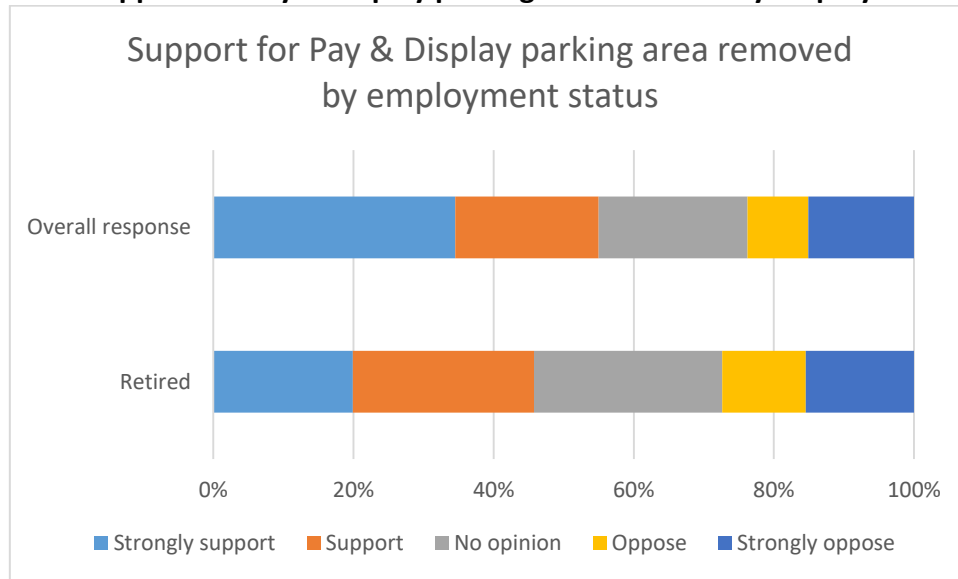
Figure 12: Support for Pay & Display parking area removed



Respondents who indicated they were 'retired' were less supportive of this element than the overall response, with less than half of these respondents supporting this element (45.8%). However, more of these respondents supported this element than opposed (27.3%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Retired	40 (19.9%)	52 (25.9%)	54 (26.9%)	24 (11.9%)	31 (15.4%)	201

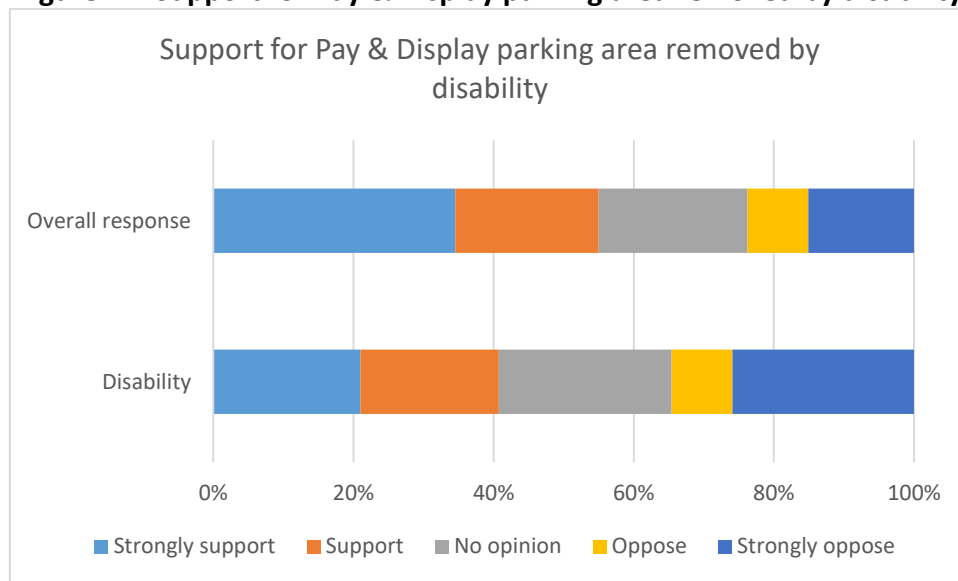
Figure 13: Support for Pay & Display parking area removed by employment status



Respondents who indicated they have a disability that influences travel decisions were less supportive of this element than the overall response (40.8%) and more opposed to it (34.5%), resulting in a less clear position on this element.

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Disability that influences travel decisions:	17 (21%)	16 (19.8%)	20 (24.7%)	7 (8.6%)	21 (25.9%)	81

Figure 14: Support for Pay & Display parking area removed by disability



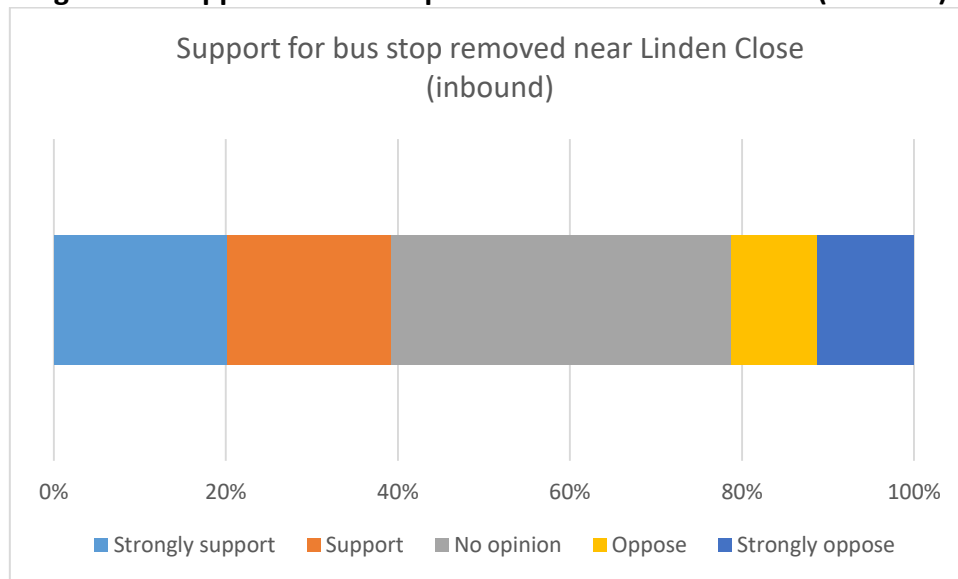
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

8. Bus stop removed near Linden Close (inbound)

888 respondents answered the question on support for this element. Nearly two fifths of respondents supported the removal of the inbound bus stop near Linden Close (39.2%), another two fifths had 'no opinion' (39.6%), and just over a fifth opposed it (21.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
179 (20.2%)	169 (19%)	352 (39.6%)	89 (10%)	99 (11.1%)	888

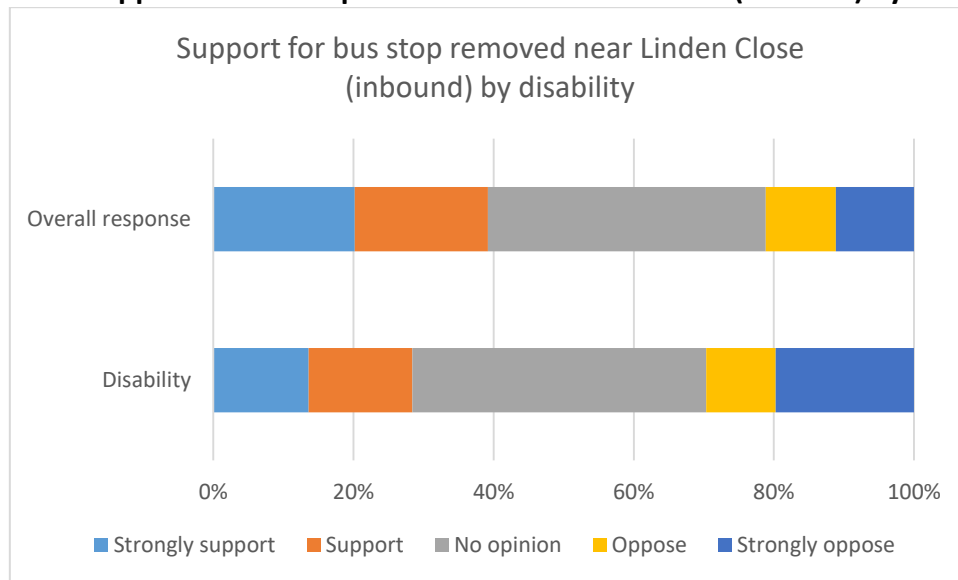
Figure 15: Support for bus stop removed near Linden Close (inbound)



Respondents who indicated they had a disability that influences travel decisions were more opposed to this element (29.7%) than supportive (28.4%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Disability that influences travel decisions:	11 (13.6%)	12 (14.8%)	34 (42%)	8 (9.9%)	16 (19.8%)	81

Figure 16: Support for bus stop removed near Linden Close (inbound) by disability



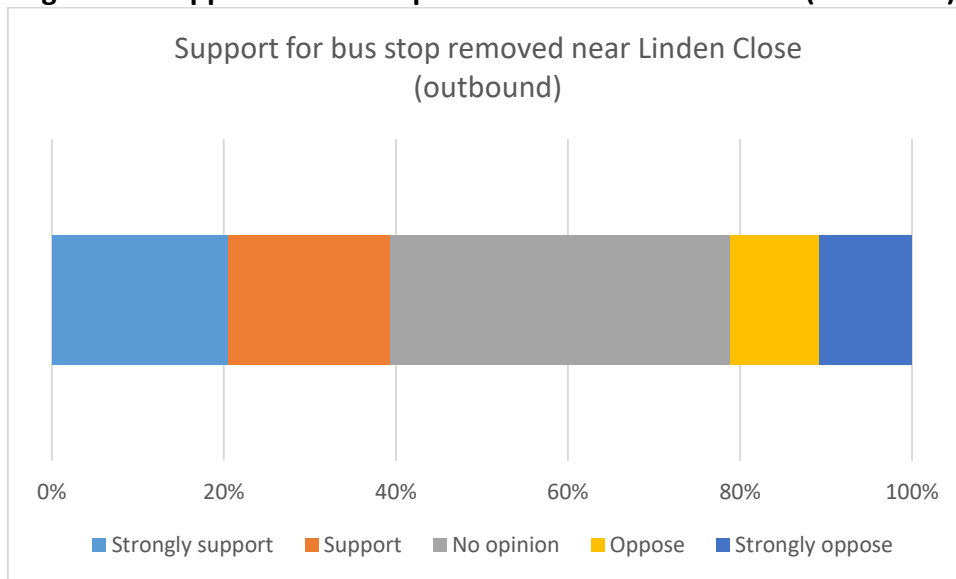
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

9. Bus stop removed near Linden Close (outbound)

891 respondents answered the question on support for this element. Under two fifths supported the removal of the outbound bus stop near Linden Close (39.3%), another two fifths had 'no opinion' (39.6%), and over a fifth opposed this element (21.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
182 (20.4%)	168 (18.9%)	353 (39.6%)	92 (10.3%)	96 (10.8%)	891

Figure 17: Support for bus stop removed near Linden Close (outbound)



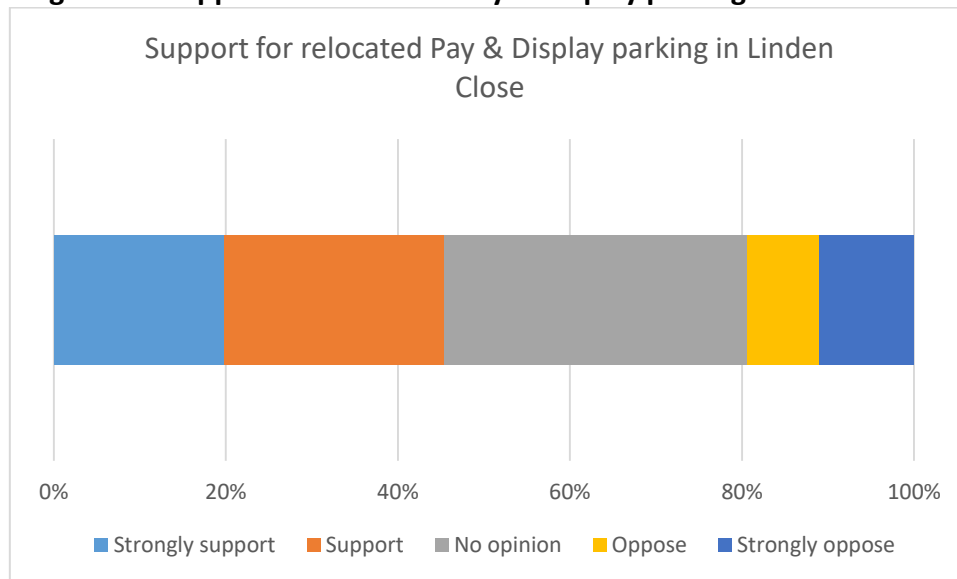
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

10. Relocated Pay & Display parking in Linden Close

889 respondents answered the question on support for relocating Pay & Display parking in Linden Close. Nearly half of respondents supported this element (45.3%). Under a fifth opposed this element (19.3%) and over a third had 'no opinion' (35.3%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
176 (19.8%)	227 (25.5%)	314 (35.3%)	74 (8.3%)	98 (11%)	889

Figure 18: Support for relocated Pay & Display parking in Linden Close



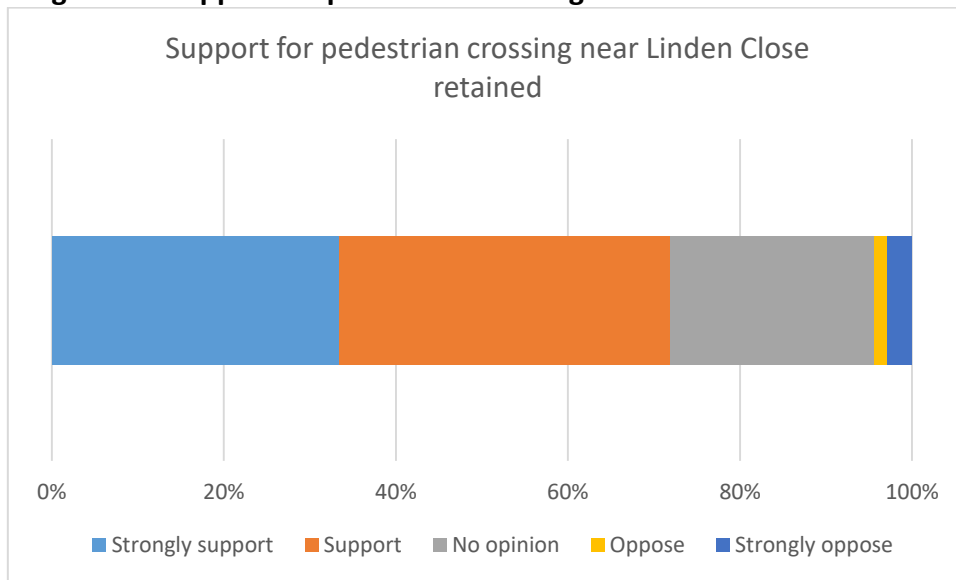
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

11. Pedestrian crossing near Linden Close retained

888 respondents answered the question on support for this element. The majority of respondents supported the retention of the pedestrian crossing near Linden Close (71.9%). Few respondents opposed this element (4.4%) and under a quarter had 'no opinion' (23.6%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
296 (33.3%)	343 (38.6%)	210 (23.6%)	14 (1.6%)	25 (2.8%)	888

Figure 19: Support for pedestrian crossing near Linden Close retained



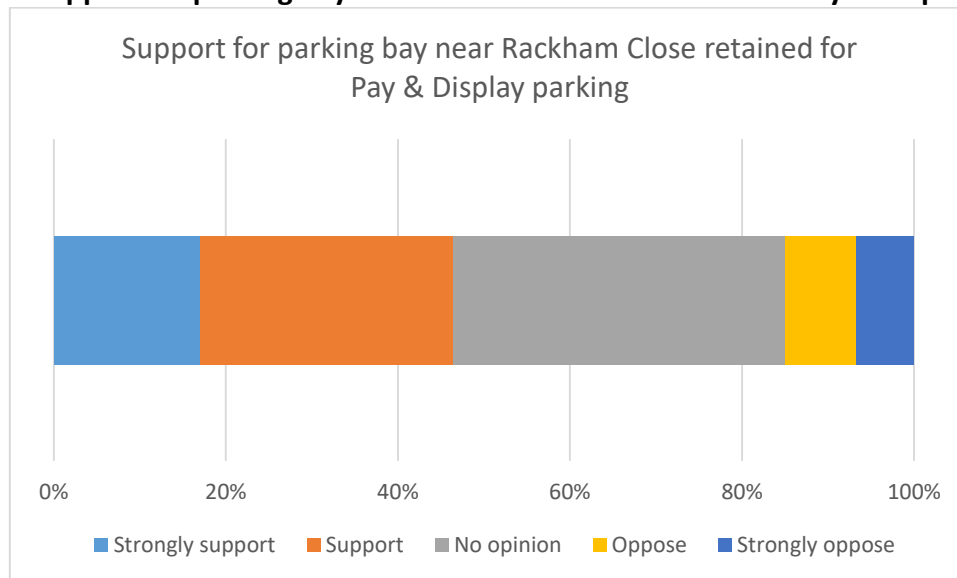
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

12. Parking bay near Rackham Close retained for Pay & Display parking

876 respondents answered the question on support for this element. Nearly half of respondents supported the retention of the parking bay near Rackham Close for Pay & Display parking (46.5%). Less than a fifth opposed this element (14.9%) and nearly two fifths had 'no opinion' (38.6%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
149 (17%)	258 (29.5%)	338 (38.6%)	72 (8.2%)	59 (6.7%)	876

Figure 20: Support for parking bay near Rackham Close retained for Pay & Display parking



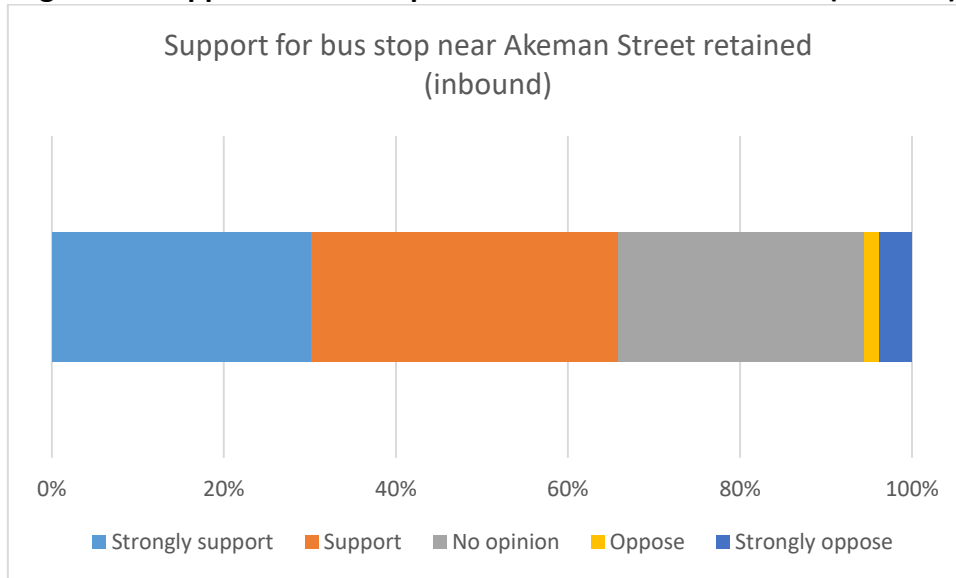
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

13. Bus stop near Akeman Street retained (inbound)

890 respondents answered the question on support for this element. The majority of respondents supported the retention of the inbound bus stop near Akeman Street (65.8%). Few respondents opposed this element (5.5%) and over a quarter had 'no opinion' (28.7%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
269 (30.2%)	317 (35.6%)	255 (28.7%)	15 (1.7%)	34 (3.8%)	890

Figure 21: Support for bus stop near Akeman Street retained (inbound)



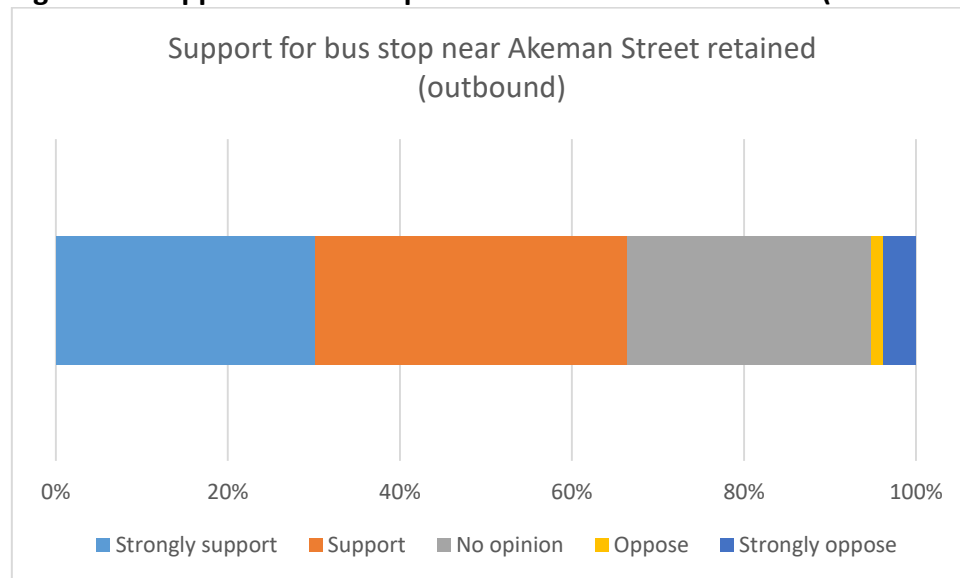
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

14. Bus stop near Akeman Street retained (outbound)

892 respondents answered the question on support for this element. The majority of respondents supported the retention of the outbound bus stop near Akeman Street (66.4%). Few respondents opposed this element (5.1%) and over a quarter had 'no opinion' (28.5%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
269 (30.2%)	323 (36.2%)	254 (28.5%)	12 (1.3%)	34 (3.8%)	892

Figure 22: Support for bus stop near Akeman Street retained (outbound)



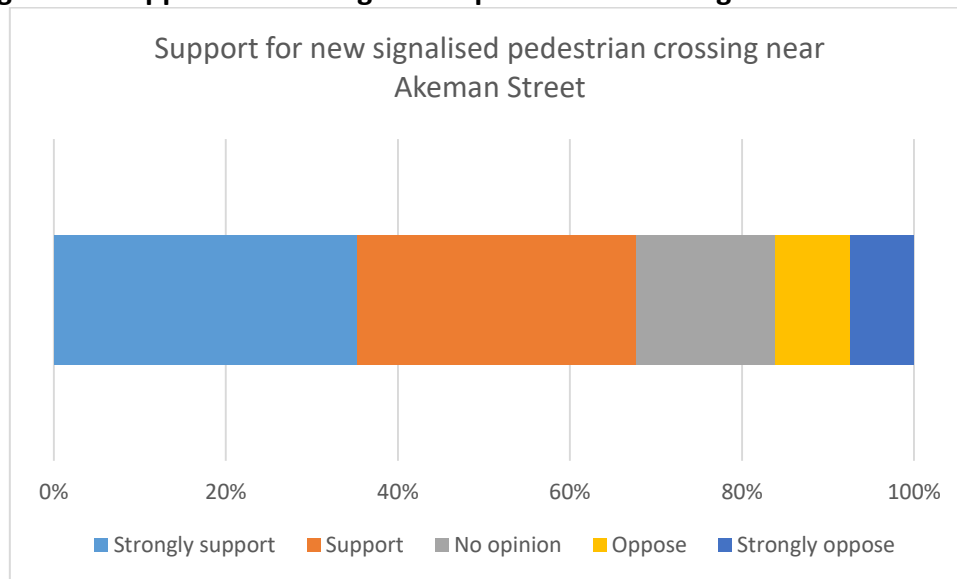
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

15. New signalised pedestrian crossing near Akeman Street

893 respondents answered the question on support for this element. The majority of respondents supported a new signalised pedestrian crossing near Akeman Street (67.8%). Under a fifth opposed this element (16.1%) and under a fifth had 'no opinion' (16.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
315 (35.3%)	290 (32.5%)	144 (16.1%)	78 (8.7%)	66 (7.4%)	893

Figure 23: Support for new signalised pedestrian crossing near Akeman Street



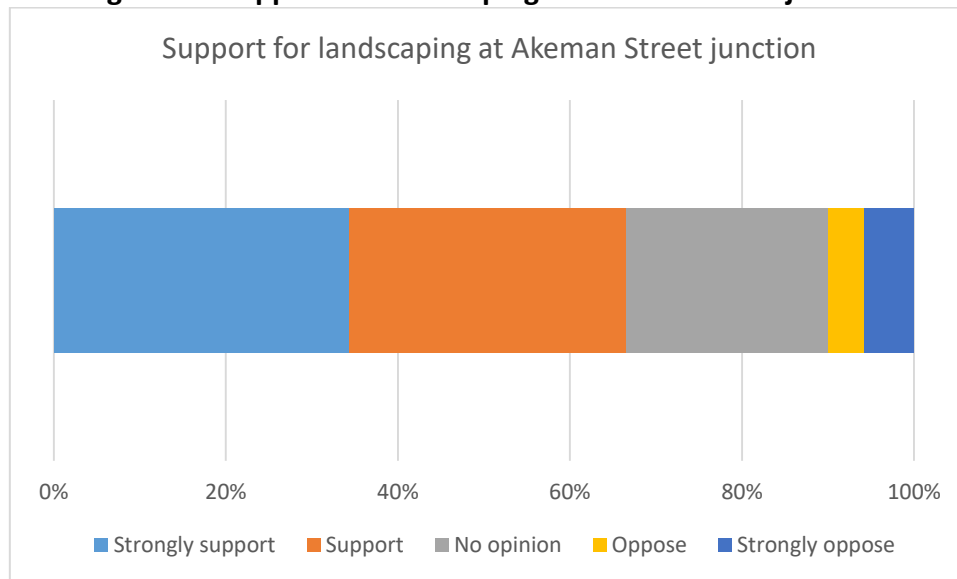
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

16. Landscaping at Akeman Street junction

882 respondents answered the question on support for this element. The majority of respondents supported landscaping at Akeman Street junction (66.6%). Few respondents opposed this element (10%) and under a quarter of respondents had 'no opinion' (23.5%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
303 (34.4%)	284 (32.2%)	207 (23.5%)	37 (4.2%)	51 (5.8%)	882

Figure 24: Support for landscaping at Akeman Street junction



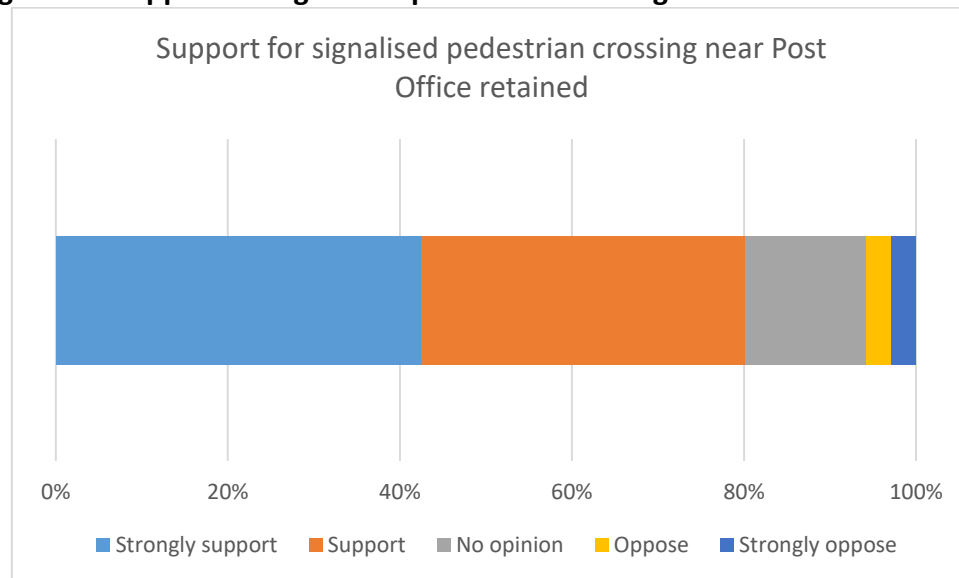
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

17. Signalised pedestrian crossing near Post Office retained

891 respondents answered the question on support for this element. The majority of respondents supported the retention of a signalised pedestrian crossing near the Post Office (80.1%). Few respondents opposed this element (5.7%) and less than a fifth had 'no opinion' (14.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
379 (42.5%)	335 (37.6%)	126 (14.1%)	26 (2.9%)	25 (2.8%)	891

Figure 25: Support for signalised pedestrian crossing near Post Office retained



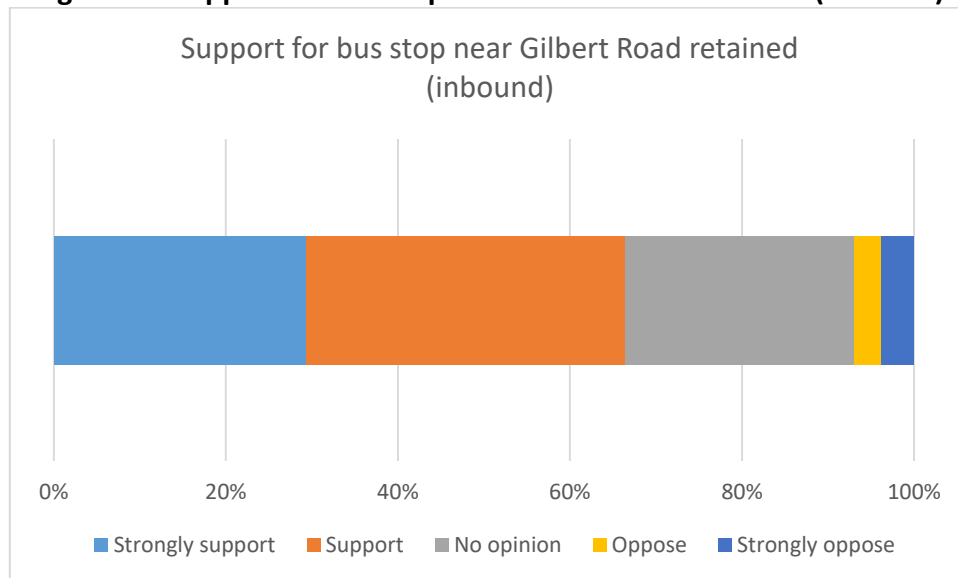
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

18. Bus stop near Gilbert Road retained (inbound)

884 respondents answered the question on support for the retention of the inbound bus stop near Gilbert Road. The majority of respondents supported this element (66.4%). Few respondents opposed this element (6.9%) and over a quarter indicated they had 'no opinion' (26.7%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
260 (29.4%)	327 (37%)	236 (26.7%)	27 (3.1%)	34 (3.8%)	884

Figure 26: Support for bus stop near Gilbert Road retained (inbound)



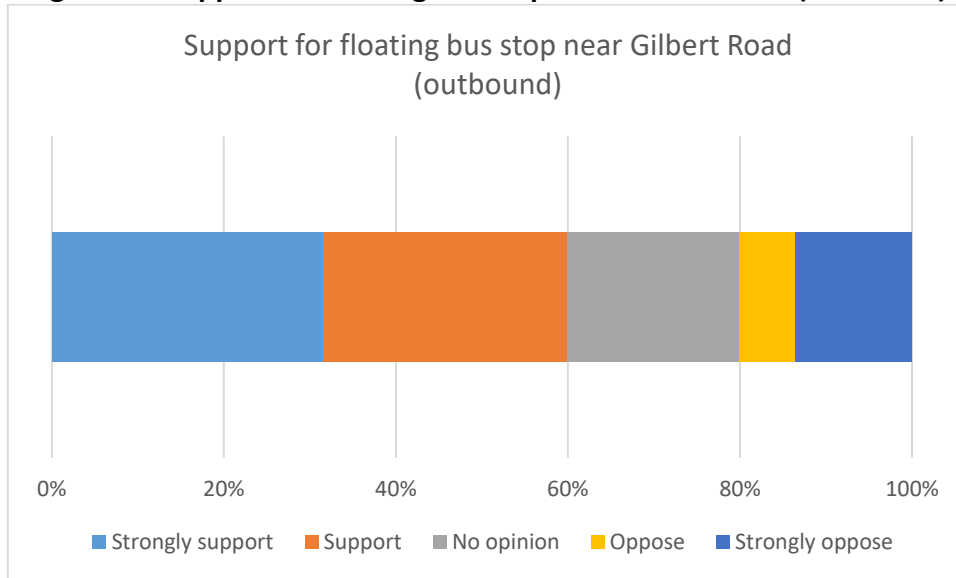
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

19. Floating bus stop near Gilbert Road (outbound)

889 respondents answered the question on support for this element. The majority of respondents supported an outbound floating bus stop near Gilbert Road (60%). A fifth of respondents opposed this element (20%) and another fifth had 'no opinion' (20%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
280 (31.5%)	253 (28.5%)	178 (20%)	58 (6.5%)	120 (13.5%)	889

Figure 27: Support for floating bus stop near Gilbert Road (outbound)



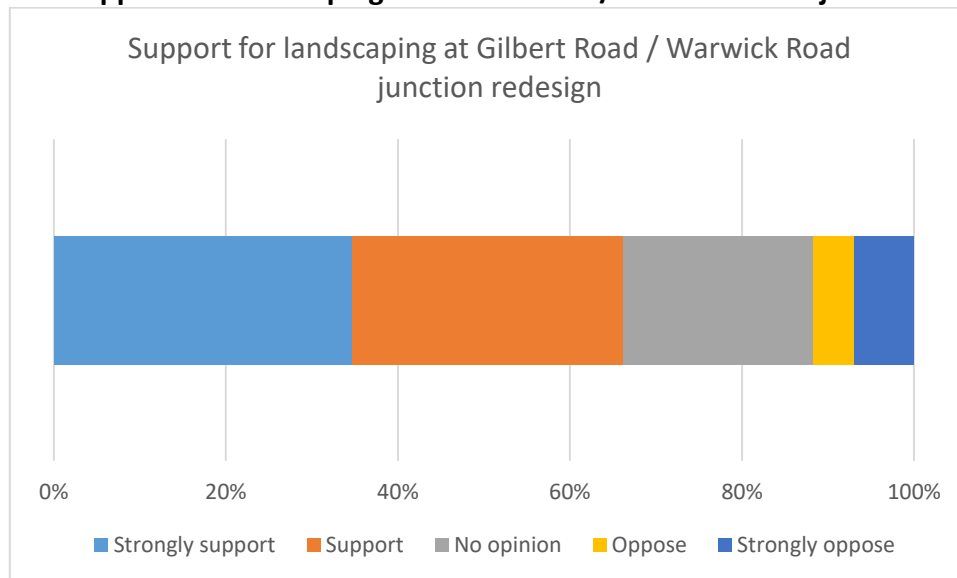
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

20. Landscaping at Gilbert Road / Warwick Road junction redesign

887 respondents answered the question on support for landscaping at Gilbert Road/Warwick Road junction redesign. The majority of respondents supported this element (66.2%). Few respondents opposed this element (11.7%) and over a fifth had 'no opinion' (22.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
308 (34.7%)	279 (31.5%)	196 (22.1%)	43 (4.8%)	61 (6.9%)	887

Figure 28: Support for landscaping at Gilbert Road / Warwick Road junction redesign



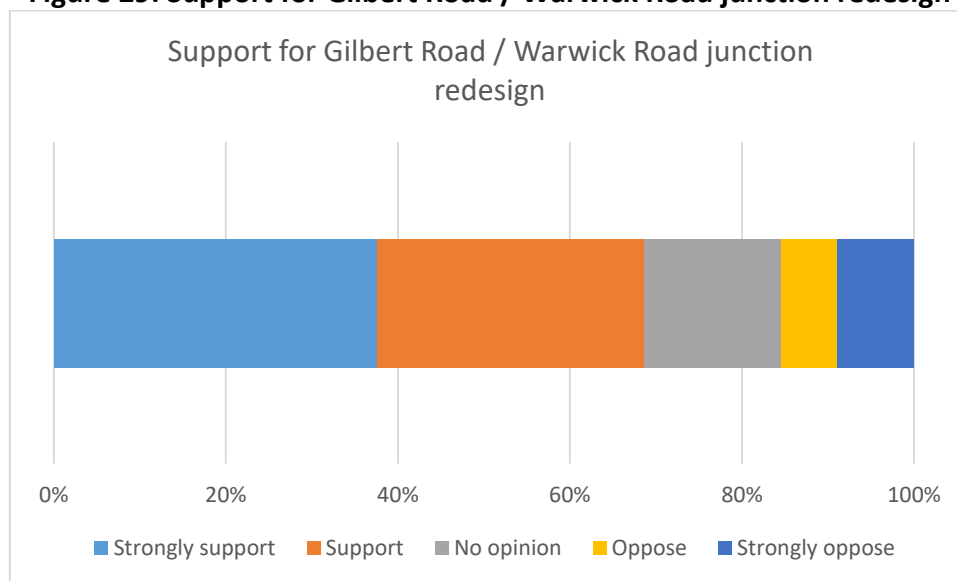
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

21. Gilbert Road / Warwick Road junction redesign

887 respondents answered the question on support for this element. The majority of respondents supported the redesign of the Gilbert Road/Warwick Road junction (68.6%). Under a fifth of respondents opposed this element (15.4%) and under a fifth had 'no opinion' (15.9%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
333 (37.5%)	276 (31.1%)	141 (15.9%)	58 (6.5%)	79 (8.9%)	887

Figure 29: Support for Gilbert Road / Warwick Road junction redesign



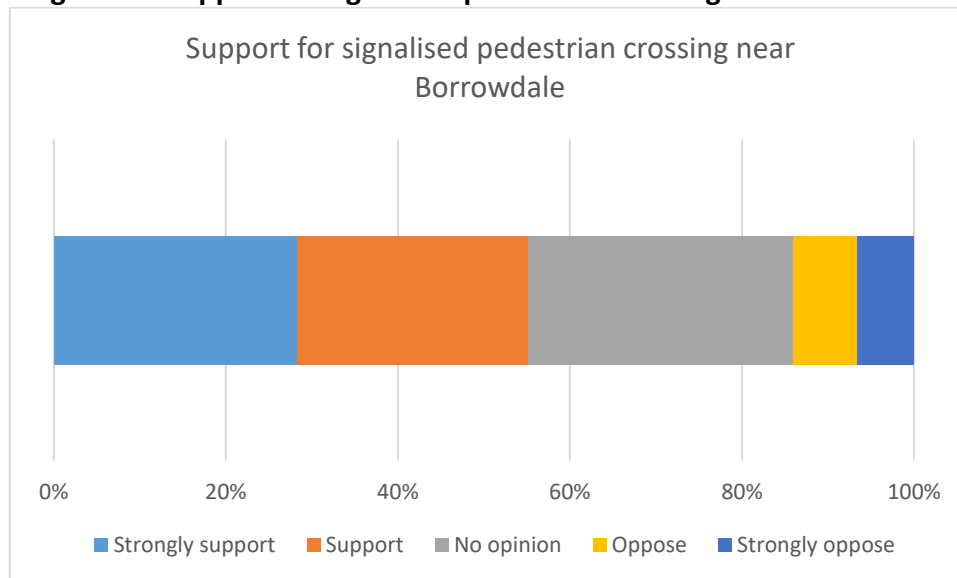
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

22. Signalised pedestrian crossing near Borrowdale

876 respondents answered the question on support for this element. The majority of respondents supported a signalised pedestrian crossing near Borrowdale (55.1%). Less than a fifth of respondents opposed this element (14%) and under a third had 'no opinion' (30.8%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
248 (28.3%)	235 (26.8%)	270 (30.8%)	66 (7.5%)	57 (6.5%)	876

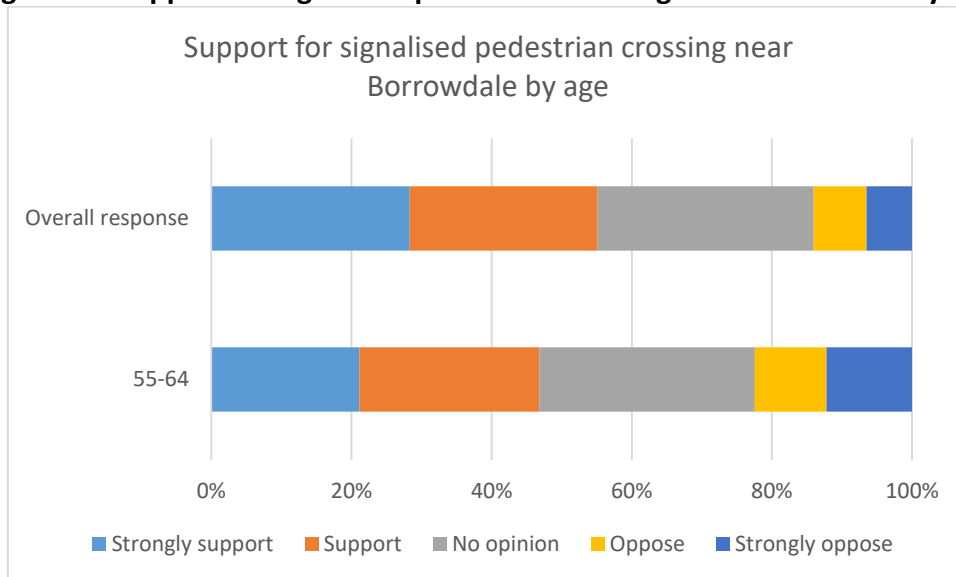
Figure 30: Support for signalised pedestrian crossing near Borrowdale



Respondents who indicated they were aged '55-64' were less supportive and more opposed to this element than the overall response. However, more respondents still supported a signalised pedestrian crossing near Borrowdale (46.8%) than opposed it (22.5%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
55-64	33 (21.2%)	40 (25.6%)	48 (30.8%)	16 (10.3%)	19 (12.2%)	156

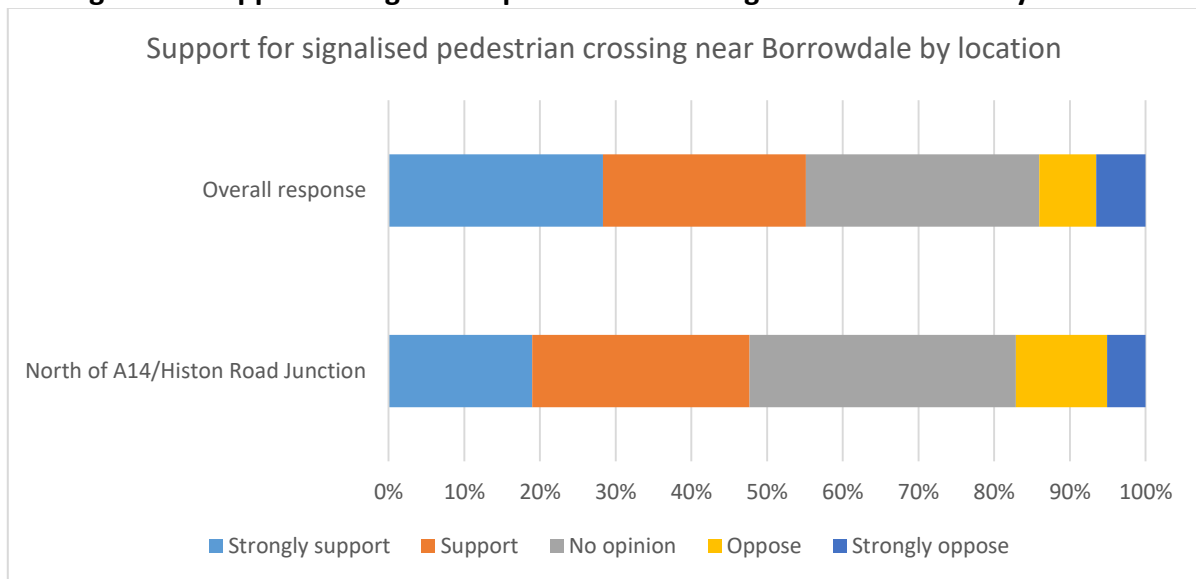
Figure 31: Support for signalised pedestrian crossing near Borrowdale by age



Respondents who were located north of the A14/Histon Road junction were less supportive of this element than the overall response (47.7%). However, more of these respondents supported it than opposed this element (17.1%) and more of these respondents had 'no opinion' (35.2%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
North of A14/Histon Road Junction	41 (19%)	62 (28.7%)	76 (35.2%)	26 (12%)	11 (5.1%)	216

Figure 32: Support for signalised pedestrian crossing near Borrowdale by location



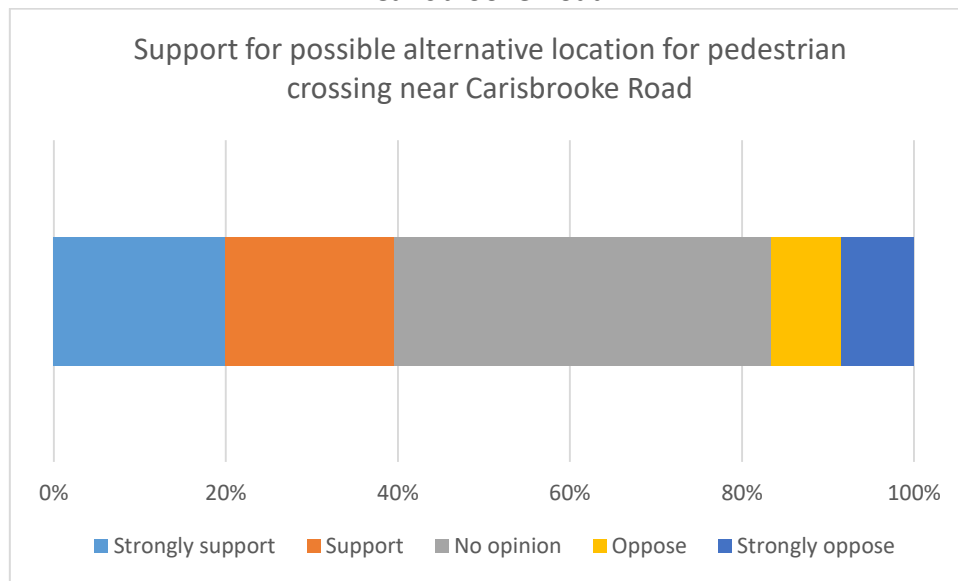
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

22a. Possible alternative location for pedestrian crossing near Carisbrooke Road

878 respondents answered the question on support for this element. Under two fifths of respondents supported an alternative location for a pedestrian crossing near Carisbrooke Road (39.6%). Under a fifth opposed this element (16.6%) and over two fifths had 'no opinion' (43.7%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
175 (19.9%)	173 (19.7%)	384 (43.7%)	72 (8.2%)	74 (8.4%)	878

Figure 33: Support for possible alternative location for pedestrian crossing near Carisbrooke Road



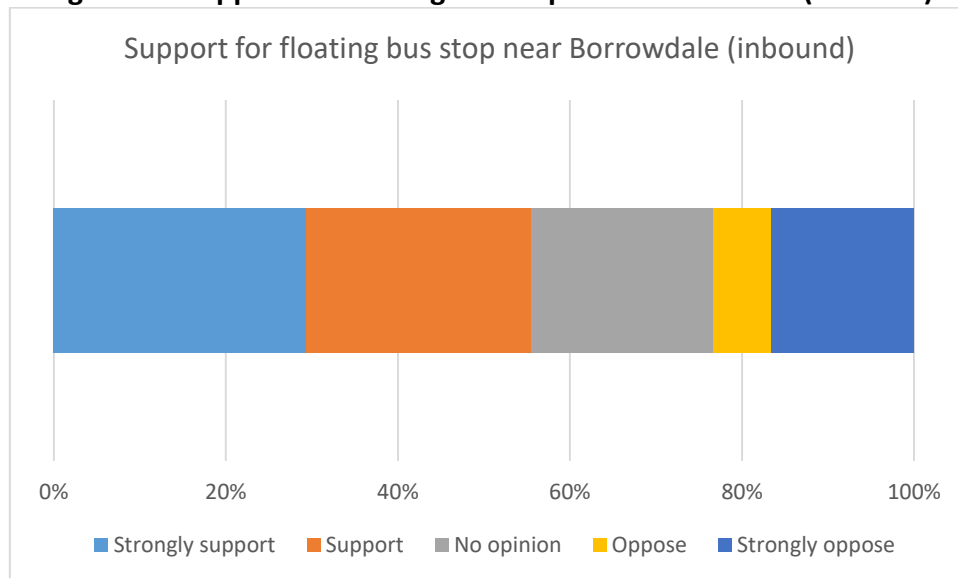
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

23. Floating bus stop near Borrowdale (inbound)

886 respondents answered the question on support for this element. The majority of respondents supported an inbound floating bus stop near Borrowdale (55.5%). Under a quarter of respondents opposed this element (23.4%) and over a fifth had 'no opinion' (21.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
260 (29.3%)	232 (26.2%)	187 (21.1%)	60 (6.8%)	147 (16.6%)	886

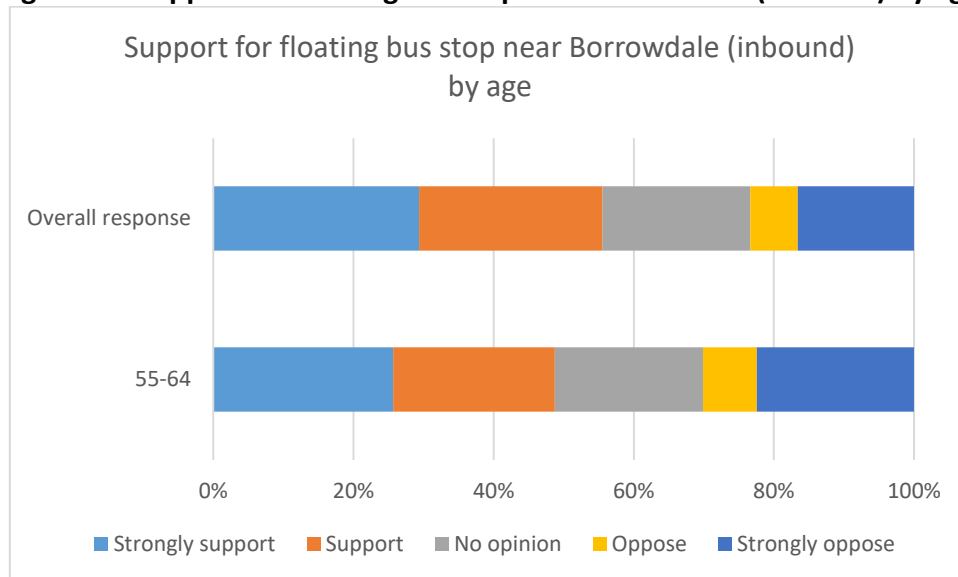
Figure 34: Support for floating bus stop near Borrowdale (inbound)



Respondents who indicated they were aged '55-64' were less supportive and more opposed to this element than the overall response. However, more respondents supported it (48.7%) than opposed it (30.1%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
55-64	40 (25.6%)	36 (23.1%)	33 (21.2%)	12 (7.7%)	35 (22.4%)	156

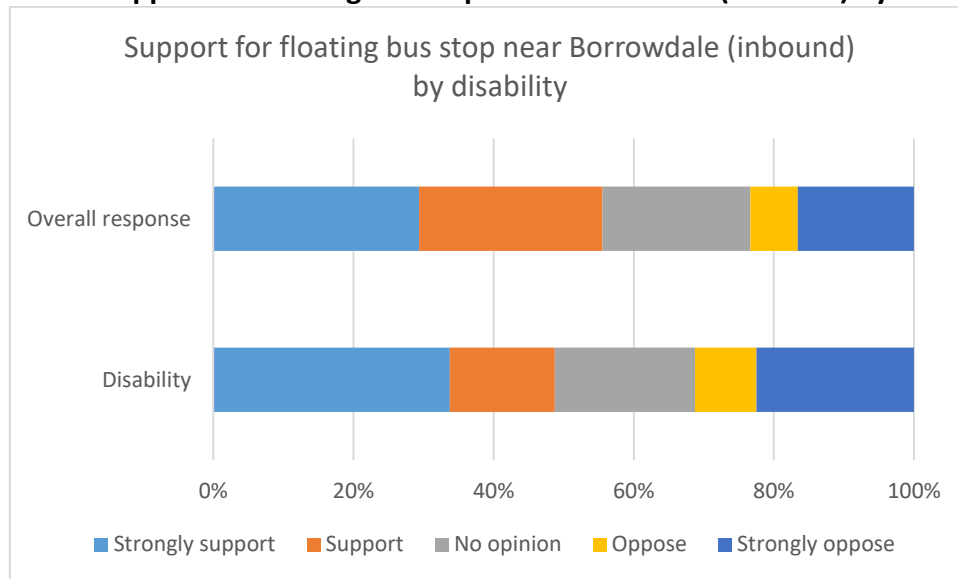
Figure 35: Support for floating bus stop near Borrowdale (inbound) by age



Respondents who indicated they had a disability that influenced travel decisions were less supportive and more opposed to this element than the overall response. However, more of these respondents supported this element (48.8%) than opposed it (31.3%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Disability that influences travel decisions:	27 (33.8%)	12 (15%)	16 (20%)	7 (8.8%)	18 (22.5%)	80

Figure 36: Support for floating bus stop near Borrowdale (inbound) by disability



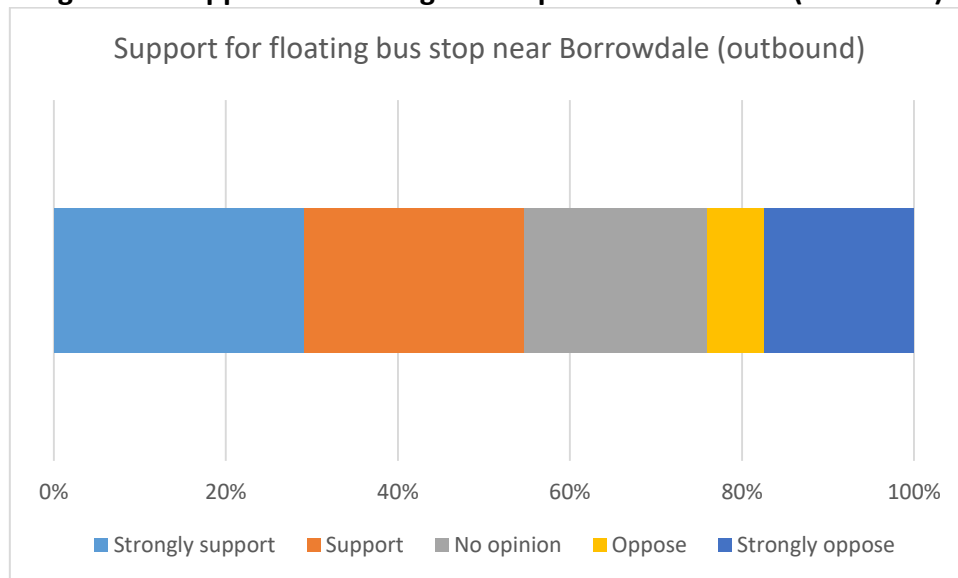
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

24. Floating bus stop near Borrowdale (outbound)

883 respondents answered the question on support for this element. The majority of respondents supported an outbound floating bus stop near Borrowdale (54.7%). Under a quarter of respondents opposed this element (24%) and over a fifth had 'no opinion' (21.3%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
257 (29.1%)	226 (25.6%)	188 (21.3%)	59 (6.7%)	153 (17.3%)	883

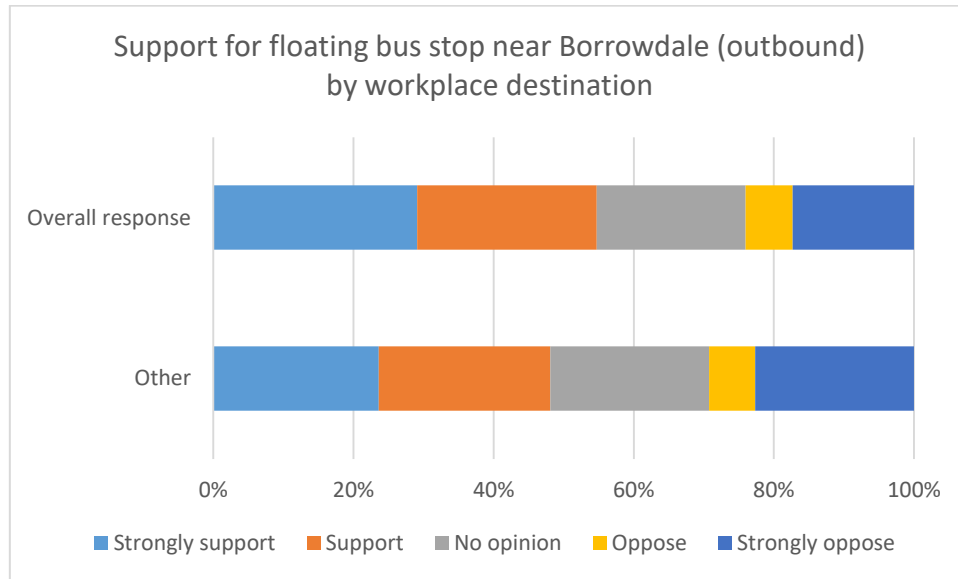
Figure 37: Support for floating bus stop near Borrowdale (outbound)



Respondents who indicated their usual workplace destination was 'other' were less supportive and more opposed to this element than the overall response. However, more of these respondents supported it (48.1%) than opposed it (29.2%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Other	25 (23.6%)	26 (24.5%)	24 (22.6%)	7 (6.6%)	24 (22.6%)	106

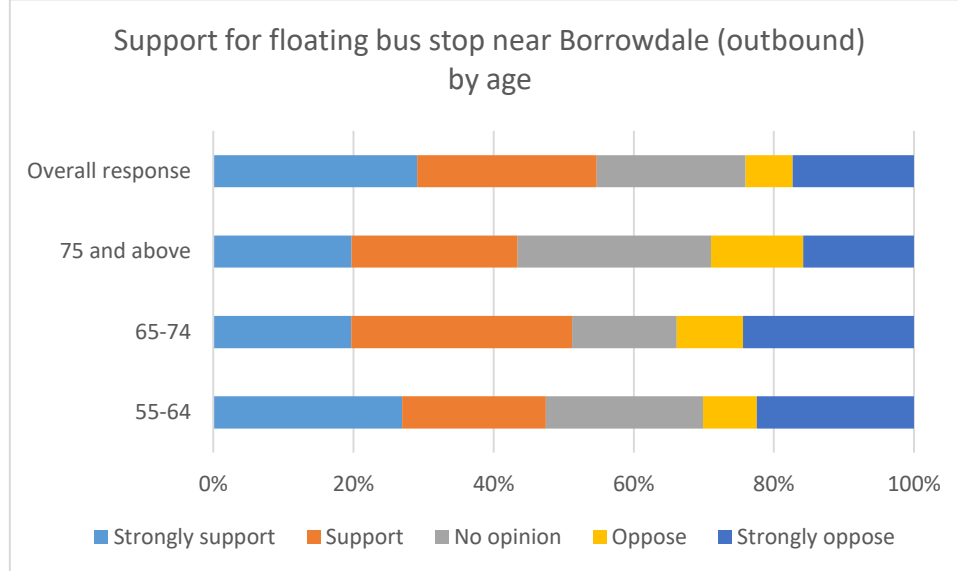
Figure 38: Support for floating bus stop near Borrowdale (outbound) by workplace destination



Respondents who indicated they were aged '55-64', '65-74' and '75 and above' were less supportive and more opposed to this element than the overall response. However, more of these respondents supported this element than opposed it, with less than half of those aged '55-64' (47.4%), over half of those aged '65-74' (51.2%), and over two fifths of those aged '75 and above' (43.4%) supporting it. Under a third of those aged '55-64' (30.1%), over a third of those aged '65-74' (33.8%), and under a third of those aged '75 and above' (29%) opposed this element.

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
55-64	42 (26.9%)	32 (20.5%)	35 (22.4%)	12 (7.7%)	35 (22.4%)	156
65-74	25 (19.7%)	40 (31.5%)	19 (15%)	12 (9.4%)	31 (24.4%)	127
75 and above	15 (19.7%)	18 (23.7%)	21 (27.6%)	10 (13.2%)	12 (15.8%)	76

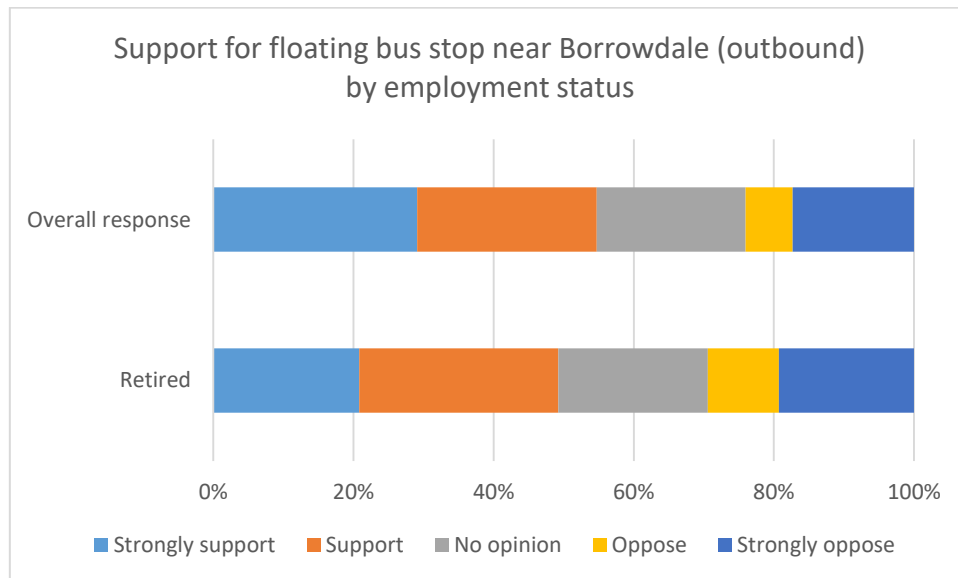
Figure 39: Support for floating bus stop near Borrowdale (outbound) by age



Respondents who indicated they were retired were less supportive and more opposed to this element than the overall response. However, more of these respondents supported this element (49.2%) than opposed it (29.5%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Retired	41 (20.8%)	56 (28.4%)	42 (21.3%)	20 (10.2%)	38 (19.3%)	197

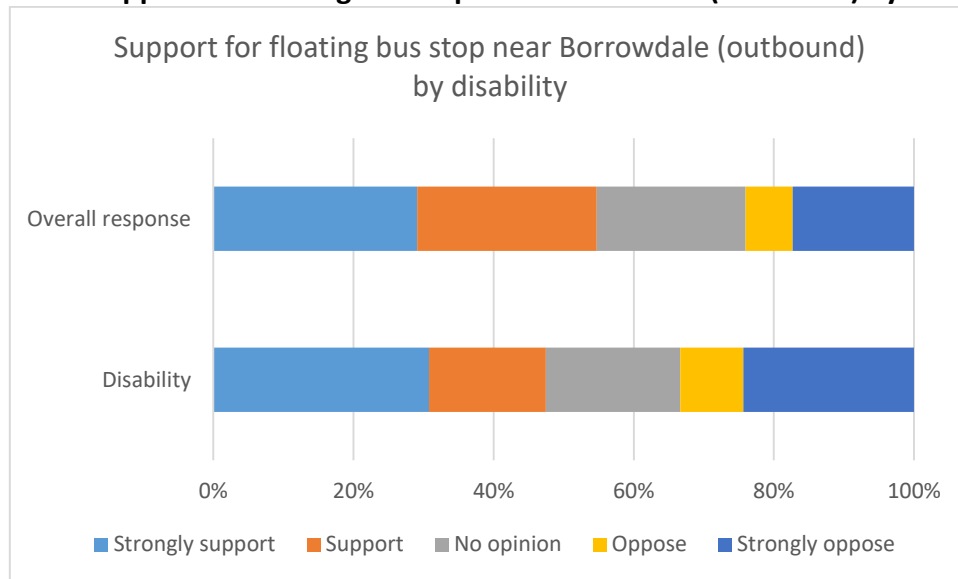
Figure 40: Support for floating bus stop near Borrowdale (outbound) by employment status



Respondents who indicated they have a disability that influences travel decisions were less supportive and more opposed to this element than the overall response. However, more of these respondents supported it (47.5%) than opposed it (33.4%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Disability that influences travel decisions:	24 (30.8%)	13 (16.7%)	15 (19.2%)	7 (9%)	19 (24.4%)	78

Figure 41: Support for floating bus stop near Borrowdale (outbound) by disability



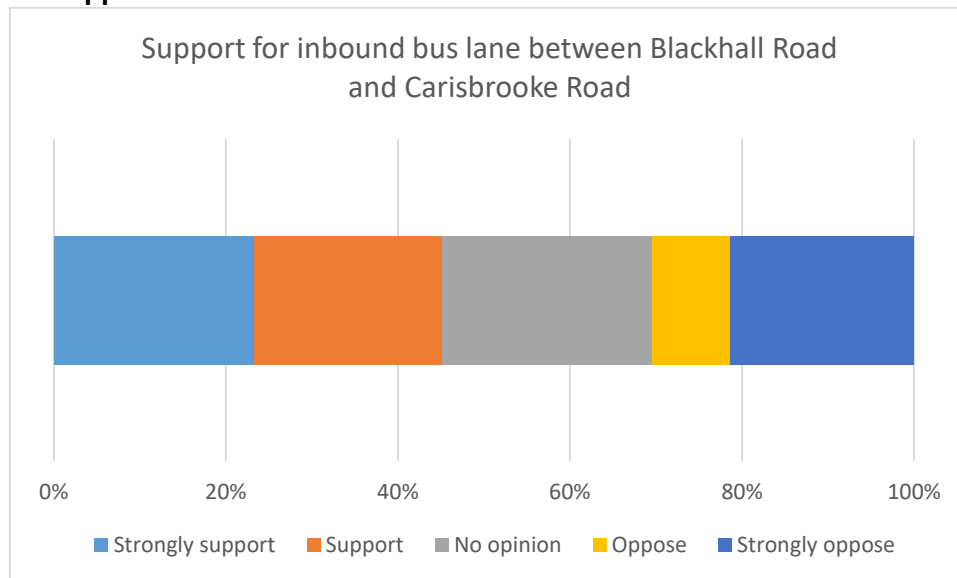
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

25. Inbound bus lane between Blackhall Road and Carisbrooke Road

871 respondents answered the question on support for this element. Less than half of respondents supported an inbound bus lane between Blackhall Road and Carisbrooke Road (45.2%). Under a third of respondents opposed this element (30.5%) and under a quarter of respondents had 'no opinion' (24.3%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
203 (23.3%)	191 (21.9%)	212 (24.3%)	79 (9.1%)	186 (21.4%)	871

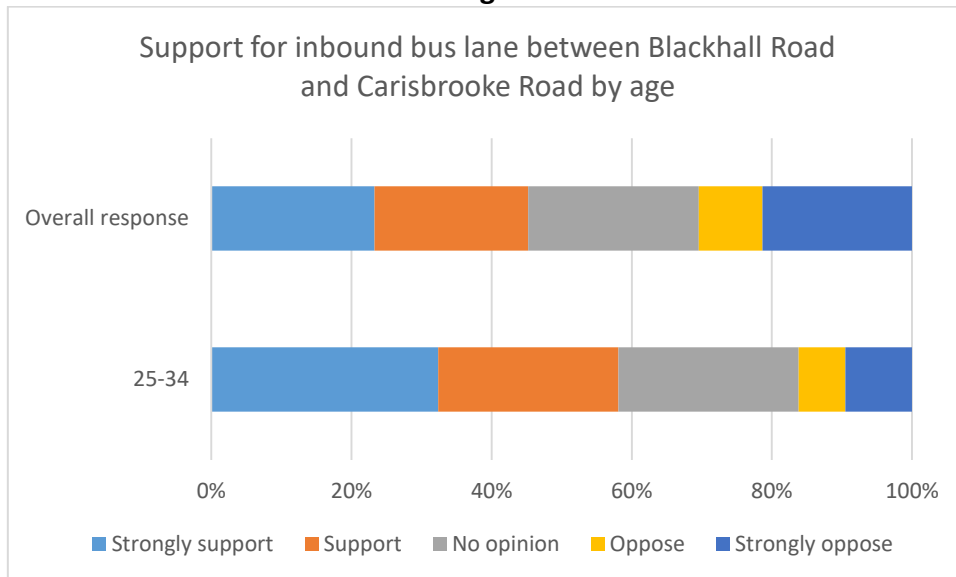
Figure 42: Support for inbound bus lane between Blackhall Road and Carisbrooke Road



The majority of respondents who indicated they were aged '25-34' were supportive of this element (58.1%) and less than a fifth opposed it (16.2%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
25-34	34 (32.4%)	27 (25.7%)	27 (25.7%)	7 (6.7%)	10 (9.5%)	105

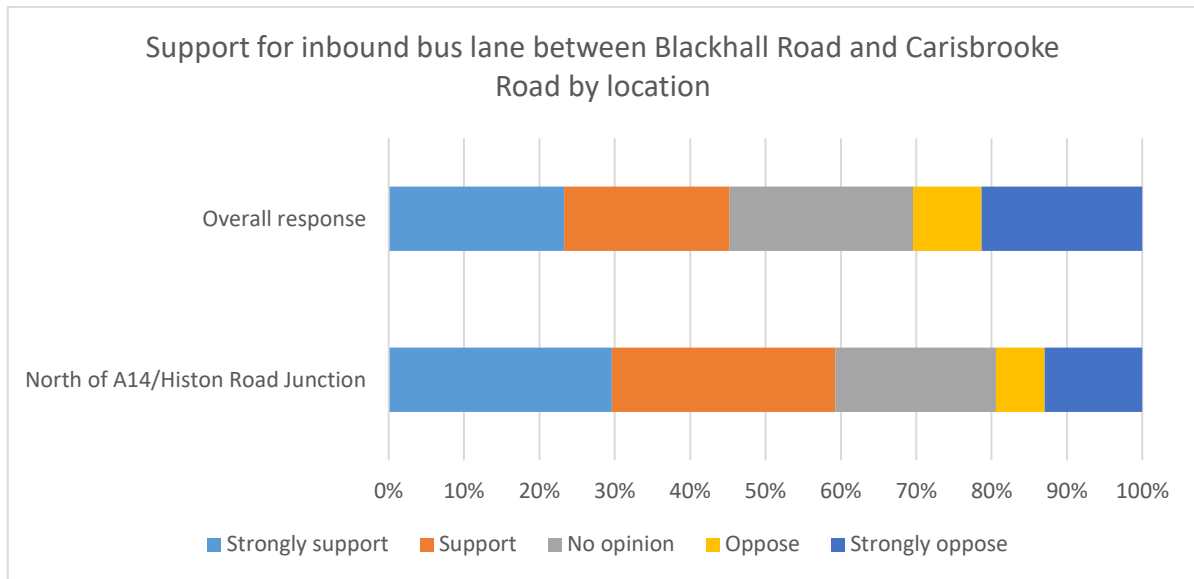
Figure 43: Support for inbound bus lane between Blackhall Road and Carisbrooke Road by age



The majority of respondents who were located north of the A14/Histon Road junction supported this element (59.2%). Less than a fifth opposed this element (19.5%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
North of A14/Histon Road Junction	64 (29.6%)	64 (29.6%)	46 (21.3%)	14 (6.5%)	28 (13%)	216

Figure 44: Support for inbound bus lane between Blackhall Road and Carisbrooke Road by location



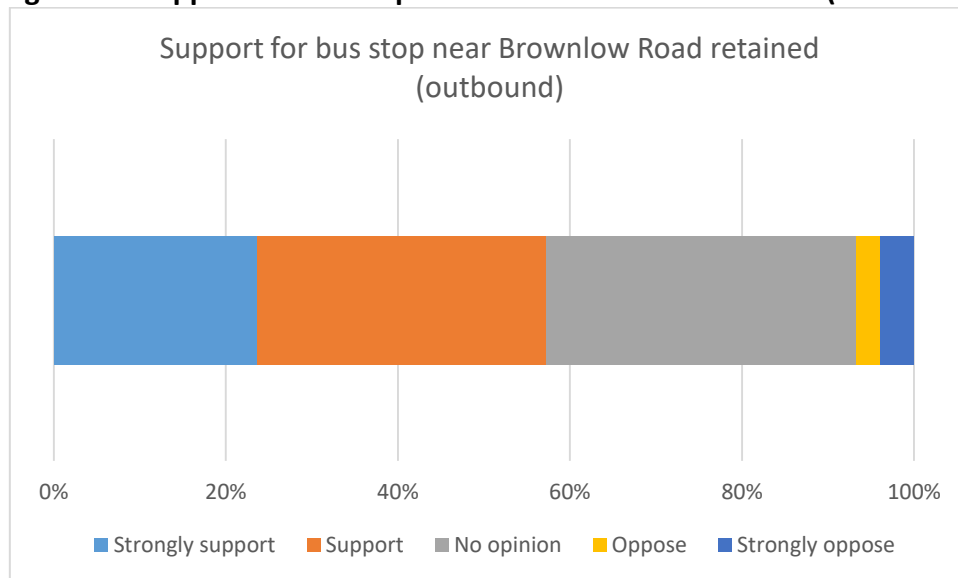
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

26. Bus stop near Brownlow Road retained (outbound)

882 respondents answered the question on support for this element. The majority of respondents supported the retention of the outbound bus stop near Brownlow Road (57.3%). Few respondents opposed this element (6.7%) and over a third had 'no opinion' (36.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
209 (23.7%)	296 (33.6%)	318 (36.1%)	25 (2.8%)	34 (3.9%)	882

Figure 45: Support for bus stop near Brownlow Road retained (outbound)



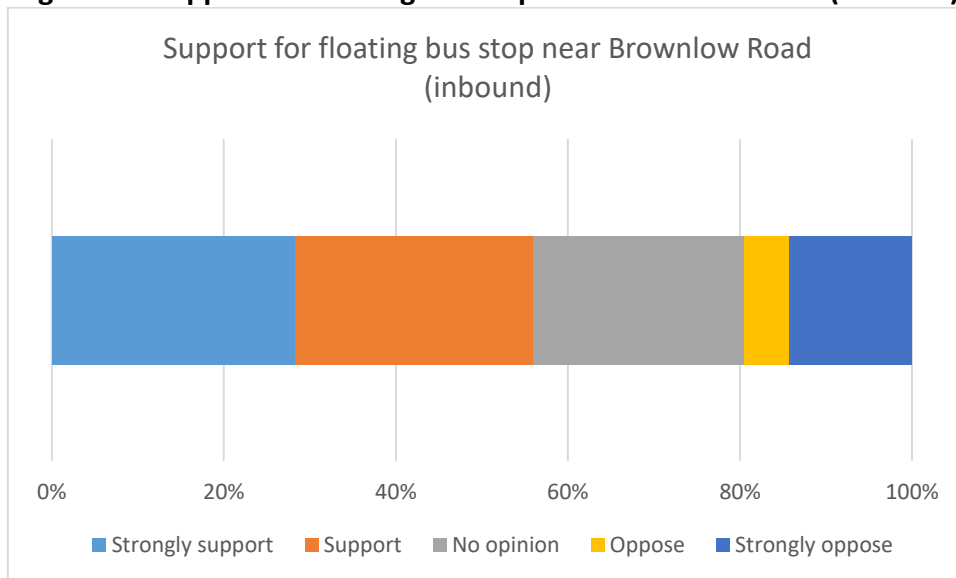
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

27. Floating bus stop near Brownlow Road (inbound)

876 respondents answered the question on support for this element. The majority of respondents supported an inbound floating bus stop near Brownlow Road (55.9%). Under a fifth of respondents opposed this element (19.6%) and under a quarter had 'no opinion' (24.5%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
248 (28.3%)	242 (27.6%)	215 (24.5%)	46 (5.3%)	125 (14.3%)	876

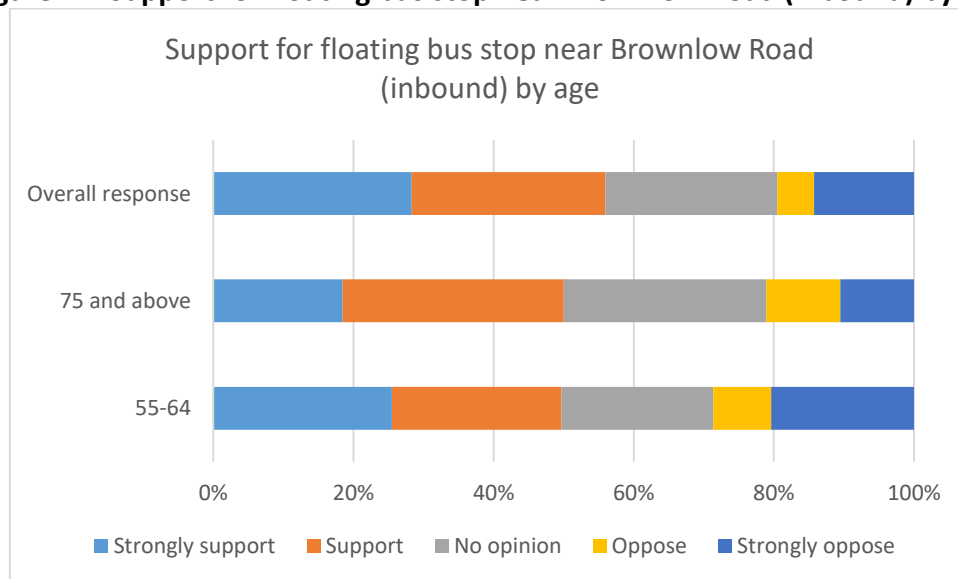
Figure 46: Support for floating bus stop near Brownlow Road (inbound)



Respondents aged '55-64' and '75 and above' were less supportive and more opposed to this element than the overall response. However, more of these respondents supported this element than opposed it, with less than half of those aged '55-64' (49.7%) and half of those aged '75 and above' (50%) supporting it and over a quarter of those aged '55-64' (28.7%) and over a fifth of those aged '75 and above' (21%) opposing it.

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
55-64	40 (25.5%)	38 (24.2%)	34 (21.7%)	13 (8.3%)	32 (20.4%)	157
75 and above	14 (18.4%)	24 (31.6%)	22 (28.9%)	8 (10.5%)	8 (10.5%)	76

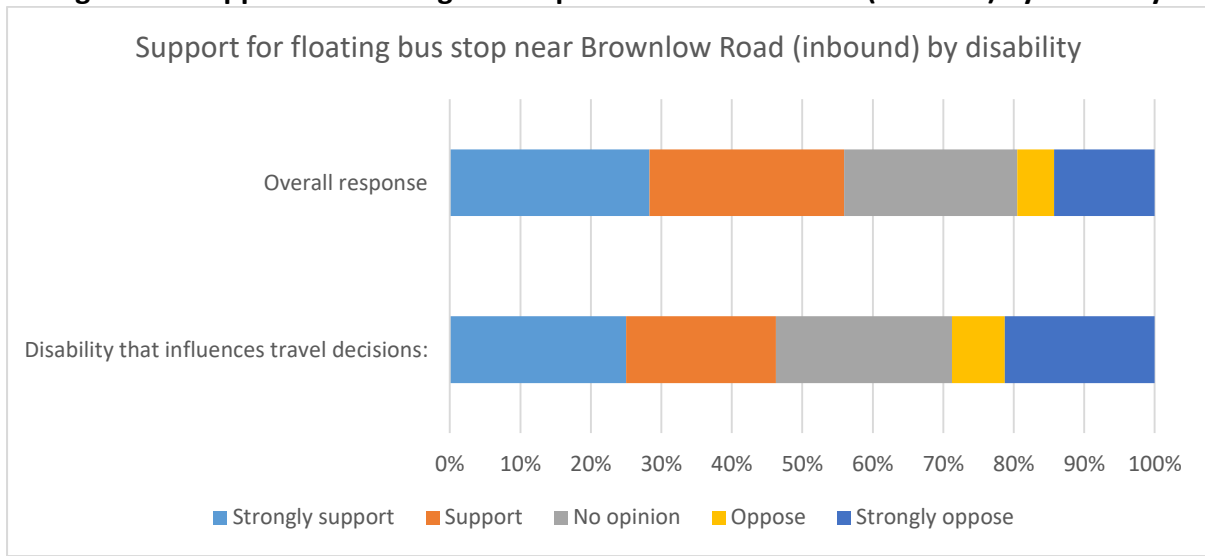
Figure 47: Support for floating bus stop near Brownlow Road (inbound) by age



Respondents who indicated they have a disability that influences travel decisions were less supportive and more opposed to this element than the overall response, with less than half of these respondents supporting it (46.3%) and over a quarter opposing it (28.8%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Disability that influences travel decisions:	20 (25%)	17 (21.3%)	20 (25%)	6 (7.5%)	17 (21.3%)	80

Figure 48: Support for floating bus stop near Brownlow Road (inbound) by disability



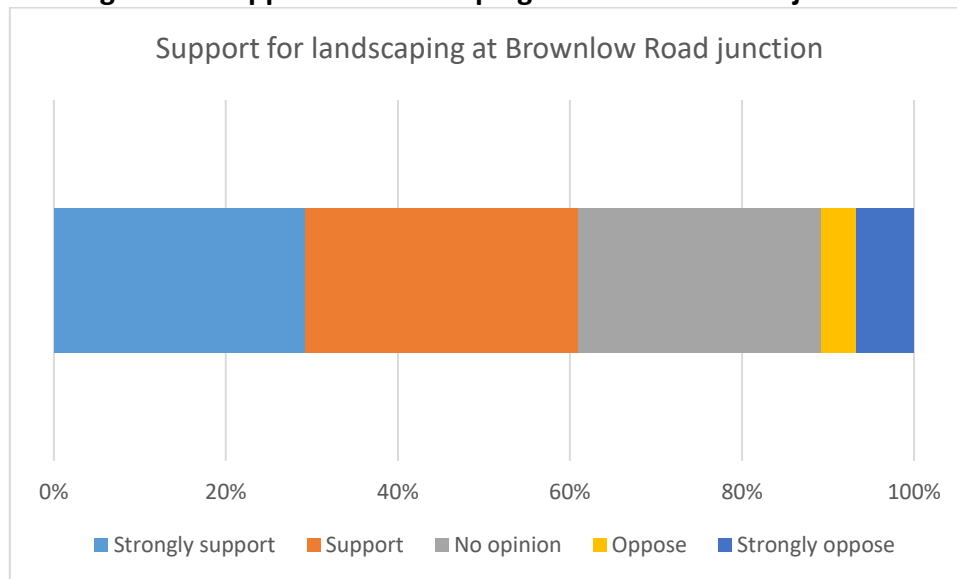
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

28. Landscaping at Brownlow Road junction

879 respondents answered the question on support for this element. The majority of respondents supported landscaping at Brownlow Road junction (60.9%). Few respondents opposed this element (10.8%) and over a quarter had 'no opinion' (28.2%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
257 (29.2%)	279 (31.7%)	248 (28.2%)	36 (4.1%)	59 (6.7%)	879

Figure 49: Support for landscaping at Brownlow Road junction



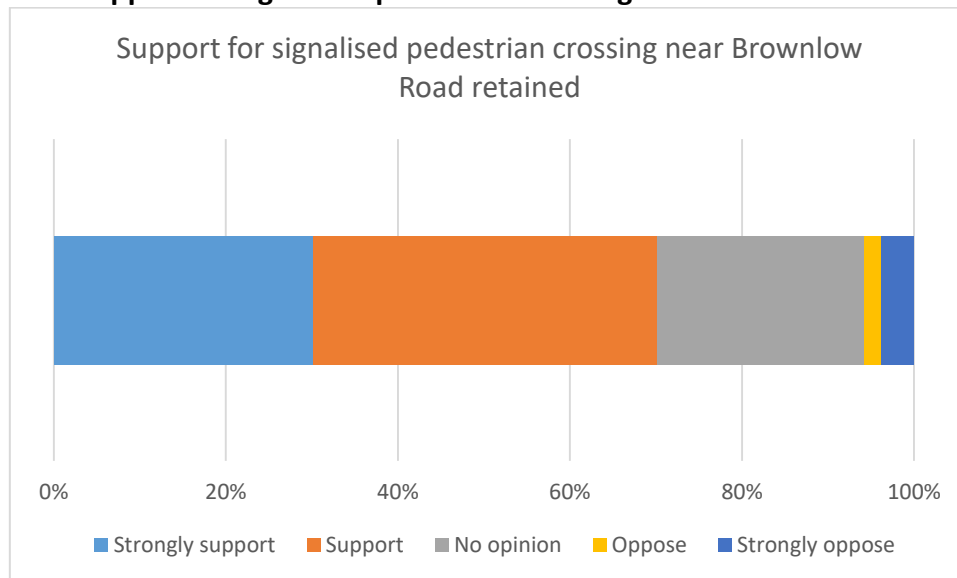
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

29. Signalised pedestrian crossing near Brownlow Road retained

871 respondents answered the question on support for this element. The majority of respondents supported the retention of a signalised pedestrian crossing near Brownlow Road (70.2%). Few respondents opposed this element (5.8%) and under a quarter had 'no opinion' (24.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
263 (30.2%)	348 (40%)	210 (24.1%)	17 (2%)	33 (3.8%)	871

Figure 50: Support for signalised pedestrian crossing near Brownlow Road retained



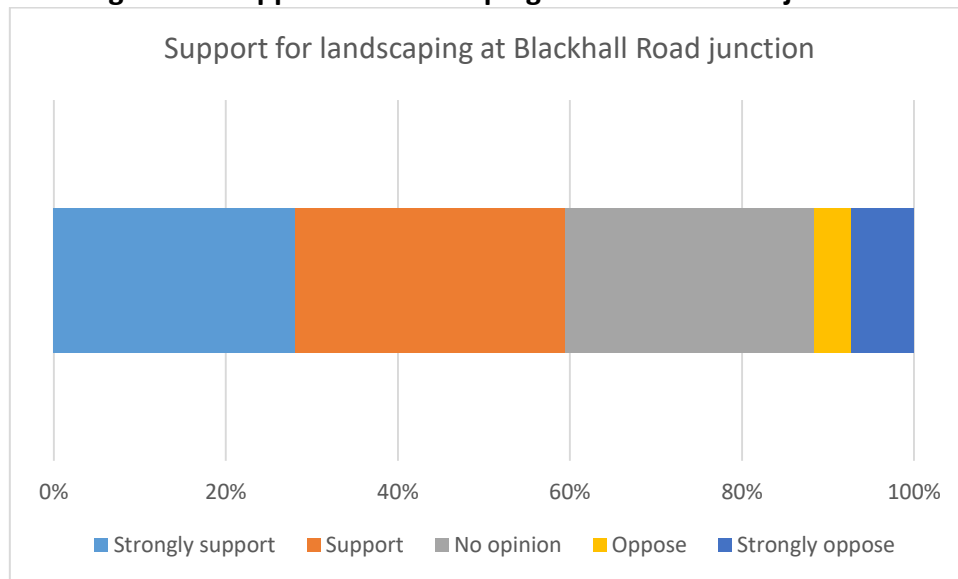
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

30. Landscaping at Blackhall Road junction

874 respondents answered the question on support for this element. The majority of respondents supported landscaping at Blackhall Road junction (59.4%). Few respondents opposed this element (11.5%) and over a quarter had 'no opinion' (29.1%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
245 (28%)	274 (31.4%)	254 (29.1%)	38 (4.3%)	63 (7.2%)	874

Figure 51: Support for landscaping at Blackhall Road junction



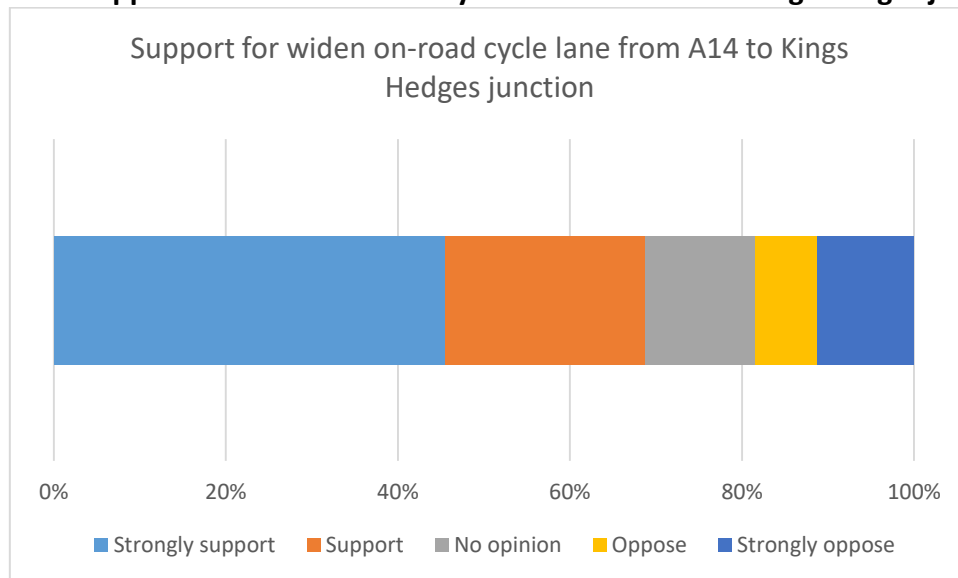
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

31. Widen on-road cycle lane from A14 to Kings Hedges junction

894 respondents answered the question on support for this element. The majority of respondents supported widening the on-road cycle lane from A14 to Kings Hedges junction (68.8%). Less than a fifth opposed this element (18.5%) and few respondents had 'no opinion' (12.8%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
407 (45.5%)	208 (23.3%)	114 (12.8%)	65 (7.3%)	100 (11.2%)	894

Figure 52: Support for widen on-road cycle lane from A14 to Kings Hedges junction



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 2: Do you have any comments on any of these elements? Please include details of the location you are referring to in your response:

573 respondents left comments on question 2.

Major themes

Floating bus stops. Many respondents discussed this theme. Most respondents felt negatively about floating bus stops. They argued that they obstruct traffic flow for other motorised vehicles due to their positioning on the road, increasing congestion. They also felt that they can be dangerous for cyclists and passengers, particularly older passengers and those with disabilities. Some respondents who discussed this theme negatively mentioned they cycle along routes with floating bus stops and felt the hump along the cycle part of the bus stop was difficult to navigate. Some respondents felt more positively about floating bus stops and felt that more bus stops along Histon Road should be floating bus stops. A few of these respondents also commented on the potential for the stops to hinder motorised traffic and felt they should be staggered to allow enough space for passing even with a bus on either side of the road.

Parking restrictions. Many respondents discussed this theme. Some respondents felt positively about removing parking from Histon Road, arguing that it would help add space to the road to allow for cycle lanes, improve safety and improve traffic. Some of these respondents felt that enforcement needed to be made to stop illegal parking on cycle routes and driveways, which they felt would increase with the removal of parking spaces. Some respondents felt negatively about removing parking spaces from Histon Road. These respondents felt that the loss of spaces would negatively impact on residents along Histon Road, as they were unsure about what would happen to resident permit spaces which were felt to be necessary due to the lack of access to houses along the route. Some of these respondents were concerned about the impact on nearby residential areas with drivers seeking other parking. Some of these respondents were also concerned about the impact on local businesses. A few of these respondents were concerned about where visitors, including those needed for labour and in home care, would park. A few of these respondents were concerned that speeding would increase with the increased space.

Element 1: Histon Road / Victoria Road / Huntingdon Road junction redesign. Many respondents discussed this theme. Although a few respondents commented positively about the redesign, many respondents felt that the redesign of this junction is too complicated, particularly in relation to inbound cycle traffic. These respondents felt that cycle traffic would have to dodge around other traffic to get between cycle lanes and that the redesign would not stop motorised traffic cutting through cycle lanes. A few of these respondents felt that enforcement of rules against traffic blocking the no stopping box, giving cycle priority at the lights, or introducing a roundabout may work better. A few respondents were concerned about the redesign increasing congestion, particularly when turning right from Victoria Road. A few respondents felt that the pedestrian routes across this junction needed improving, as they are currently difficult to cross.

Safety. Many respondents discussed this theme. Many respondents felt that the proposals were a positive step to improving cycle safety. Some respondents were concerned about the safety implications in several areas of the proposal, including: the Histon Road/Victoria Road/Huntingdon Road junction, floating bus stops, raised cycle lanes, advisory cycle lanes, Darwin Green junction, A14 towards King's Hedge Road, the road surface, parking restrictions, and traffic speeds.

Tree removal. Many respondents discussed this theme. These respondents were against the removal of trees, particularly in relation to adding bus lanes and facilities. These respondents felt that the trees are necessary to reduce air pollution and for the character of the area. A few of these respondents felt that these trees should be replaced.

Bus lanes. Many respondents discussed this theme. These respondents felt that adding bus lanes is unnecessary, particularly in relation to the improvements in journey time. Some of these respondents felt that too few buses operate in the area to justify the cost and space lost. A few respondents were concerned about the safety of cyclists as they felt the bus lane will conflict with the cycle lane.

Element 31: Widen on-road cycle lane from A14 to Kings Hedges junction. Some respondents discussed this theme. Most respondents felt this was element was a positive step to improving cycle safety in this area, however many respondents felt that more could be done. These respondents felt that the cycle lanes in the area needed to be more interconnected across the junction, that the speed needed reducing from 40mph, that motorised traffic should be stopped from blocking the cycle lanes in congestion, that traffic lights should have some form of cycle priority, or that raised cycle lanes should be introduced. A few respondents felt that widening the cycle lanes would make things more dangerous and that the cycle lanes should be using the footpath.

Pedestrians. Some respondents discussed this theme. Most respondents felt the scheme, particularly the increase in pedestrian crossing was positive for pedestrians. A few respondents discussed the location of nearby schools and the need for safe places for school children to cross. Some respondents were concerned about the amount of signalised crossing and felt these would hinder traffic flow and increase congestion on the road. Some of these respondents felt that zebra crossings would be more suitable, as they would allow for better traffic flow and allow pedestrians to cross the road quicker. A few respondents felt that the quality of footpaths needed to be improved, as they are currently difficult to traverse for those with mobility issues. A few of these respondents felt the trees were important for pedestrians along this road and that the footpath should not be narrowed.

Cost of development. Some respondents discussed this theme. These respondents felt that the estimated cost was too high for what the scheme set out to achieve. Some of these respondents felt that spending money on saving 2.5 minutes on journey times was a waste. Some felt that the cost of floating bus stops was too high. Some respondents felt that the money should be spent on repairing the roads instead.

Minor themes

Linden Close. Some respondents discussed this theme. Some of these respondents were opposed to the removal of the bus stops in this area, arguing that the location near the recreational ground made it a well-used stop and those with mobility issues in the area needed a stop close to them. Some of these respondents were concerned about the Pay & Display parking area, arguing that the road already suffered with congestion and that it would create issues for residents. Some of these respondents were concerned about the potential loss of resident parking to accommodate the Pay & Display area.

Element 21: Gilbert Road / Warwick Road junction redesign. Some respondents discussed this theme. Most of these respondents responded positively about this element. Some of these respondents felt that measures should be put in place to aid cyclists turning right on the junction, including cycle priority on traffic lights.

Accessibility. Some respondents discussed this theme. These respondents had concerns regarding those with disabilities and older people. Some of these respondents were concerned about parking on Histon Road, feeling that nearby parking was needed for residents and carers. Some of these respondents were concerned about the loss of bus stops near Linden Close and loss of stops in general, arguing that those with mobility issues needed a stop near to them. Some of these respondents had concerns over the use of floating bus stops, arguing the cycle path sections were difficult for those with mobility issues to cross safely.

Traffic lights. Some respondents discussed this theme. These respondents felt that increasing traffic lights also increased congestion as they affected traffic flow. A few of these respondents felt that synchronisation across traffic lights on Histon Road would help alleviate this issue.

Raised cycle lanes. Some respondents discussed this theme. Some of these respondents felt that all the cycle lanes along the route should be raised cycle lanes, feeling they discouraged motorised vehicles from entering them and improving cycle safety. A few respondents indicated they were opposed to raised cycle lanes, arguing that they become unsafe in wet or icy conditions, that they make right hand turns difficult, and that they can be difficult for larger cycles to use and be passed.

Segregated cycle lanes. Some respondents discussed this theme. These respondents felt that cycle lanes should be segregated from other traffic and ideally be off-road, feeling it would make cycle routes safer.

Support. Some respondents discussed this theme. These respondents commented positively about the scheme, particularly for cyclists, pedestrians and bus users.

Increase congestion. Some respondents discussed this theme. These respondents were concerned about the scheme increasing congestion along Histon Road. Particularly in relation to the increase in traffic lights, the floating bus stops, and the bus lane. Some of

these respondents were concerned about increased congestion along connected roads with traffic trying to avoid Histon Road and motorised traffic seeking places to park.

Darwin Green. Some respondents discussed this theme. Some of these respondents were concerned about the lack cycle lanes in this area and felt they should have been included in this scheme. A few respondents were concerned about the junction at the Darwin Green, feeling it would increase congestion and that development here should be done in conjunction with the King's Hedges redesign.

Bus service improvements. Some respondents discussed this theme. These respondents felt that the bus service needed improving to encourage more modal shift towards bus use. These respondents argued that the cost of using public transport should be reduced, that the buses should serve more routes and more often, that reliability should be improved, and that they should introduce smart ticketing.

Advisory cycle lanes. Some respondents discussed this theme. These respondents felt that advisory cycle lanes were not safe enough for cyclists and they should be raised or mandatory instead.

Road widening. Some respondents discussed this theme. These respondents felt that Histon Road is too narrow to accommodate the changes in this scheme. A few of these respondents felt that larger motorised vehicles had to move into cycle lanes in order to safely pass each other.

25: Inbound bus lane between Blackhall Road and Carisbrooke Road. Some respondents discussed this theme. These respondents felt that the bus lane was unnecessary, as too few buses travelled along this section of road. They also felt that the bus lane was too short to make any sufficient effect on journey time for bus users. It was also felt to be too narrow an area of road to accommodate the bus lane without negatively effecting cyclists and pushing congestion to other areas of Histon Road.

Consultation material. Some respondents discussed this theme. These respondents felt that the consultation materials were lacking information in certain areas, particularly around: what landscaping would entail, clearer information on the Histon Road/Victoria Road/Huntingdon Road junction redesign, research on floating bus stops, traffic modelling, and details on the 2.5 minute bus journey time reduction.

Not needed. Some respondents discussed this theme. These respondents felt that there was no issues on Histon Road and that the scheme was not needed.

Environment. Some respondents discussed this theme. These respondents were concerned about the potential negative impact on the environment from these proposals. There was concerns the loss of trees would have a negative impact on air quality and the increase in traffic lights would increase congestion, also having a negative impact on air quality.

Landscaping. Some respondents discussed this theme. Although these respondents were positive about the idea of landscaping, many of them had questions about what this would

entail and what the end result would look like. Some of these respondents were concerned about the long term maintenance of the landscaping.

Negative experiences with cyclists. A few respondents discussed this theme. These respondents discussed experiences of cyclists, mentioning cyclists mounting pavements and running red lights. These respondents were concerned that cycle lanes would not be used and that consideration would not be given to pedestrians at floating bus stops.

Speed reduction. A few respondents discussed this theme. These respondents felt that Histon Road needed to be reduced to 20mph to improve safety along the route. A few of these respondents discussed the 40mph section near the roundabout to the A14 and felt it needed to be 30mph like the adjoining sections.

Vehicle restrictions. A few respondents discussed this theme. Some of these respondents felt that cars should be restricted from entering Cambridge, either a complete ban or through congestion charging. Some of these respondents discussed the amount of HGV traffic along Histon Road and felt that these vehicles should be banned from Histon Road or limitations should be placed on the times they can travel along this road.

22: Signalised pedestrian crossing near Borrowdale. A few respondents discussed this theme. These respondents felt that this crossing was important and needed due to the access to a school nearby.

Wider cycle lanes. A few respondents discussed this theme. These respondents felt that wider cycle lanes were needed across the whole route to improve cycle safety.

15: New signalised pedestrian crossing near Akeman Street. A few respondents discussed this theme. These respondents felt that this was an important and needed crossing due to the nearby college. A few of these respondents felt that the crossing should be for pedestrians and cyclists.

22a: Possible alternative location for pedestrian crossing near Carisbrooke Road. A few respondents discussed this theme. Most of these respondents felt that both this crossing and the crossing near Borrowdale were needed. A few of these respondents felt that the crossing needed some alterations to make it work, including making it a toucan crossing and moving it to the other side of the Carisbrooke Road entrance.

Cranwell court bus stops and pedestrian crossing. A few respondents discussed this theme. These respondents felt that these stops were too close to the pedestrian crossing and junction, risking an increase in congestion when loading and unloading passengers. Similar concerns were raised about the pedestrian crossing's location.

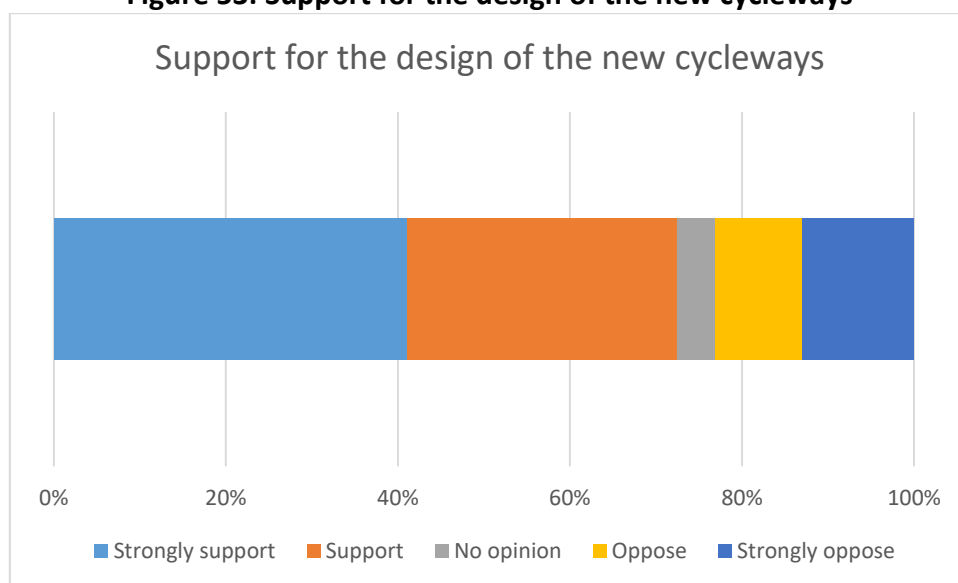
Removal of Linden Close bus stops. A few respondents discussed this theme. These respondents felt that these bus stops were needed, particularly for older residents and those with mobility issues.

Question 3: How far do you support the design of the new cycleways in the Histon Road scheme?

897 respondents answered the question on their support for the design of the new cycleways in the scheme. The majority of respondents supported them (72.4%). Under a quarter of respondents opposed the new cycleways design (23%) and few respondents had 'no opinion' on them (4.5%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
369 (41.1%)	281 (31.3%)	40 (4.5%)	91 (10.1%)	116 (12.9%)	897

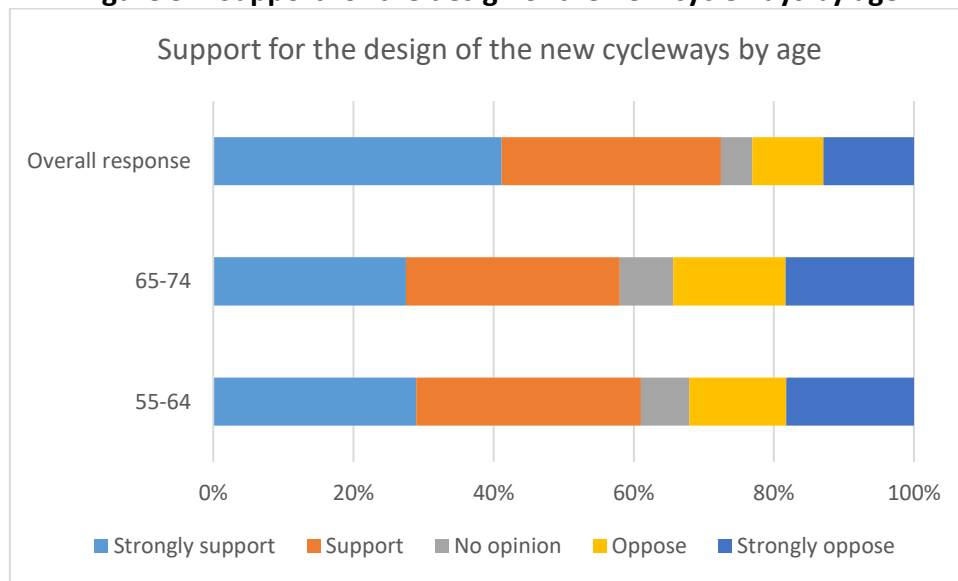
Figure 53: Support for the design of the new cycleways



Respondents who indicated they were aged '55-64' and '65-74' were less supportive and more opposed to the new cycleways design than the overall response. However, more of these respondents supported it than opposed it, with three fifths of those aged '55-64' (61%) and under three fifths of those aged '65-74' (58%) supporting it and under a third of those aged '55-64' (32%) and over a third of those aged '65-74' (34.3%) opposing it.

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
55-64	46 (28.9%)	51 (32.1%)	11 (6.9%)	22 (13.8%)	29 (18.2%)	159
65-74	36 (27.5%)	40 (30.5%)	10 (7.6%)	21 (16%)	24 (18.3%)	131

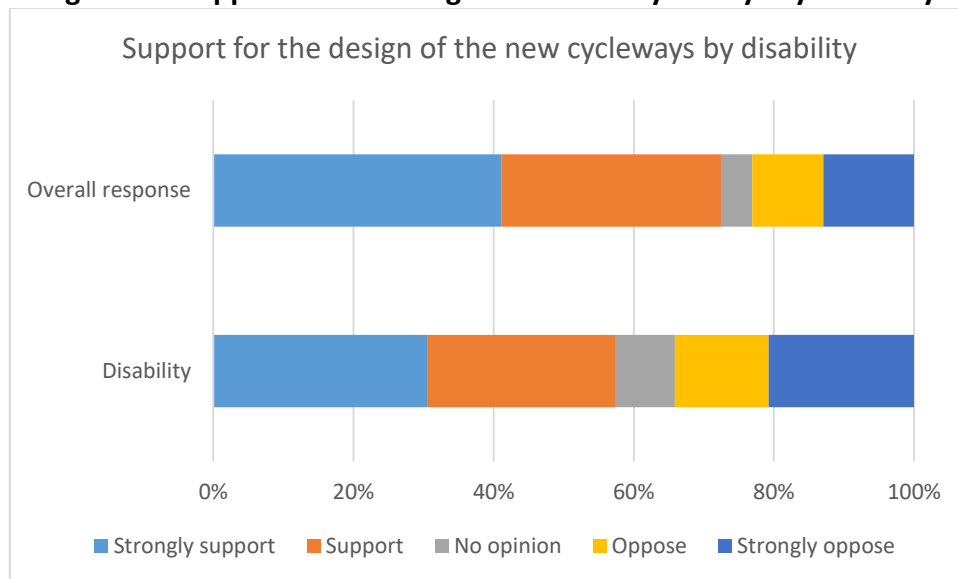
Figure 54: Support for the design of the new cycleways by age



Respondents who indicated they had a disability that influences travel decisions were less supportive and more opposed to the new cycleways design than the overall design. However, more of these respondents supported it than opposed it, with under three fifths supporting it (57.3%) and over a third opposing it (34.1%).

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Disability that influences travel decisions:	25 (30.5%)	22 (26.8%)	7 (8.5%)	11 (13.4%)	17 (20.7%)	82

Figure 55: Support for the design of the new cycleways by disability



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 3a: Do you have any comments on the design of the cycleways in the Histon Road scheme? Please include details of the location you are referring to in your response:

461 respondents left comments on this question regarding the design of the cycleways in this scheme.

Major themes

Raised cycle lanes. Many respondents discussed this theme. Most of these respondents felt that the whole cycle route should consist of raised cycle lanes as they are safer and many of these respondents felt that consistency of cycle lanes was important. Some respondents felt that the changes between advisory and raised cycle lanes could cause confusion and so make them unsafe. A few respondents were against the use of raised cycle lanes as they felt they were unsafe for cyclists to overtake each other on and that they could become dangerous in bad weather. A few respondents were concerned about motorised vehicle drivers' awareness of raised cycle lanes, as they had experienced issues with drivers parking on them in other areas of Cambridge.

Cycle lane width. Many respondents discussed this theme. Some of these respondents expressed concerns over the space available on the road, for the overall scheme and specifically around the width of the cycle lanes, and felt that it would be difficult for larger motorised vehicles to pass each other without encroaching on the cycle lanes. Some respondents felt that wider cycle lanes were needed for the entire route. While there was some variation in how wide these should be, most of the respondents who discussed this felt that 2m wide was most appropriate.

Support. Many respondents discussed this theme. These respondents left positive comments indicating their support for the design of the cycleways. Some of these respondents had provisions to this support however, wanting, for example: the trees to be left as is, that there should be no or minimised loss of pedestrian and road space, and that raised cycleways should be used along the whole route.

Negative experiences with cyclists. Many respondents discussed this theme. These respondents discussed their negative experiences they had had with cyclists, such as running red lights, lack of care at floating bus stops, or entering pedestrian routes rather than cycle lanes. Some of these respondents felt that more enforcement was needed in stopping cyclists doing these things to ensure safety.

Floating bus stops. Many respondents discussed this theme. Some of these respondents commented positively about the use of floating bus stops and some of them felt that more of the bus stops should be floating stops. Some of these respondents had concerns about floating bus stops and felt they could be dangerous when buses are alighting passengers, can be difficult for older passengers and those with mobility issues, and that they can have a negative effect on the flow of traffic when positioned on narrow roads.

Advisory cycle lanes. Many respondents discussed this theme. These respondents felt that advisory cycle lanes were not safe enough for cyclists. Some of these respondents felt that these should be mandatory cycle lanes and some felt that raised cycle lanes should be used along the whole route.

Minor themes

Gilbert Road. Some respondents discussed this theme. These respondents commented on their current difficulties travelling in this area. Some of these respondents were concerned about the advisory cycle lane between Gilbert Road and Kings Hedges, feeling the cycle lanes needed more improvement. Some of these respondents commented on the junction at Gilbert Road and Warwick Road, feeling that the changes were an improvement but there was some concerns over cyclists going straight over here.

Segregated route. Some respondents discussed this theme. These respondents felt that cycleways should be made up of segregated routes where possible, to further improve safety.

No change needed. Some respondents discussed this theme. These respondents felt that current facilities were adequate along Histon Road and did not need changing. Some of these respondents were concerned about the negative impact of the scheme on the environment and to residents.

31: Widen on-road cycle lane from A14 to Kings Hedge Junction. Some respondents discussed this theme. These respondents commented on the danger in this area for cyclists. Most of these respondents felt that this element of the scheme was a positive improvement, with a few of these respondents feeling that more could be done. Some respondents wondered if any improvements were being made to the outbound route here and some highlighted issues with accessing the cycle lane.

Removal of on street parking. Some respondents discussed this theme. Some of these respondents felt that removing on street parking was a positive step to improving safety along Histon Road, particularly for cyclists. Some of these respondents had concerns about the loss of parking for residents and felt that they should still have access to parking here.

Opposition to cycleways design. Some respondents discussed this theme. These respondents left negative comments about the cycleways design and the scheme. Some of these respondents had specific concerns around: the width of the road and loss of space for motorised traffic, the impact on residents, the impact on the environment, and the provision for cyclists in areas around Darwin Green and Kings Hedges.

Loss of trees. Some respondents discussed this theme. These respondents felt that trees should not be lost along Histon Road.

Connectivity. Some respondents discussed this theme. These respondents felt that cycleway design needed to be continuous along the route, as safety issues arose where other cycleways stopped due to junctions and side roads.

Traffic light priority. Some respondents discussed this theme. These respondents felt that the traffic lights should have cycle priority at the junctions along Histon Road. Some of these respondents felt that the pedestrian crossing should also have cycle priority or allow cyclists to use them.

Pedestrians. A few respondents discussed this theme. These respondents felt that the cycleways design should not come at the expense of pedestrian routes.

Cycle lane blocking. A few respondents discussed this theme. These respondents' highlighted issues they had with cycle lanes being blocked by motorised vehicles stopping to access the side of the road, particularly around businesses on Histon Road. These respondents felt that more enforcement was needed on illegal parking.

1: Histon Road/Victoria Road/Huntingdon Road junction redesign. A few respondents discussed this theme. These respondents commented positively about this junction redesign, as they felt that currently the junction was unsafe for cyclists.

Increase congestion. A few respondents discussed this theme. These respondents felt that the cycleways design would cause issues for motorised vehicles and increase congestion in the area.

Darwin Green. A few respondents discussed this theme. These respondents felt that there was not enough provision for cyclists near Darwin Green and that it should have been included in this scheme.

Mandatory cycle lanes. A few respondents discussed this theme. These respondents felt that all of the cycleway should consist of mandatory cycle lanes to improve cycle safety.

Side road priority. A few respondents discussed this theme. These respondents felt that cycle lanes should have priority over side roads.

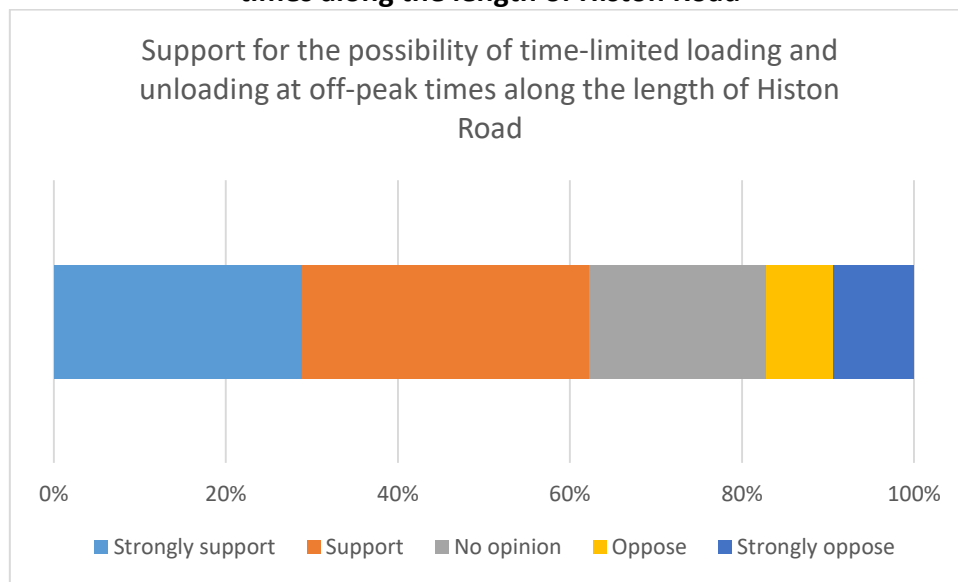
Disruption caused by construction. A few respondents discussed this theme. These respondents were concerned about the length of time construction would take and how much disruption it would cause in the area.

Question 4: How far do you support the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road?

883 respondents answered the question on support the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road. The majority of respondents supported this, with nearly two thirds selecting 'strongly support' or 'support' (62.2%). Under a fifth opposed this (17.1%) and over a fifth had 'no opinion' (20.7%).

Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
255 (28.9%)	294 (33.3%)	183 (20.7%)	69 (7.8%)	82 (9.3%)	883

Figure 56: Support for the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 4a: Do you have any comments regarding the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road? Please include details of the location you are referring to in your response

273 respondents left comments about the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road.

Major themes

Times of limitations. Many respondents discussed this theme. Some of these respondents felt that off-peak implied that these were times when loading/unloading would cause less impact and so question whether this was necessary. Some respondents felt that restrictions should be placed on peak times, as this was when it caused the most disruption. Some respondents had questions about how long this time-limitation would be. Some respondents commented positively on time-limited loading and unloading at off-peak times, feeling it would increase safety and decrease congestion. A few respondents felt that restrictions should be placed on HGV movement from evening to morning.

Negative impact on businesses. Many respondents discussed this theme. These respondents felt that putting increased limitations on loading and unloading would have a negative impact on businesses along Histon Road.

Cycling. Many respondents discussed this theme. These respondents felt that limitations should be placed on loading and unloading in cycle lanes, as it forces cyclists out into traffic and makes cycling unsafe. Some of these respondents also felt that limitations should be placed on parking on footpaths as it caused similar issues for pedestrians.

Minor themes

Enforcement. Some respondents discussed this theme. These respondents felt that without adequate monitoring and enforcement this element of the scheme would not be effective. Some of these respondents highlighted issues they had faced with particular businesses in the area currently parking dangerously.

Resident impact. Some respondents discussed this theme. These respondents were concerned about the impact these restrictions would have on local residents, highlighting the need for deliveries, carer and tradespeople access, and the unloading/loading of personal vehicles.

Opposition to loading/unloading restrictions. Some respondents discussed this theme. These respondents left negative comments regarding this element of the scheme, feeling it was impractical and would have a negative impact on business and residents.

Congestion. Some respondents discussed this theme. These respondents highlighted the issues with loading/unloading causing congestion and felt that this element of the scheme would help alleviate this.

No issue with current setup. Some respondents discussed this theme. These respondents felt that there is currently no issue with loading and unloading, so time restrictions were unnecessary when they could potentially impact residents and businesses.

Loading bays. Some respondents discussed this theme. These respondents felt that creating loading bays for businesses would be more beneficial than placing restrictions on loading/unloading times.

Support. A few respondents discussed this theme. These respondents left positive comments about the time-restrictions on off-peak loading and unloading times.

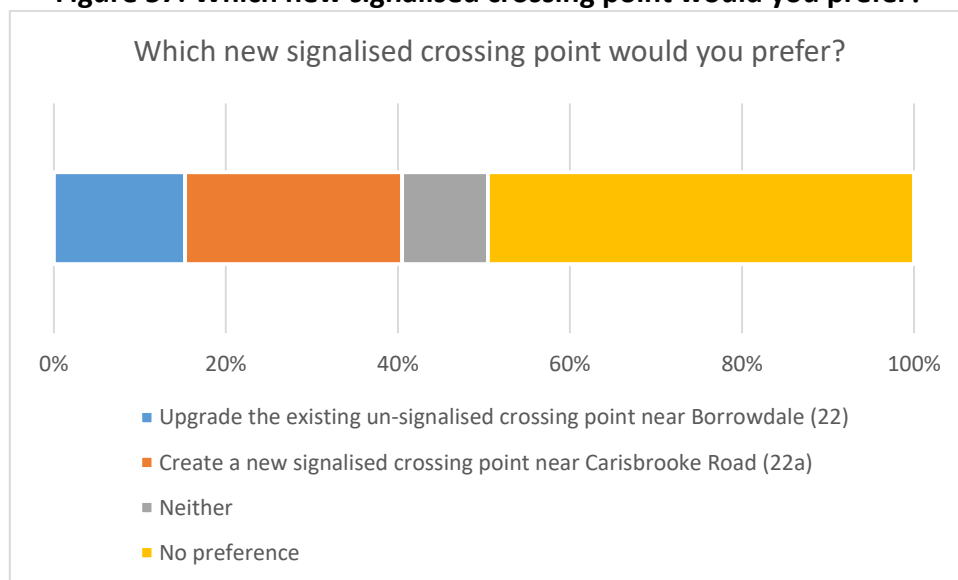
Consultation material. A few respondents discussed this theme. These respondents felt that the consultation material was lacking information about this element, particularly whether there were already some form of restrictions already in place and what times would be considered off-peak.

Question 5: Which new signalised crossing point would you prefer?

872 respondents answered the question on which new signalised crossing point they preferred. Nearly half of respondents indicated they had ‘no preference’ (49.5%). Of the two options, creating a new signalised crossing point near Carisbrooke Road (22a) was preferred by slightly more respondents, with over a quarter of respondents selecting this (25.2%). Upgrading the existing un-signalised crossing point near Borrowdale (22) was preferred by under a fifth of respondents (15.3%). Few respondents preferred ‘neither’ option (10%).

Upgrade the existing un-signalised crossing point near Borrowdale (22)	Create a new signalised crossing point near Carisbrooke Road that links with the new Darwin Green development (22a), and keep the existing un-signalised crossing point near Borrowdale	Neither	No preference	Total
133 (15.3%)	220 (25.2%)	87 (10%)	432 (49.5%)	872

Figure 57: Which new signalised crossing point would you prefer?



Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 6: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

195 respondents left comments on the question regarding whether they felt the proposals would discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010.

Major themes

Disability. Most respondents discussed this theme. These respondents felt that areas of the proposals negatively affected those with mobility issues. These respondents felt that; the floating bus stops would adversely affect the safety of passengers with disabilities, as they may have issues waiting on the island and have difficulties crossing the cycle path; that the removal of parking would make things more difficult for disabled residents and visitors on Histon Road; that the removal of the bus stop near Linden Close would make things more difficult for bus users with mobility issues, who may not be able to travel so far; that the cycle lanes, particularly the advisory lanes, may not be wide enough for those using adapted cycles or safe enough to travel along; that the footpaths may not be wide enough to accommodate those with disabilities; that the road and footpath surface aren't maintained well enough to accommodate those with mobility issues; all crossing points should be signalled to ensure safe crossing.

Age. Many respondents discussed this theme. These respondents felt that areas of the proposals negatively affect older and younger people. Many of the issues were similar to those for disability respondents highlighted in the previous theme, such as; the floating bus stops would adversely affect the safety of younger and older passengers, as they may have issues waiting on the island, have difficulties crossing the cycle path and be more vulnerable to accidents; that the removal of parking would make things more difficult for older residents and visitors on Histon Road, particularly carers; that the removal of the bus stop near Linden Close would make things more difficult for older bus users, who may not be able to travel so far; that the cycle lanes, particularly the advisory lanes, may not be wide enough for those using larger cycles or safe enough to travel along for older and younger cyclists; that the footpaths may not be wide enough to accommodate those with prams; that the road and footpath surface aren't maintained well enough and so can be difficult for older and younger people; all crossing points should be signalled to ensure safe crossing.

Minor themes

Some respondents discussed other issues unrelated to the Equalities Act 2010. The themes of these were:

Local residents. Some respondents discussed this theme. These respondents felt that the proposals would negatively affect the residents of Histon Road and nearby areas, particularly due to the removal of parking.

Cycling. Some respondents discussed this theme. Many of these respondents felt that the proposals were too weighted towards cyclists and would have a negative effect on other modes of transport. A few respondents had concerns about the crossing points and junctions in relation to cycle, feeling that they may be difficult for cyclists to traverse and may cause them to come into conflict with others.

Pedestrians. Some respondents discussed this theme. These respondents felt that the proposals negatively affected pedestrians, particularly in regards to the width of footpaths. Some respondents felt that there should be continuous footpaths across side roads so pedestrians have priority over motorised vehicles. Some respondents discussed question 5 and felt that both options should be utilised.

No equality issues. Some respondents discussed this theme. These respondents left comments indicating they felt there were no equality issues with the proposals.

Commuting. Some respondents discussed this theme. These respondents felt that the proposals would negatively affect those commuting into Cambridge, particularly those with limited access to public transport and who could not cycle in, as they felt congestion and traffic flow would worsen.

Environment. A few respondents discussed this theme. These respondents felt that the proposals would negatively affect the environment, particularly due to the removal of trees along Histon Road.

Cost. A few respondents discussed this theme. These respondents felt that the cost of the proposals was too high.

Impact on businesses. A few respondents discussed this theme. These respondents felt that the proposals would negatively affect businesses in the Histon Road area, particularly due to parking and loading/unloading restrictions.

Question 7: We welcome your views, if you have any further comments on the project or particular options, please add these in the space available below.

379 respondents left comments on the question regarding any other comments.

Main themes

Cycling. Many respondents discussed this theme. Most of these respondents felt that the proposals added needed links and improvements to safety along Histon Road. However, they also felt there needed to be further improvements, including: more segregation of cycle lanes from other traffic and less reliance on advisory cycle lanes, more cycle priority at junctions and crossings, and more maintenance of cycle lanes. A few respondents felt that the proposals prioritised cycling over other modes of transport and so were detrimental to them.

Cost. Many respondents discussed this theme. These respondents felt that the proposals lacked a positive cost to benefit ratio, particularly in relation to improving bus journey time. A few respondents felt that the money should be invested in improving public transport services and maintaining the roads.

Environment. Many respondents discussed this theme. These respondents felt that the proposals would have a negative effect on the environment. They felt that the removal of trees was not justified and that the trees were necessary for both the visual impact of the area and air quality.

Bus service improvement. Many respondents discussed this theme. These respondents felt that the bus services in Cambridge needed improving for any improved infrastructure to be effective. They felt that public transport needed to run more often, run later in the evening and earlier in the morning, be more interconnected with key locations, be more reliable, and for tickets to cost less.

Parking restrictions. Some respondents discussed this theme. Many of these respondents were concerned about the potential loss of resident parking, as it was felt that to be needed due to the lack of other access to houses along Histon Road, particularly for older residents, those with mobility issues and families. Some respondents indicated their support for the removal of on-street parking, feeling it would make Histon Road safer to travel on, but also felt that more enforcement of parking regulations needed to occur.

Congestion. Some respondents discussed this theme. These respondents were concerned about the potential increase in congestion along Histon Road from these proposals. Some of the respondents felt this could be caused by the bus lane, the floating bus stops, and the road becoming narrowed from the cycle lanes. Some of the respondents felt the period of construction would cause congestion due to the lack of alternative routes.

Support. Some respondents discussed this theme. These respondents left positive comments about the proposals, who felt they improved the road and increased safety in the area.

Minor themes

Impact on residents. Some respondents discussed this theme. These respondents were concerned about the negative impact the proposals would have on the residents around Histon Road. Particularly due to the potential loss of resident parking but also due to the loss of trees, the potential loss of space, and the disruption caused by construction.

Bus lane. Some respondents discussed this theme. These respondents felt that the bus lane was too short to be effective at shortening bus journey times. They also felt that too few buses would make use of any bus lane and the quoted time saved too small to justify the cost of construction and the disruption caused. A few respondents felt that a bus lane should be introduced along the whole route.

Speed limits. Some respondents discussed this theme. These respondents felt that the speed limits along Histon Road should be reduced to 20mph in order to increase safety and dissuade drivers from using the road. Some respondents felt that speed cameras should be placed in order to enforce the speed limit. A few respondents discussed the 40mph section at the A14/Histon Road roundabout and felt this needed reducing to improve cycle safety.

Pedestrians. Some respondents discussed this theme. Some of these respondents discussed the crossing points in the proposal, highlighting the need for them. Some of these respondents felt that all of the crossing points needed to be signalised. Some respondents felt that there were too many crossing points, particularly signalised crossings, and felt that they would reduce the flow of traffic and cause congestion. A few of these respondents felt that the signalised crossings should be changed to zebra crossings. A few respondents felt that question 5 should have included an option to have both crossing points, as they felt they were needed.

Floating bus stops. Some respondents discussed this theme. Some respondents were against the use of floating bus stops as they felt they decreased safety for bus passengers and cyclists, as well as increased congestion for other traffic on the road. Some respondents left positive comments about the use of floating bus stops and some felt that more of the stops should be floating.

A14/Histon Road roundabout. Some respondents discussed this theme. These respondents felt that this roundabout was unsafe, particularly for cyclists. These respondents felt that improvements should include this section of road. Some felt a reduction from 40mph would be beneficial. Some felt a safer way of crossing was needed, such as a foot/cycle bridge or tunnel.

Vehicle restrictions. Some respondents discussed this theme. Most of these respondents felt that there needed to be a weight limit or restriction on HGV traffic along Histon Road. These respondents discussed the issues with noise, particularly at night, and damage on the

road from these vehicles. A few respondents felt that more should be done to restrict personal motorised vehicles in the city, either by banning them or introducing a congestion charge.

Safety. Some respondents discussed this theme. These respondents discussed issues they had with safety around Histon Road. Some of these respondents felt the proposals were a positive step in improving safety. A few respondents highlighted the dangers near the roundabout to the A14.

Road surface. Some respondents discussed this theme. These respondents discussed the current condition of the surface of Histon Road and felt it was in poor condition. Some felt that the long-term maintenance of the road surface should be considered in these proposals. Some respondents felt that the money should be spent on repairing the road instead of the proposals.

Traffic lights. Some respondents discussed this theme. Some of these respondents felt that the amount of traffic lights along Histon Road should be reduced, as it was felt they would have a negative effect on the flow of traffic and increase congestion. A few respondents felt that there should be more crossings made to be signalised to allow for slower moving pedestrians.

Disruption caused by construction. Some respondents discussed this theme. These respondents were concerned about the about of disruption that will be caused by the construction of these proposals. A few of these respondents felt that the length of time needed to construct everything was not worth the end result.

Darwin Green. Some respondents discussed this theme. These respondents felt that the impact of the developments on Darwin Green had not been taken into consideration and concerns on how these proposals would integrate with it.

Change not needed. Some respondents discussed this theme. These respondents felt that improvements were not needed on Histon Road, as they felt traffic was rarely an issue.

Width of road. Some respondents discussed this theme. These respondents had concerns about the width of the road, feeling that it was not wide enough to accommodate the changes and remain safe for all traffic to pass each other.

Consultation materials. Some respondents discussed this theme. Some respondents felt that the consultation lacked connectivity with other schemes. A few respondents felt that the consultation material was lacking information regarding how the saving in bus journey time was found and the figure quoted for reliability.

Accessibility. A few respondents discussed this theme. Some of these respondents discussed the loss of parking along Histon Road and felt it would negatively affect families, older people and those with mobility issues. Some respondents discussed the width and condition of footpaths in the area and felt they needed to be maintained for them to be accessible to those with mobility issues and older people.

Enforcement. A few respondents discussed this theme. These respondents felt that there needed to be more enforcement of restrictions on parking, loading/unloading, and speed limits for the proposals to be effective in increasing safety.

Impact on businesses. A few respondents discussed this theme. Many of these respondents were concerned about the potential negative impact on businesses in the Histon Road area. Some of these respondents discussed issues they had with some businesses parking inappropriately along the road.

1: Histon Road/Victoria Road/Huntingdon Road junction redesign. A few respondents discussed this theme. These respondents felt that the redesign of the junction needed to be clearer.

Negative experience with cyclists. A few respondents discussed this theme. These respondents highlighted safety issues they had had with cyclists including, jumping red lights, cycling in pedestrian areas, and riding speed.

Raised cycle lanes. A few respondents discussed this theme. These respondents felt that the entire route should consist of raised cycle lanes, as they were concerned about confusion and perceived priority changes with the different types of cycle lane.

Alternative modes of public transport. A few respondents discussed this theme. These respondents felt that other modes of public transport, such as a metro or tram, would be better invested in.

Footpath and cycle lane blocking. A few respondents discussed this theme. These respondents were concerned about the potential for motorised vehicles to block footpaths and cycle lanes, making them unsafe.

School traffic. A few respondents discussed this theme. These respondents felt that congestion was lessened about of school term times and that measures should be put in place to reduce school journeys by car. Some of these respondents suggested a dedicated bus service.

Growth. A few respondents discussed this theme. These respondents were concerned about the amount of growth in the area and felt that development should be focused outside of Cambridge.

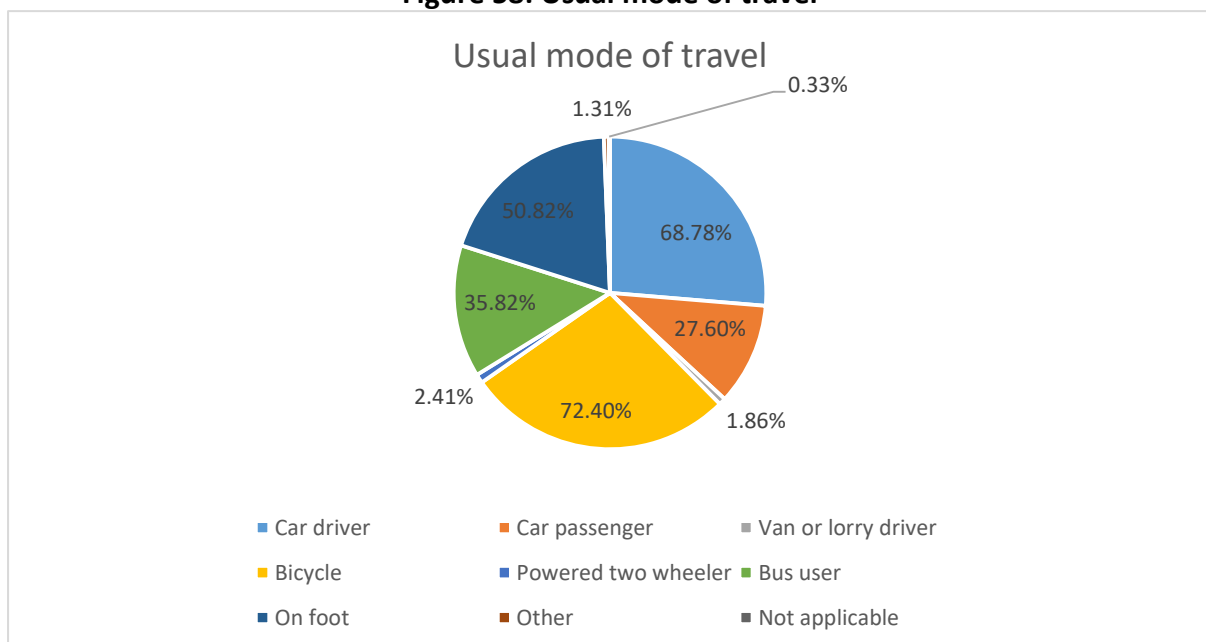
Park & Ride. A few respondents discussed this theme. These respondents felt that Histon Road would be better served with a Park & Ride.

Question 8: If you do, how do you usually travel in the area?

913 respondents answered the question on their usual mode of transport in the area. Respondents could select multiple answers for this question. The majority of respondents indicated they travel by 'bicycle' (72.4%), 'car' (68.78%) or 'on foot' (50.82%). Nearly two fifths indicated they were a 'bus user' (35.82%) and over a quarter indicated they were a 'car passenger' (27.6%). Few respondents indicated they usually travel in the area by 'powered two wheeler' (2.41%), as a 'van or lorry driver' (1.86%) or their mode of travel was 'other' (1.31%). A few respondents indicated that this was 'not applicable' to them (0.33%).

Car driver	628	68.78%
Car passenger	252	27.60%
Van or lorry driver	17	1.86%
Bicycle	661	72.40%
Powered two wheeler	22	2.41%
Bus user	327	35.82%
On foot	464	50.82%
Other	12	1.31%
Not applicable	3	0.33%
Total		913

Figure 58: Usual mode of travel

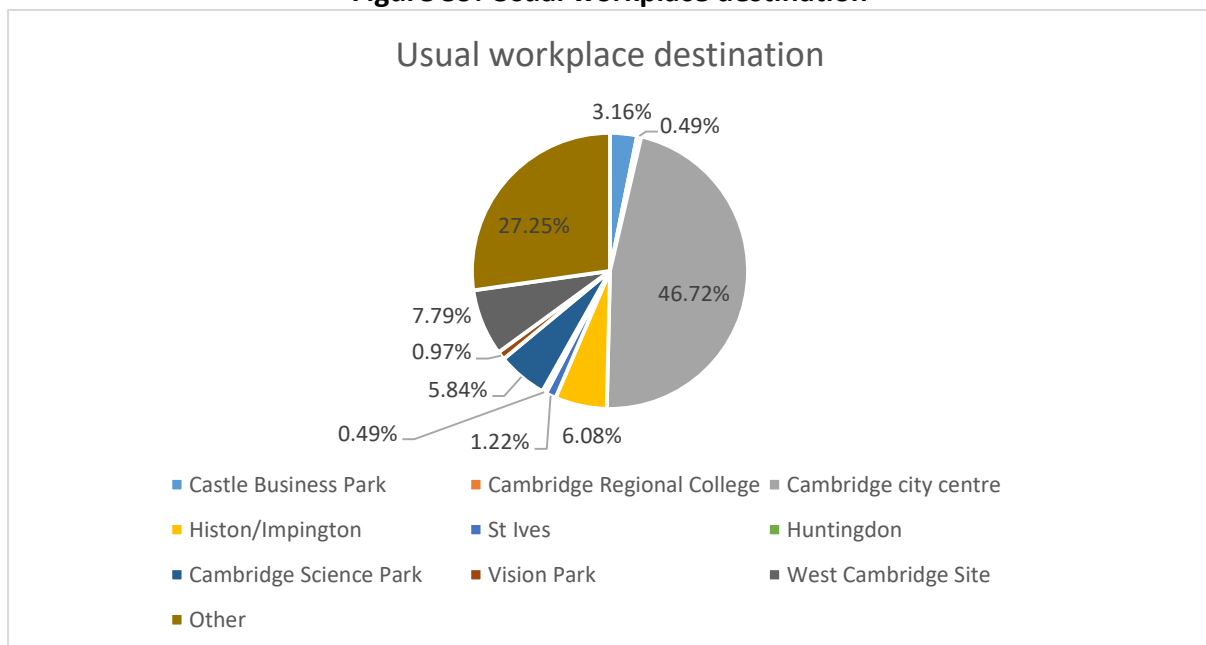


Question 9: If you commute along Histon Road, please indicate your usual workplace

411 respondents answered the question on their usual workplace destination if they work in the area. Nearly half of respondents who answered this question indicated they were commuting to ‘Cambridge city centre’ (46.72%). Over a quarter of these respondents indicated their usual workplace was ‘other’ (27.25%). Few of these respondents indicated their usual destination was a ‘West Cambridge Site’ (7.79%), ‘Histon/Impington’ (6.08%), ‘Cambridge Science Park’ (5.84%), ‘Castle Business Park’ (3.16%), ‘St Ives’ (1.22%), Vision Park (0.97%) Huntingdon (0.49%) and Cambridge Regional College (0.49%).

Castle Business Park	13	3.16%
Cambridge Regional College	2	0.49%
Cambridge city centre	192	46.72%
Histon/Impington	25	6.08%
St Ives	5	1.22%
Huntingdon	2	0.49%
Cambridge Science Park	24	5.84%
Vision Park	4	0.97%
West Cambridge Site	32	7.79%
Other	112	27.25%
Total		411

Figure 59: Usual workplace destination

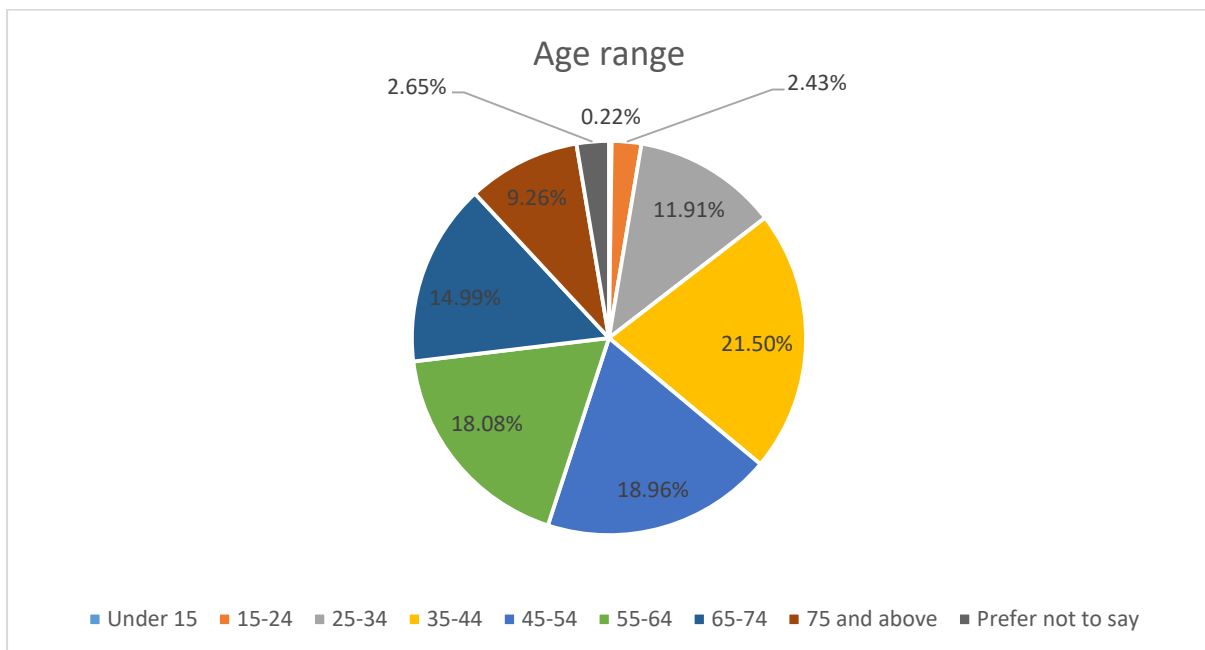


Question 10: Please indicate your age range.

907 respondents answered the question about their age range. Average working ages, from 15-24 to 55-64, were well represented.

Under 15	2	0.22%
15-24	22	2.43%
25-34	108	11.91%
35-44	195	21.50%
45-54	172	18.96%
55-64	164	18.08%
65-74	136	14.99%
75 and above	84	9.26%
Prefer not to say	24	2.65%
Total		907

Figure 60: Age range

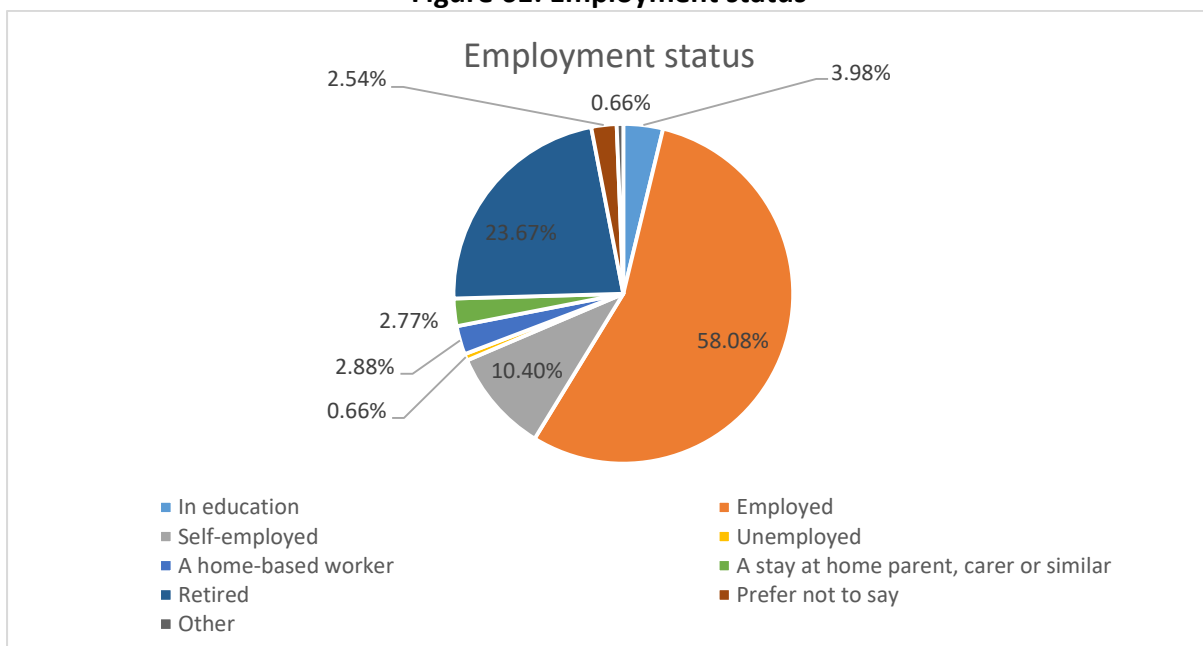


Question 11: Are you?

904 respondents answered the question on their employment status. Respondents could choose multiple answers to this question. The majority of respondents indicated they were 'employed' (58.08%). Nearly a quarter of respondents indicated they were 'retired' (23.67%). Few respondents indicated they were 'self-employed' (10.4%), 'in education' (3.98%), 'a home-based worker' (2.88%), 'a stay at home parent, carer or similar' (2.77%), 'other' (0.66%), or 'unemployed' (0.66%). A few respondents indicated they would 'prefer not to say' (2.54%).

In education	36	3.98%
Employed	525	58.08%
Self-employed	94	10.40%
Unemployed	6	0.66%
A home-based worker	26	2.88%
A stay at home parent, carer or similar	25	2.77%
Retired	214	23.67%
Prefer not to say	23	2.54%
Other	6	0.66%
Total		904

Figure 61: Employment status

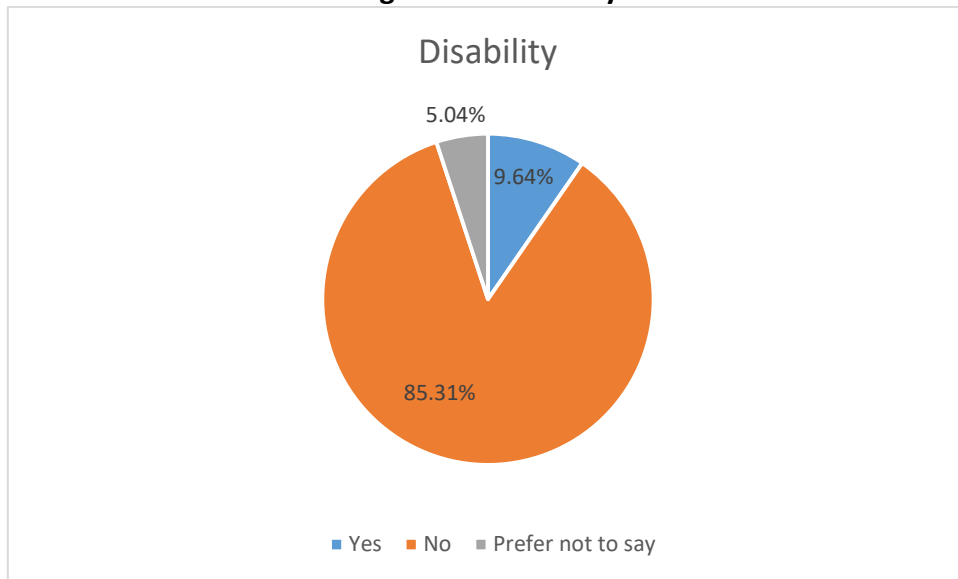


Question 12: Do you have a disability which influences the way you travel?

892 respondents answered the question on whether they had a disability that influences the way they travel. 9.64% of respondents indicated they had a disability that influences the way they travel.

Yes	86	9.64%
No	761	85.31%
Prefer not to say	45	5.04%
Total		892

Figure 62: Disability



Stakeholders responses

Background

6 responses were received on behalf of a number of different groups or organisations.

Access Officer Cambridge City Council
Mayfield Primary School
Histon Road Area Residents' Association
CTC Cambridge

East of England Co-op Funeral Services
Stagecoach East
Camcycle

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

Main themes

Accessibility. Many stakeholders discussed this theme. These stakeholders had concerns about several elements potentially having a negative effect on older people and those with mobility issues. Some stakeholders were concerned about the pedestrian crossings and felt that they should be easy and wide enough to navigate and accommodations should include safety measures for those with visual difficulties. Some stakeholders were concerned about the floating bus stops, feeling they would be difficult to use by disabled and older passengers. Some stakeholders were concerned about the width of footpaths and cycle lanes and felt they needed to be wide enough to accommodate larger cycles and wheelchair users.

Width of road. Many stakeholders discussed this theme. These stakeholders had concerns about the width of the road, particularly from element 25 to 30. Some stakeholders discussed the need for footpaths and cycle lanes needed to be kept wide enough to allow safe passage by wheelchair users and larger cycles. A few stakeholders felt that their needed to be enough space for larger motorised vehicles, such as buses, to pass each other without crossing into cycle lanes. A few stakeholders discussed the positioning of the floating bus stops and the need for the stops on opposite sides of the road to be staggered.

Floating bus stops. Some stakeholders discussed this theme. Some stakeholders had concerns about the use of floating bus stops, feeling they would lead to increased congestion due to the width of the road and that they were difficult for disabled and older bus passengers to use. A few stakeholders indicated their support for floating bus stops.

Pedestrian crossings. Some stakeholders discussed this theme. Some stakeholders felt that the less of the pedestrian crossings should be signalised, as waiting for the lights to change could cause extended delays for both pedestrians and road users. Some stakeholders felt that all pedestrian crossings needed to be signalised to ensure the safety of pedestrians. A few stakeholders discussed footpaths crossing side roads and felt these needed to be raised

crossings to give pedestrians priority. A few stakeholders were concerned about the number of pedestrian crossings and felt they would add to congestion.

Minor themes

25: Inbound bus lane between Blackhall Road and Carisbrooke Road. Some stakeholders discussed this theme. These stakeholders opposed the bus lane here, feeling it have a negative impact on safety, traffic flow and congestion due to the width of the road in this area.

Increase in congestion. Some stakeholders discussed this theme. These stakeholders felt that some of the elements would increase congestion on Histon Road. Some stakeholders felt this would be caused by the bus lane, a few felt that the development and increase in traffic on Darwin Green had not been considered, and a few were concerned about the increase in pedestrian crossings.

Landscaping. Some stakeholders discussed this theme. These stakeholders were concerned about the negative impact on the landscaping in the area, particularly the trees, due to the increase in road width needed around the bus lane.

Raised cycle lanes. A few stakeholders discussed this theme. Some of these stakeholders opposed the raised cycle lanes. They felt that they were difficult to traverse, particularly for larger cycles, when turning off of them, and during bad weather. A few stakeholders indicated their support for them.

Advisory cycle lanes. A few stakeholders discussed this theme. These stakeholders felt that advisory cycle lanes should have double yellow lanes, to prevent motorised vehicles parking in them. These stakeholders also discussed the need for cycle lanes to contain machine laid red tarmac to ensure the cycle lanes remained visible and did not wear.

Email, social media and consultation event responses

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

Main themes

Reduction in road speeds. Many respondents discussed this theme. Most of these respondents felt that Histon Road needed the speed limit reducing to 20mph in order to increase safety. Some respondents felt that this reduction was unnecessary, as it was felt this could increase congestion in the area. A few respondents felt that the reduction in speed limit should have been included in the consultation.

Heavy Goods Vehicles. Many respondents discussed this theme. These respondents felt that there needed to be a restriction on HGV along Histon Road, particularly at night time. These respondents felt that HGVs were having a negative impact on residents, due to their noise, and there were concerns about increased damage to the road due to the vehicles weight.

Pedestrian crossings. Some respondents discussed this theme. Some of these respondents were concerned about the number of pedestrian crossings, feeling they would add to congestion in the area. A few respondents had positive comments about the extra crossings, feeling they were needed to aid pedestrians. A few respondents felt that, where side roads crossed footpaths, the footpaths should be raised to give pedestrians priority.

Impact on residents. Some respondents discussed this theme. These respondents were concerned the scheme would have a negative impact on residents around Histon Road. These concerns were particularly around the potential loss of resident parking, the movement of the Pay & Display bay, and the loss of trees and other greenery in the area.

Increase in congestion. Some respondents discussed this theme. These respondents were concerned about the scheme increasing congestion. These concerns were particularly around the space availability on the road, the signalised crossings, and the speed limit.

Environment. Some respondents discussed this theme. These respondents were concerned that the scheme would have a negative impact on the environment in the area, particularly do to the removal of greenery for the bus lane. These respondents were against this removal.

Minor themes

Safety. Some respondents discussed this theme. Most of these respondents felt the improvements would increase safety in the area and discussed issues they had with the current layout of Histon Road. Some respondents were concerned about the lack of improvements on the A14/Histon Road roundabout, feeling this needed to be addressed as

part of the scheme. A few respondents highlighted other areas that needed to be considered, such as Darwin Green and the potential for traffic to park in footpaths/cycle lanes. A few respondents had concerns around the speed limits on the A14/Histon Road roundabout and on Histon Road, feeling slower was safer.

On-street parking. Some respondents discussed this theme. These respondents were concerned about the changes to on-street parking. Particular concerns were related to the potential loss of resident parking along Histon Road and about the Pay & Display parking at Linden Close causing conflict with local residents.

Bus service. Some respondents discussed this theme. These respondents felt that the improvements to bus times were not worth the cost, in terms of space and greenery lost from the proposed bus lane. Some of these respondents felt that without improvements to the bus service as a whole, through things like timetabling and cost, people would not be attracted to use it. Some of these respondents felt that the 2.5 minutes saved by the bus lane would be lost elsewhere along the route, as this was not a key area of congestion.

Width of cycle lanes. A few respondents discussed this theme. Some of these respondents had questions about how wide the cycle lanes would be, feeling they needed to be able to accommodate larger cycles safely. Some of these respondents felt that there were areas of Histon Road that would be too narrow to accommodate wide enough cycle lanes.

Consultation material. A few respondents discussed this theme. These respondents felt that the consultation material was lacking in information and missing key areas of discussion, particularly around changes to the speed limit and restrictions on HGV traffic.

Junction redesigns. A few respondents discussed this theme. These respondents had queries regarding priorities on the redesigned junctions, particularly for cyclists. These respondent felt that priority should be given to cyclists, especially when turning right as this currently could be dangerous.

Histon Road/Victoria Road/Huntingdon Road junction. A few respondents discussed this theme. These respondents had questions about how this redesign would work, primarily with turning right and accessing Victoria Road.

Floating bus stops. A few respondents discussed this theme. These respondents indicated their reluctance for floating bus stops to be used on Histon Road.

Condition of roads. A few respondents discussed this theme. These respondents felt that the road surface was in poor condition and needed repairing.

Width of road. A few respondents discussed this theme. These respondents felt that the road was not wide enough to accommodate the improvements as stated, particularly the bus lane.

Blocking of cycle lanes and footpaths. A few respondents discussed this theme. These respondents had concerns about vehicles parking on footpaths and in cycle lanes and felt that measures should be put in place to limit this issue, such as double yellow lines.

Appendices

Appendix 1: Full Survey

You & your journeys

The following information will help us better evaluate the consultation response.

8) If you do, how do you usually travel in the area?

Please tick all that apply.

- Car driver Car passenger Van or lorry driver Bicycle
 Powered two-wheeler Bus user On foot Other
 Not applicable

9) If you commute along Histon Road, please indicate your usual workplace. (If you do not commute, please go to Q11)

Please tick one box only.

- Castle Business Park Cambridge Regional College Cambridge city centre
 Histon/Impington St.Ives Huntingdon Cambridge Science Park
 Vision Park West Cambridge site Other

Postcode of destination, if known: _____

10) Please indicate your age range.

Please tick one box only.

- Under 15 15-24 25-34 35-44 45-54 55-64
 65-74 75 and above Prefer not to say

11) Are you:

- In education Employed Self-employed Unemployed
 A home-based worker A stay-at-home parent, carer or similar
 Retired Prefer not to say Other

12) Do you have a disability which influences the way you travel?

- Yes No Prefer not to say

13) How did you hear about this consultation?

- Brochure Flyer Guided busway advert South Cambs magazine
 Newspaper advert Bus stop adverts Newspaper article
 Email Social media Word of mouth Other

Contact Details

The information you provide will be used to help the decision making in this scheme. We may share your information with our consultants, and with the County Council's analysis team. We will not publish your personal details, but may publish your response with personal details removed. If you have consented to be added to our consultation mailing list, we may send you details on the consultation results, and information about other consultations. You retain the right to opt out of the mailing list at any time. We will not sell your personal details, or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses.

You can find further details of our privacy policy on www.greatercambridge.org.uk/privacy

You can find further details about our use of mailing lists at: www.greatercambridge.org.uk/maillinglists

Name: _____

Please tick here if you are responding on behalf of a group or organisation

Name of group or organisation – if applicable:
(we will publish this in our public reports)

Email Address: _____

Postcode:
(to identify concerns by location)

Date of Birth:
(optional: this is used to ensure separate entries on our database)

Would you like to be added to our mailing list? Yes No

HAVE YOUR SAY

3) How far do you support the design of the new cycleways in the Histon Road scheme?

- Strongly support Support No opinion
 Oppose Strongly oppose

a Do you have any comments on the design of the cycleways in the Histon Road scheme? Please include details of the location you are referring to in your response.

4) How far do you support the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road?

- Strongly support Support No opinion
 Oppose Strongly oppose

a Do you have any comments regarding the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road? Please include details of the location you are referring to in your response.

5) Which new signalised crossing point would you prefer?

- Upgrade the existing un-signalised crossing point near Borrowdale (22)
 Create a new signalised crossing point near Carisbrooke Road that links with the Darwin Green development (22a), and keep the existing un-signalised crossing point near Borrowdale
 Neither
 No preference

6) We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010

Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

7) We welcome your views, if you have any further comments on the project or particular options, please add these in the space available below. Please continue on a separate sheet/s if needed.

Appendix 2: Respondent profile breakdown for quantitative questions

		Figure	% of total respondents	Coded 'Response Grouping': Whilst the bulk of responses came from within the core study area low numbers of responses came from further afield, for completeness these responses are included in the two groupings.
Total respondents		944	100.00%	
Parish				
	Bar Hill	1	0.11%	North of A14/Histon Road Junction
	Cambourne	1	0.11%	South of A14/Histon Road Junction
	Cottenham	14	1.48%	North of A14/Histon Road Junction
	Fen Ditton	1	0.11%	South of A14/Histon Road Junction
	Girton	2	0.21%	South of A14/Histon Road Junction
	Histon	107	11.33%	North of A14/Histon Road Junction
	Impington	98	10.38%	North of A14/Histon Road Junction
	Littleport	2	0.21%	North of A14/Histon Road Junction
	Lode	1	0.11%	South of A14/Histon Road Junction
	Longstanton	2	0.21%	North of A14/Histon Road Junction
	Milton	1	0.11%	South of A14/Histon Road Junction
	Oakington and Westwick	2	0.21%	North of A14/Histon Road Junction
	Orchard Park	23	2.44%	South of A14/Histon Road Junction
	St Ives	2	0.21%	North of A14/Histon Road Junction
	St Neots	1	0.11%	North of A14/Histon Road Junction
	Swaffham Bulbeck	1	0.11%	South of A14/Histon Road Junction
	Waterbeach	3	0.32%	North of A14/Histon Road Junction
	Willingham	3	0.32%	North of A14/Histon Road Junction
Ward				
	Abbey	1	0.11%	South of A14/Histon Road Junction
	Arbury	246	26.06%	South of A14/Histon Road Junction
	Castle	173	18.33%	South of A14/Histon Road Junction
	Cherry Hinton	1	0.11%	South of A14/Histon Road Junction
	Coleridge	6	0.64%	South of A14/Histon Road Junction
	East Chesterton	7	0.74%	South of A14/Histon Road Junction
	King's Hedges	10	1.06%	South of A14/Histon Road Junction
	Market	2	0.21%	South of A14/Histon Road Junction
	Newnham	3	0.32%	South of A14/Histon Road Junction
	Petersfield	2	0.21%	South of A14/Histon Road Junction
	Romsey	1	0.11%	South of A14/Histon Road Junction
	Trumpington	7	0.74%	South of A14/Histon Road Junction
	West Chesterton	43	4.56%	South of A14/Histon Road Junction
Respondents with no parish/ward data		177	18.75%	

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Histon Road / Victoria Road / Huntingdon Road junction redesign						
Total	310 (34.9%)	317 (35.7%)	103 (11.6%)	69 (7.8%)	90 (10.1%)	889
Usual mode of travel:						
Car driver	194 (32.3%)	212 (35.3%)	74 (12.3%)	54 (9%)	66 (11%)	600
Car passenger	83 (34.3%)	83 (34.3%)	29 (12%)	25 (10.3%)	22 (9.1%)	242
Van or lorry driver	3 (20%)	7 (46.7%)	1 (6.7%)	1 (6.7%)	3 (20%)	15
Bicycle	251 (39.7%)	232 (36.7%)	62 (9.8%)	42 (6.6%)	46 (7.3%)	633
Powered two wheeler	7 (36.8%)	4 (21.1%)	3 (15.8%)	1 (5.3%)	4 (21.1%)	19
Bus user	96 (30.8%)	120 (38.5%)	39 (12.5%)	24 (7.7%)	33 (10.6%)	312
On foot	140 (31.6%)	169 (38.1%)	60 (13.5%)	35 (7.9%)	39 (8.8%)	443
Other	2 (18.2%)	7 (63.6%)	0 (0%)	0 (0%)	2 (18.2%)	11
Not applicable	0 (0%)	1 (50%)	0 (0%)	1 (50%)	0 (0%)	2
Usual workplace:						
Castle Business Park	2 (15.4%)	6 (46.2%)	1 (7.7%)	2 (15.4%)	2 (15.4%)	13
Cambridge Regional College	0 (0%)	0 (0%)	1 (50%)	1 (50%)	0 (0%)	2
Cambridge city centre	79 (43.2%)	61 (33.3%)	11 (6%)	17 (9.3%)	15 (8.2%)	183
Histon/Impington	7 (29.2%)	9 (37.5%)	2 (8.3%)	2 (8.3%)	4 (16.7%)	24
St Ives	1 (25%)	1 (25%)	0 (0%)	1 (25%)	1 (25%)	4
Huntingdon	0 (0%)	1 (50%)	0 (0%)	1 (50%)	0 (0%)	2
Cambridge Science Park	3 (13.6%)	8 (36.4%)	2 (9.1%)	3 (13.6%)	6 (27.3%)	22
Vision Park	0 (0%)	3 (75%)	0 (0%)	1 (25%)	0 (0%)	4
West Cambridge Site	8 (27.6%)	11 (37.9%)	6 (20.7%)	1 (3.4%)	3 (10.3%)	29
Other	42 (38.9%)	28 (25.9%)	13 (12%)	12 (11.1%)	13 (12%)	108
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	3 (13.6%)	14 (63.6%)	1 (4.5%)	3 (13.6%)	1 (4.5%)	22
25-34	52 (50.5%)	28 (27.2%)	6 (5.8%)	11 (10.7%)	6 (5.8%)	103
35-44	78 (41.9%)	70 (37.6%)	13 (7%)	9 (4.8%)	16 (8.6%)	186
45-54	59 (35.1%)	62 (36.9%)	21 (12.5%)	14 (8.3%)	12 (7.1%)	168
55-64	48 (30.6%)	55 (35%)	17 (10.8%)	10 (6.4%)	27 (17.2%)	157
65-74	33 (26.2%)	44 (34.9%)	27 (21.4%)	9 (7.1%)	13 (10.3%)	126
75 and above	25 (32.9%)	27 (35.5%)	11 (14.5%)	7 (9.2%)	6 (7.9%)	76
Prefer not to say	4 (19%)	8 (38.1%)	2 (9.5%)	4 (19%)	3 (14.3%)	21
Employment status:						
In education	13 (37.1%)	13 (37.1%)	2 (5.7%)	5 (14.3%)	2 (5.7%)	35
Employed	198 (39.1%)	178 (35.1%)	46 (9.1%)	40 (7.9%)	45 (8.9%)	507
Self-employed	29 (32.6%)	31 (34.8%)	9 (10.1%)	6 (6.7%)	14 (15.7%)	89
Unemployed	2 (40%)	1 (20%)	1 (20%)	0 (0%)	1 (20%)	5

A home-based worker	13 (52%)	5 (20%)	3 (12%)	2 (8%)	2 (8%)	25
A stay at home parent, carer or similar	10 (45.5%)	8 (36.4%)	2 (9.1%)	0 (0%)	2 (9.1%)	22
Retired	55 (28.2%)	73 (37.4%)	34 (17.4%)	13 (6.7%)	20 (10.3%)	195
Prefer not to say	3 (13.6%)	8 (36.4%)	2 (9.1%)	5 (22.7%)	4 (18.2%)	22
Other	1 (20%)	1 (20%)	1 (20%)	2 (40%)	0 (0%)	5
Disability that influences travel decisions:						
	21 (25.9%)	27 (33.3%)	12 (14.8%)	7 (8.6%)	14 (17.3%)	81
Location:						
North of A14/Histon Road Junction	79 (35.9%)	92 (41.8%)	20 (9.1%)	13 (5.9%)	16 (7.3%)	220
South of A14/Histon Road Junction	181 (35.1%)	178 (34.6%)	67 (13%)	42 (8.2%)	47 (9.1%)	515

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
New signalised pedestrian crossing near Cranwell Court						
Total	268 (30.2%)	273 (30.8%)	200 (22.5%)	67 (7.6%)	79 (8.9%)	887
Usual mode of travel:						
Car driver	158 (26.5%)	186 (31.2%)	144 (24.1%)	50 (8.4%)	59 (9.9%)	597
Car passenger	65 (27.3%)	77 (32.4%)	56 (23.5%)	23 (9.7%)	17 (7.1%)	238
Van or lorry driver	3 (21.4%)	3 (21.4%)	4 (28.6%)	2 (14.3%)	2 (14.3%)	14
Bicycle	210 (33.5%)	196 (31.3%)	133 (21.2%)	44 (7%)	44 (7%)	627
Powered two wheeler	4 (20%)	6 (30%)	4 (20%)	3 (15%)	3 (15%)	20
Bus user	84 (27%)	98 (31.5%)	79 (25.4%)	25 (8%)	25 (8%)	311
On foot	143 (32.4%)	146 (33%)	87 (19.7%)	32 (7.2%)	34 (7.7%)	442
Other	2 (20%)	4 (40%)	4 (40%)	0 (0%)	0 (0%)	10
Not applicable	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	2 (15.4%)	7 (53.8%)	2 (15.4%)	1 (7.7%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	0 (0%)	1 (50%)	1 (50%)	2
Cambridge city centre	69 (37.1%)	39 (21%)	46 (24.7%)	16 (8.6%)	16 (8.6%)	186
Histon/Impington	8 (34.8%)	6 (26.1%)	4 (17.4%)	1 (4.3%)	4 (17.4%)	23
St Ives	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5
Huntingdon	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1
Cambridge Science Park	5 (22.7%)	7 (31.8%)	2 (9.1%)	2 (9.1%)	6 (27.3%)	22
Vision Park	0 (0%)	3 (75%)	0 (0%)	0 (0%)	1 (25%)	4
West Cambridge Site	7 (23.3%)	9 (30%)	9 (30%)	3 (10%)	2 (6.7%)	30
Other	26 (24.3%)	30 (28%)	31 (29%)	11 (10.3%)	9 (8.4%)	107
Age range:						
Under 15	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2

15-24	4 (18.2%)	6 (27.3%)	6 (27.3%)	5 (22.7%)	1 (4.5%)	22
25-34	44 (42.3%)	27 (26%)	21 (20.2%)	6 (5.8%)	6 (5.8%)	104
35-44	64 (34.4%)	57 (30.6%)	44 (23.7%)	10 (5.4%)	11 (5.9%)	186
45-54	49 (29.7%)	49 (29.7%)	38 (23%)	13 (7.9%)	16 (9.7%)	165
55-64	40 (25.6%)	47 (30.1%)	35 (22.4%)	10 (6.4%)	24 (15.4%)	156
65-74	33 (25.8%)	40 (31.3%)	31 (24.2%)	14 (10.9%)	10 (7.8%)	128
75 and above	19 (25%)	32 (42.1%)	16 (21.1%)	6 (7.9%)	3 (3.9%)	76
Prefer not to say	7 (35%)	6 (30%)	4 (20%)	1 (5%)	2 (10%)	20
Employment status:						
In education	10 (29.4%)	9 (26.5%)	8 (23.5%)	3 (8.8%)	4 (11.8%)	34
Employed	165 (32.5%)	145 (28.5%)	115 (22.6%)	38 (7.5%)	45 (8.9%)	508
Self-employed	25 (28.1%)	27 (30.3%)	20 (22.5%)	5 (5.6%)	12 (13.5%)	89
Unemployed	2 (40%)	1 (20%)	2 (40%)	0 (0%)	0 (0%)	5
A home-based worker	11 (45.8%)	11 (45.8%)	1 (4.2%)	1 (4.2%)	0 (0%)	24
A stay at home parent, carer or similar	7 (33.3%)	7 (33.3%)	4 (19%)	2 (9.5%)	1 (4.8%)	21
Retired	45 (23%)	72 (36.7%)	47 (24%)	19 (9.7%)	13 (6.6%)	196
Prefer not to say	5 (22.7%)	8 (36.4%)	4 (18.2%)	2 (9.1%)	3 (13.6%)	22
Other	4 (80%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	5
Disability that influences travel decisions:	24 (29.6%)	22 (27.2%)	25 (30.9%)	4 (4.9%)	6 (7.4%)	81
Location:						
North of A14/Histon Road Junction	53 (24.3%)	66 (30.3%)	66 (30.3%)	24 (11%)	9 (4.1%)	218
South of A14/Histon Road Junction	184 (35.7%)	160 (31.1%)	95 (18.4%)	30 (5.8%)	46 (8.9%)	515

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Removal of Pay & Display parking layby at Cranwell Court						
Total	286 (32%)	192 (21.5%)	218 (24.4%)	82 (9.2%)	115 (12.9%)	893
Usual mode of travel:						
Car driver	176 (29.1%)	127 (21%)	152 (25.1%)	60 (9.9%)	90 (14.9%)	605
Car passenger	69 (28.3%)	52 (21.3%)	64 (26.2%)	29 (11.9%)	30 (12.3%)	244
Van or lorry driver	3 (21.4%)	5 (35.7%)	1 (7.1%)	2 (14.3%)	3 (21.4%)	14
Bicycle	239 (37.6%)	146 (23%)	148 (23.3%)	45 (7.1%)	57 (9%)	635
Powered two wheeler	6 (30%)	3 (15%)	4 (20%)	5 (25%)	2 (10%)	20
Bus user	75 (24%)	65 (20.8%)	93 (29.8%)	37 (11.9%)	42 (13.5%)	312
On foot	122 (27.2%)	105 (23.4%)	120 (26.7%)	44 (9.8%)	58 (12.9%)	449
Other	0 (0%)	5 (50%)	3 (30%)	0 (0%)	2 (20%)	10

Not applicable	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	2
Usual workplace:						
Castle Business Park	8 (61.5%)	1 (7.7%)	3 (23.1%)	0 (0%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	1 (50%)	0 (0%)	1 (50%)	2
Cambridge city centre	79 (42.5%)	31 (16.7%)	43 (23.1%)	9 (4.8%)	24 (12.9%)	186
Histon/Impington	8 (34.8%)	5 (21.7%)	4 (17.4%)	2 (8.7%)	4 (17.4%)	23
St Ives	1 (20%)	1 (20%)	1 (20%)	2 (40%)	0 (0%)	5
Huntingdon	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge Science Park	5 (22.7%)	6 (27.3%)	2 (9.1%)	4 (18.2%)	5 (22.7%)	22
Vision Park	0 (0%)	2 (50%)	1 (25%)	1 (25%)	0 (0%)	4
West Cambridge Site	11 (36.7%)	3 (10%)	9 (30%)	7 (23.3%)	0 (0%)	30
Other	28 (25.9%)	22 (20.4%)	30 (27.8%)	9 (8.3%)	19 (17.6%)	108
Age range:						
Under 15	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	10 (45.5%)	6 (27.3%)	5 (22.7%)	1 (4.5%)	0 (0%)	22
25-34	48 (45.7%)	21 (20%)	20 (19%)	4 (3.8%)	12 (11.4%)	105
35-44	79 (42%)	34 (18.1%)	46 (24.5%)	13 (6.9%)	16 (8.5%)	188
45-54	65 (38.2%)	35 (20.6%)	41 (24.1%)	13 (7.6%)	16 (9.4%)	170
55-64	39 (24.7%)	33 (20.9%)	37 (23.4%)	17 (10.8%)	32 (20.3%)	158
65-74	24 (19%)	34 (27%)	32 (25.4%)	19 (15.1%)	17 (13.5%)	126
75 and above	13 (17.1%)	20 (26.3%)	25 (32.9%)	9 (11.8%)	9 (11.8%)	76
Prefer not to say	4 (20%)	3 (15%)	5 (25%)	2 (10%)	6 (30%)	20
Employment status:						
In education	19 (55.9%)	4 (11.8%)	6 (17.6%)	2 (5.9%)	3 (8.8%)	34
Employed	197 (38.6%)	94 (18.4%)	123 (24.1%)	41 (8%)	56 (11%)	511
Self-employed	25 (28.1%)	24 (27%)	15 (16.9%)	8 (9%)	17 (19.1%)	89
Unemployed	2 (33.3%)	2 (33.3%)	1 (16.7%)	0 (0%)	1 (16.7%)	6
A home-based worker	9 (37.5%)	7 (29.2%)	5 (20.8%)	1 (4.2%)	2 (8.3%)	24
A stay at home parent, carer or similar	8 (33.3%)	7 (29.2%)	6 (25%)	2 (8.3%)	1 (4.2%)	24
Retired	34 (17.4%)	52 (26.7%)	60 (30.8%)	26 (13.3%)	23 (11.8%)	195
Prefer not to say	4 (18.2%)	2 (9.1%)	6 (27.3%)	2 (9.1%)	8 (36.4%)	22
Other	1 (20%)	1 (20%)	1 (20%)	0 (0%)	2 (40%)	5
Disability that influences travel decisions:						
	17 (21%)	13 (16%)	25 (30.9%)	11 (13.6%)	15 (18.5%)	81

Location:											
North of A14/Histon Road Junction	83	(37.7%)	49	(22.3%)	59	(26.8%)	14	(6.4%)	15	(6.8%)	220
South of A14/Histon Road Junction	163	(31.4%)	105	(20.2%)	129	(24.9%)	50	(9.6%)	72	(13.9%)	519

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Floating bus stop near Cranwell Court (outbound)						
Total	260 (29.1%)	226 (25.3%)	176 (19.7%)	74 (8.3%)	157 (17.6%)	893

Usual mode of travel:						
Car driver	158 (26.2%)	155 (25.7%)	120 (19.9%)	52 (8.6%)	117 (19.4%)	602
Car passenger	65 (26.6%)	64 (26.2%)	47 (19.3%)	25 (10.2%)	43 (17.6%)	244
Van or lorry driver	3 (20%)	5 (33.3%)	1 (6.7%)	3 (20%)	3 (20%)	15
Bicycle	214 (33.8%)	173 (27.3%)	115 (18.2%)	46 (7.3%)	85 (13.4%)	633
Powered two wheeler	4 (20%)	3 (15%)	4 (20%)	2 (10%)	7 (35%)	20
Bus user	77 (24.4%)	85 (27%)	59 (18.7%)	32 (10.2%)	62 (19.7%)	315
On foot	108 (24.2%)	117 (26.2%)	103 (23%)	41 (9.2%)	78 (17.4%)	447
Other	1 (10%)	5 (50%)	0 (0%)	2 (20%)	2 (20%)	10
Not applicable	0 (0%)	1 (33.3%)	0 (0%)	1 (33.3%)	1 (33.3%)	3

Usual workplace:						
Castle Business Park	5 (38.5%)	1 (7.7%)	3 (23.1%)	1 (7.7%)	3 (23.1%)	13
Cambridge Regional College	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge city centre	70 (37.6%)	56 (30.1%)	28 (15.1%)	11 (5.9%)	21 (11.3%)	186
Histon/Impington	6 (27.3%)	5 (22.7%)	1 (4.5%)	2 (9.1%)	8 (36.4%)	22
St Ives	1 (20%)	0 (0%)	1 (20%)	2 (40%)	1 (20%)	5
Huntingdon	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge Science Park	7 (30.4%)	2 (8.7%)	3 (13%)	4 (17.4%)	7 (30.4%)	23
Vision Park	0 (0%)	2 (50%)	1 (25%)	1 (25%)	0 (0%)	4
West Cambridge Site	10 (33.3%)	6 (20%)	5 (16.7%)	5 (16.7%)	4 (13.3%)	30
Other	25 (23.4%)	25 (23.4%)	26 (24.3%)	10 (9.3%)	21 (19.6%)	107

Age range:						
Under 15	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	8 (36.4%)	10 (45.5%)	1 (4.5%)	1 (4.5%)	2 (9.1%)	22
25-34	49 (46.7%)	22 (21%)	20 (19%)	5 (4.8%)	9 (8.6%)	105
35-44	66 (35.3%)	47 (25.1%)	40 (21.4%)	15 (8%)	19 (10.2%)	187

45-54	53 (31.7%)	48 (28.7%)	33 (19.8%)	7 (4.2%)	26 (15.6%)	167
55-64	39 (24.8%)	33 (21%)	33 (21%)	14 (8.9%)	38 (24.2%)	157
65-74	24 (18.8%)	41 (32%)	16 (12.5%)	13 (10.2%)	34 (26.6%)	128
75 and above	12 (15.4%)	15 (19.2%)	24 (30.8%)	14 (17.9%)	13 (16.7%)	78
Prefer not to say	4 (18.2%)	3 (13.6%)	2 (9.1%)	2 (9.1%)	11 (50%)	22

Employment status:

In education	17 (50%)	10 (29.4%)	2 (5.9%)	0 (0%)	5 (14.7%)	34
Employed	168 (32.9%)	128 (25.1%)	102 (20%)	38 (7.5%)	74 (14.5%)	510
Self-employed	24 (26.4%)	26 (28.6%)	15 (16.5%)	7 (7.7%)	19 (20.9%)	91
Unemployed	2 (40%)	0 (0%)	1 (20%)	0 (0%)	2 (40%)	5
A home-based worker	9 (37.5%)	7 (29.2%)	5 (20.8%)	0 (0%)	3 (12.5%)	24
A stay at home parent, carer or similar	7 (31.8%)	7 (31.8%)	4 (18.2%)	2 (9.1%)	2 (9.1%)	22
Retired	35 (17.6%)	53 (26.6%)	43 (21.6%)	27 (13.6%)	41 (20.6%)	199
Prefer not to say	7 (31.8%)	2 (9.1%)	1 (4.5%)	0 (0%)	12 (54.5%)	22
Other	1 (20%)	0 (0%)	2 (40%)	0 (0%)	2 (40%)	5

Disability that influences travel decisions:

19 (23.8%)	11 (13.8%)	21 (26.3%)	5 (6.3%)	24 (30%)	80
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Location:

North of A14/Histon Road Junction	82 (37.3%)	61 (27.7%)	38 (17.3%)	15 (6.8%)	24 (10.9%)	220
South of A14/Histon Road Junction	144 (27.9%)	126 (24.4%)	110 (21.3%)	43 (8.3%)	93 (18%)	516

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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New bus stop near Cranwell Court (inbound)

Total	182 (20.5%)	239 (26.9%)	308 (34.7%)	66 (7.4%)	93 (10.5%)	888
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Usual mode of travel:

Car driver	116 (19.3%)	158 (26.2%)	209 (34.7%)	51 (8.5%)	68 (11.3%)	602
Car passenger	42 (17.4%)	68 (28.1%)	89 (36.8%)	18 (7.4%)	25 (10.3%)	242
Van or lorry driver	4 (28.6%)	5 (35.7%)	4 (28.6%)	1 (7.1%)	0 (0%)	14
Bicycle	134 (21.2%)	171 (27.1%)	228 (36.1%)	46 (7.3%)	52 (8.2%)	631
Powered two wheeler	4 (20%)	3 (15%)	8 (40%)	2 (10%)	3 (15%)	20
Bus user	62 (19.9%)	92 (29.5%)	101 (32.4%)	25 (8%)	32 (10.3%)	312
On foot	78 (17.5%)	126 (28.3%)	155 (34.8%)	40 (9%)	46 (10.3%)	445
Other	1 (10%)	5 (50%)	3 (30%)	1 (10%)	0 (0%)	10

Not applicable	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	4 (30.8%)	2 (15.4%)	4 (30.8%)	2 (15.4%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge city centre	44 (23.7%)	51 (27.4%)	65 (34.9%)	9 (4.8%)	17 (9.1%)	186
Histon/Impington	5 (22.7%)	5 (22.7%)	7 (31.8%)	2 (9.1%)	3 (13.6%)	22
St Ives	0 (0%)	3 (60%)	2 (40%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge Science Park	4 (18.2%)	3 (13.6%)	9 (40.9%)	1 (4.5%)	5 (22.7%)	22
Vision Park	0 (0%)	3 (75%)	1 (25%)	0 (0%)	0 (0%)	4
West Cambridge Site	5 (16.7%)	6 (20%)	11 (36.7%)	6 (20%)	2 (6.7%)	30
Other	15 (14%)	30 (28%)	40 (37.4%)	9 (8.4%)	13 (12.1%)	107
Age range:						
Under 15	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	0 (0%)	7 (31.8%)	11 (50%)	2 (9.1%)	2 (9.1%)	22
25-34	24 (23.1%)	31 (29.8%)	34 (32.7%)	4 (3.8%)	11 (10.6%)	104
35-44	41 (21.9%)	45 (24.1%)	73 (39%)	12 (6.4%)	16 (8.6%)	187
45-54	44 (26.3%)	43 (25.7%)	51 (30.5%)	13 (7.8%)	16 (9.6%)	167
55-64	31 (19.9%)	35 (22.4%)	61 (39.1%)	9 (5.8%)	20 (12.8%)	156
65-74	23 (17.8%)	44 (34.1%)	33 (25.6%)	15 (11.6%)	14 (10.9%)	129
75 and above	11 (14.7%)	23 (30.7%)	30 (40%)	7 (9.3%)	4 (5.3%)	75
Prefer not to say	2 (10%)	4 (20%)	7 (35%)	2 (10%)	5 (25%)	20
Employment status:						
In education	7 (20.6%)	13 (38.2%)	9 (26.5%)	1 (2.9%)	4 (11.8%)	34
Employed	112 (22%)	123 (24.2%)	189 (37.2%)	34 (6.7%)	50 (9.8%)	508
Self-employed	16 (18%)	35 (39.3%)	24 (27%)	3 (3.4%)	11 (12.4%)	89
Unemployed	2 (40%)	0 (0%)	1 (20%)	0 (0%)	2 (40%)	5
A home-based worker	7 (29.2%)	9 (37.5%)	6 (25%)	1 (4.2%)	1 (4.2%)	24
A stay at home parent, carer or similar	6 (27.3%)	6 (27.3%)	5 (22.7%)	3 (13.6%)	2 (9.1%)	22
Retired	32 (16.2%)	59 (29.9%)	66 (33.5%)	22 (11.2%)	18 (9.1%)	197
Prefer not to say	3 (13.6%)	2 (9.1%)	10 (45.5%)	1 (4.5%)	6 (27.3%)	22
Other	0 (0%)	2 (40%)	2 (40%)	0 (0%)	1 (20%)	5
Disability that influences travel decisions:	16 (20.3%)	20 (25.3%)	28 (35.4%)	6 (7.6%)	9 (11.4%)	79

Location:											
North of A14/Histon Road Junction	47	(21.5%)	59	(26.9%)	84	(38.4%)	14	(6.4%)	15	(6.8%)	219
South of A14/Histon Road Junction	108	(21%)	143	(27.8%)	172	(33.4%)	40	(7.8%)	52	(10.1%)	515

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Landscaping near Histon Road cemetery						
Total	275 (31.1%)	274 (31%)	238 (26.9%)	37 (4.2%)	60 (6.8%)	884

Usual mode of travel:						
Car driver	169 (28.2%)	188 (31.4%)	169 (28.2%)	27 (4.5%)	46 (7.7%)	599
Car passenger	72 (30%)	74 (30.8%)	71 (29.6%)	9 (3.8%)	14 (5.8%)	240
Van or lorry driver	2 (14.3%)	7 (50%)	4 (28.6%)	0 (0%)	1 (7.1%)	14
Bicycle	210 (33.5%)	210 (33.5%)	161 (25.7%)	20 (3.2%)	25 (4%)	626
Powered two wheeler	3 (15%)	7 (35%)	6 (30%)	1 (5%)	3 (15%)	20
Bus user	85 (27.3%)	103 (33.1%)	85 (27.3%)	18 (5.8%)	20 (6.4%)	311
On foot	135 (30.6%)	144 (32.7%)	119 (27%)	19 (4.3%)	24 (5.4%)	441
Other	0 (0%)	8 (80%)	2 (20%)	0 (0%)	0 (0%)	10
Not applicable	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2

Usual workplace:						
Castle Business Park	4 (30.8%)	4 (30.8%)	3 (23.1%)	1 (7.7%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	2
Cambridge city centre	64 (34.6%)	46 (24.9%)	62 (33.5%)	4 (2.2%)	9 (4.9%)	185
Histon/Impington	6 (26.1%)	7 (30.4%)	8 (34.8%)	1 (4.3%)	1 (4.3%)	23
St Ives	1 (20%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1
Cambridge Science Park	4 (19%)	6 (28.6%)	4 (19%)	2 (9.5%)	5 (23.8%)	21
Vision Park	0 (0%)	2 (50%)	1 (25%)	0 (0%)	1 (25%)	4
West Cambridge Site	8 (26.7%)	11 (36.7%)	7 (23.3%)	2 (6.7%)	2 (6.7%)	30
Other	30 (28.3%)	31 (29.2%)	34 (32.1%)	4 (3.8%)	7 (6.6%)	106

Age range:						
Under 15	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	4 (18.2%)	8 (36.4%)	8 (36.4%)	1 (4.5%)	1 (4.5%)	22
25-34	42 (40.8%)	25 (24.3%)	29 (28.2%)	3 (2.9%)	4 (3.9%)	103
35-44	71 (38.2%)	59 (31.7%)	45 (24.2%)	2 (1.1%)	9 (4.8%)	186

45-54	46 (28%)	51 (31.1%)	47 (28.7%)	9 (5.5%)	11 (6.7%)	164
55-64	45 (28.8%)	44 (28.2%)	49 (31.4%)	3 (1.9%)	15 (9.6%)	156
65-74	36 (27.9%)	46 (35.7%)	27 (20.9%)	11 (8.5%)	9 (7%)	129
75 and above	14 (18.7%)	30 (40%)	22 (29.3%)	5 (6.7%)	4 (5.3%)	75
Prefer not to say	8 (40%)	3 (15%)	6 (30%)	1 (5%)	2 (10%)	20

Employment status:

In education	13 (38.2%)	9 (26.5%)	9 (26.5%)	2 (5.9%)	1 (2.9%)	34
Employed	165 (32.8%)	146 (29%)	146 (29%)	19 (3.8%)	27 (5.4%)	503
Self-employed	25 (28.1%)	31 (34.8%)	22 (24.7%)	0 (0%)	11 (12.4%)	89
Unemployed	3 (50%)	0 (0%)	2 (33.3%)	0 (0%)	1 (16.7%)	6
A home-based worker	9 (37.5%)	8 (33.3%)	5 (20.8%)	2 (8.3%)	0 (0%)	24
A stay at home parent, carer or similar	7 (30.4%)	9 (39.1%)	7 (30.4%)	0 (0%)	0 (0%)	23
Retired	52 (26.5%)	73 (37.2%)	44 (22.4%)	14 (7.1%)	13 (6.6%)	196
Prefer not to say	3 (13.6%)	8 (36.4%)	7 (31.8%)	0 (0%)	4 (18.2%)	22
Other	3 (60%)	0 (0%)	1 (20%)	1 (20%)	0 (0%)	5

Disability that influences travel decisions:

20 (25%)	22 (27.5%)	29 (36.3%)	4 (5%)	5 (6.3%)	80
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Location:

North of A14/Histon Road Junction	60 (27.6%)	67 (30.9%)	68 (31.3%)	11 (5.1%)	11 (5.1%)	217
South of A14/Histon Road Junction	173 (33.7%)	163 (31.8%)	134 (26.1%)	12 (2.3%)	31 (6%)	513

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Pay & Display parking area removed

Total	307 (34.5%)	182 (20.5%)	189 (21.3%)	77 (8.7%)	134 (15.1%)	889
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Usual mode of travel:

Car driver	191 (31.6%)	123 (20.4%)	132 (21.9%)	58 (9.6%)	100 (16.6%)	604
Car passenger	77 (31.4%)	46 (18.8%)	53 (21.6%)	34 (13.9%)	35 (14.3%)	245
Van or lorry driver	4 (26.7%)	3 (20%)	4 (26.7%)	1 (6.7%)	3 (20%)	15
Bicycle	260 (41.1%)	130 (20.5%)	137 (21.6%)	43 (6.8%)	63 (10%)	633
Powered two wheeler	5 (25%)	7 (35%)	3 (15%)	3 (15%)	2 (10%)	20
Bus user	83 (26.3%)	65 (20.6%)	81 (25.7%)	37 (11.7%)	49 (15.6%)	315
On foot	134 (30.1%)	89 (20%)	102 (22.9%)	50 (11.2%)	70 (15.7%)	445
Other	0 (0%)	6 (60%)	2 (20%)	0 (0%)	2 (20%)	10

Not applicable	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	2
Usual workplace:						
Castle Business Park	7 (53.8%)	3 (23.1%)	2 (15.4%)	0 (0%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	1 (50%)	0 (0%)	1 (50%)	2
Cambridge city centre	83 (44.1%)	32 (17%)	36 (19.1%)	12 (6.4%)	25 (13.3%)	188
Histon/Impington	9 (42.9%)	3 (14.3%)	3 (14.3%)	2 (9.5%)	4 (19%)	21
St Ives	1 (20%)	1 (20%)	1 (20%)	1 (20%)	1 (20%)	5
Huntingdon	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Cambridge Science Park	9 (40.9%)	2 (9.1%)	1 (4.5%)	2 (9.1%)	8 (36.4%)	22
Vision Park	0 (0%)	2 (50%)	1 (25%)	1 (25%)	0 (0%)	4
West Cambridge Site	12 (40%)	7 (23.3%)	9 (30%)	1 (3.3%)	1 (3.3%)	30
Other	32 (29.9%)	18 (16.8%)	25 (23.4%)	11 (10.3%)	21 (19.6%)	107
Age range:						
Under 15	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	11 (50%)	4 (18.2%)	5 (22.7%)	1 (4.5%)	1 (4.5%)	22
25-34	52 (50%)	14 (13.5%)	19 (18.3%)	8 (7.7%)	11 (10.6%)	104
35-44	82 (44.6%)	32 (17.4%)	37 (20.1%)	13 (7.1%)	20 (10.9%)	184
45-54	67 (39.6%)	41 (24.3%)	33 (19.5%)	10 (5.9%)	18 (10.7%)	169
55-64	45 (28.7%)	30 (19.1%)	30 (19.1%)	14 (8.9%)	38 (24.2%)	157
65-74	30 (23.1%)	33 (25.4%)	30 (23.1%)	19 (14.6%)	18 (13.8%)	130
75 and above	12 (15.6%)	21 (27.3%)	24 (31.2%)	7 (9.1%)	13 (16.9%)	77
Prefer not to say	4 (21.1%)	1 (5.3%)	5 (26.3%)	2 (10.5%)	7 (36.8%)	19
Employment status:						
In education	19 (55.9%)	3 (8.8%)	6 (17.6%)	4 (11.8%)	2 (5.9%)	34
Employed	207 (40.9%)	93 (18.4%)	100 (19.8%)	41 (8.1%)	65 (12.8%)	506
Self-employed	26 (28.9%)	21 (23.3%)	20 (22.2%)	6 (6.7%)	17 (18.9%)	90
Unemployed	2 (40%)	1 (20%)	1 (20%)	0 (0%)	1 (20%)	5
A home-based worker	8 (33.3%)	5 (20.8%)	7 (29.2%)	2 (8.3%)	2 (8.3%)	24
A stay at home parent, carer or similar	10 (43.5%)	4 (17.4%)	6 (26.1%)	0 (0%)	3 (13%)	23
Retired	40 (19.9%)	52 (25.9%)	54 (26.9%)	24 (11.9%)	31 (15.4%)	201
Prefer not to say	5 (22.7%)	2 (9.1%)	4 (18.2%)	2 (9.1%)	9 (40.9%)	22
Other	2 (40%)	0 (0%)	0 (0%)	1 (20%)	2 (40%)	5
Disability that influences travel decisions:	17 (21%)	16 (19.8%)	20 (24.7%)	7 (8.6%)	21 (25.9%)	81

Location:											
North of A14/Histon Road Junction	91	(41.6%)	53	(24.2%)	49	(22.4%)	13	(5.9%)	13	(5.9%)	219
South of A14/Histon Road Junction	171	(33.3%)	96	(18.7%)	112	(21.8%)	51	(9.9%)	83	(16.2%)	513

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Bus stop removed near Linden Close (inbound)						
Total	179 (20.2%)	169 (19%)	352 (39.6%)	89 (10%)	99 (11.1%)	888

Usual mode of travel:						
Car driver	110 (18.3%)	109 (18.1%)	253 (42%)	67 (11.1%)	63 (10.5%)	602
Car passenger	37 (15.4%)	50 (20.7%)	94 (39%)	31 (12.9%)	29 (12%)	241
Van or lorry driver	5 (35.7%)	2 (14.3%)	6 (42.9%)	0 (0%)	1 (7.1%)	14
Bicycle	143 (22.6%)	122 (19.3%)	266 (42%)	55 (8.7%)	47 (7.4%)	633
Powered two wheeler	3 (15%)	6 (30%)	5 (25%)	4 (20%)	2 (10%)	20
Bus user	50 (16%)	58 (18.6%)	112 (35.9%)	44 (14.1%)	48 (15.4%)	312
On foot	70 (15.7%)	77 (17.3%)	191 (42.9%)	52 (11.7%)	55 (12.4%)	445
Other	0 (0%)	1 (10%)	4 (40%)	4 (40%)	1 (10%)	10
Not applicable	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2

Usual workplace:						
Castle Business Park	5 (38.5%)	2 (15.4%)	4 (30.8%)	1 (7.7%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge city centre	46 (24.7%)	37 (19.9%)	75 (40.3%)	12 (6.5%)	16 (8.6%)	186
Histon/Impington	6 (26.1%)	3 (13%)	6 (26.1%)	5 (21.7%)	3 (13%)	23
St Ives	0 (0%)	1 (20%)	2 (40%)	2 (40%)	0 (0%)	5
Huntingdon	0 (0%)	0 (0%)	1 (50%)	1 (50%)	0 (0%)	2
Cambridge Science Park	3 (13.6%)	3 (13.6%)	8 (36.4%)	2 (9.1%)	6 (27.3%)	22
Vision Park	0 (0%)	2 (50%)	2 (50%)	0 (0%)	0 (0%)	4
West Cambridge Site	6 (20%)	5 (16.7%)	15 (50%)	4 (13.3%)	0 (0%)	30
Other	16 (15.1%)	18 (17%)	47 (44.3%)	16 (15.1%)	9 (8.5%)	106

Age range:						
Under 15	1 (50%)	0 (0%)	0 (0%)	1 (50%)	0 (0%)	2
15-24	5 (22.7%)	5 (22.7%)	10 (45.5%)	1 (4.5%)	1 (4.5%)	22
25-34	36 (34.3%)	15 (14.3%)	39 (37.1%)	6 (5.7%)	9 (8.6%)	105
35-44	37 (19.9%)	42 (22.6%)	78 (41.9%)	13 (7%)	16 (8.6%)	186

45-54	43 (25.9%)	30 (18.1%)	59 (35.5%)	17 (10.2%)	17 (10.2%)	166
55-64	27 (17.1%)	27 (17.1%)	64 (40.5%)	19 (12%)	21 (13.3%)	158
65-74	15 (11.5%)	21 (16%)	57 (43.5%)	20 (15.3%)	18 (13.7%)	131
75 and above	9 (12.2%)	20 (27%)	29 (39.2%)	7 (9.5%)	9 (12.2%)	74
Prefer not to say	1 (5%)	3 (15%)	11 (55%)	2 (10%)	3 (15%)	20

Employment status:

In education	9 (26.5%)	5 (14.7%)	13 (38.2%)	5 (14.7%)	2 (5.9%)	34
Employed	120 (23.6%)	97 (19.1%)	206 (40.5%)	43 (8.4%)	43 (8.4%)	509
Self-employed	13 (14.6%)	20 (22.5%)	34 (38.2%)	9 (10.1%)	13 (14.6%)	89
Unemployed	1 (20%)	0 (0%)	2 (40%)	0 (0%)	2 (40%)	5
A home-based worker	7 (29.2%)	4 (16.7%)	8 (33.3%)	0 (0%)	5 (20.8%)	24
A stay at home parent, carer or similar	4 (18.2%)	5 (22.7%)	7 (31.8%)	4 (18.2%)	2 (9.1%)	22
Retired	24 (12.1%)	37 (18.7%)	83 (41.9%)	26 (13.1%)	28 (14.1%)	198
Prefer not to say	0 (0%)	4 (18.2%)	10 (45.5%)	3 (13.6%)	5 (22.7%)	22
Other	1 (20%)	0 (0%)	4 (80%)	0 (0%)	0 (0%)	5

Disability that influences travel decisions:

	11 (13.6%)	12 (14.8%)	34 (42%)	8 (9.9%)	16 (19.8%)	81
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Location:

North of A14/Histon Road Junction	50 (22.8%)	49 (22.4%)	87 (39.7%)	23 (10.5%)	10 (4.6%)	219
South of A14/Histon Road Junction	95 (18.4%)	94 (18.3%)	212 (41.2%)	51 (9.9%)	63 (12.2%)	515

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Bus stop removed near Linden Close (outbound)						
Total	182 (20.4%)	168 (18.9%)	353 (39.6%)	92 (10.3%)	96 (10.8%)	891

Usual mode of travel:

Car driver	111 (18.3%)	109 (18%)	254 (41.9%)	70 (11.6%)	62 (10.2%)	606
Car passenger	38 (15.7%)	48 (19.8%)	98 (40.5%)	31 (12.8%)	27 (11.2%)	242
Van or lorry driver	5 (35.7%)	2 (14.3%)	6 (42.9%)	0 (0%)	1 (7.1%)	14
Bicycle	146 (23%)	122 (19.2%)	267 (42%)	56 (8.8%)	45 (7.1%)	636
Powered two wheeler	3 (15%)	6 (30%)	5 (25%)	4 (20%)	2 (10%)	20
Bus user	52 (16.5%)	59 (18.7%)	113 (35.9%)	45 (14.3%)	46 (14.6%)	315
On foot	70 (15.7%)	78 (17.4%)	193 (43.2%)	53 (11.9%)	53 (11.9%)	447
Other	0 (0%)	1 (9.1%)	4 (36.4%)	4 (36.4%)	2 (18.2%)	11

Not applicable	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	5 (38.5%)	1 (7.7%)	5 (38.5%)	1 (7.7%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge city centre	48 (25.7%)	39 (20.9%)	73 (39%)	12 (6.4%)	15 (8%)	187
Histon/Impington	6 (25%)	3 (12.5%)	6 (25%)	5 (20.8%)	4 (16.7%)	24
St Ives	0 (0%)	1 (20%)	2 (40%)	2 (40%)	0 (0%)	5
Huntingdon	0 (0%)	0 (0%)	1 (50%)	1 (50%)	0 (0%)	2
Cambridge Science Park	3 (13.6%)	3 (13.6%)	9 (40.9%)	2 (9.1%)	5 (22.7%)	22
Vision Park	0 (0%)	2 (50%)	2 (50%)	0 (0%)	0 (0%)	4
West Cambridge Site	6 (20%)	5 (16.7%)	15 (50%)	4 (13.3%)	0 (0%)	30
Other	17 (15.9%)	17 (15.9%)	47 (43.9%)	17 (15.9%)	9 (8.4%)	107
Age range:						
Under 15	1 (50%)	0 (0%)	0 (0%)	1 (50%)	0 (0%)	2
15-24	6 (27.3%)	5 (22.7%)	9 (40.9%)	1 (4.5%)	1 (4.5%)	22
25-34	36 (34.3%)	17 (16.2%)	39 (37.1%)	6 (5.7%)	7 (6.7%)	105
35-44	37 (19.8%)	40 (21.4%)	80 (42.8%)	14 (7.5%)	16 (8.6%)	187
45-54	45 (26.9%)	31 (18.6%)	58 (34.7%)	17 (10.2%)	16 (9.6%)	167
55-64	27 (17%)	26 (16.4%)	64 (40.3%)	20 (12.6%)	22 (13.8%)	159
65-74	15 (11.4%)	21 (15.9%)	58 (43.9%)	20 (15.2%)	18 (13.6%)	132
75 and above	9 (12.3%)	19 (26%)	30 (41.1%)	7 (9.6%)	8 (11%)	73
Prefer not to say	1 (5%)	3 (15%)	10 (50%)	3 (15%)	3 (15%)	20
Employment status:						
In education	10 (29.4%)	5 (14.7%)	12 (35.3%)	5 (14.7%)	2 (5.9%)	34
Employed	122 (23.9%)	98 (19.2%)	205 (40.1%)	45 (8.8%)	41 (8%)	511
Self-employed	13 (14.6%)	20 (22.5%)	34 (38.2%)	9 (10.1%)	13 (14.6%)	89
Unemployed	1 (20%)	0 (0%)	2 (40%)	0 (0%)	2 (40%)	5
A home-based worker	7 (28%)	4 (16%)	9 (36%)	0 (0%)	5 (20%)	25
A stay at home parent, carer or similar	4 (18.2%)	4 (18.2%)	8 (36.4%)	4 (18.2%)	2 (9.1%)	22
Retired	24 (12.1%)	36 (18.2%)	85 (42.9%)	26 (13.1%)	27 (13.6%)	198
Prefer not to say	0 (0%)	4 (18.2%)	10 (45.5%)	3 (13.6%)	5 (22.7%)	22
Other	1 (20%)	0 (0%)	4 (80%)	0 (0%)	0 (0%)	5
Disability that influences travel decisions:	11 (13.8%)	13 (16.3%)	33 (41.3%)	8 (10%)	15 (18.8%)	80

Location:											
North of A14/Histon Road Junction	51	(23.2%)	50	(22.7%)	85	(38.6%)	24	(10.9%)	10	(4.5%)	220
South of A14/Histon Road Junction	96	(18.5%)	94	(18.1%)	214	(41.3%)	52	(10%)	62	(12%)	518

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total					
Relocated Pay & Display parking in Linden Close											
Total	176	(19.8%)	227	(25.5%)	314	(35.3%)	74	(8.3%)	98	(11%)	889

Usual mode of travel:											
Car driver	113	(18.6%)	144	(23.7%)	220	(36.2%)	60	(9.9%)	70	(11.5%)	607
Car passenger	42	(17.4%)	57	(23.6%)	90	(37.2%)	32	(13.2%)	21	(8.7%)	242
Van or lorry driver	1	(6.7%)	3	(20%)	7	(46.7%)	1	(6.7%)	3	(20%)	15
Bicycle	147	(23.1%)	166	(26.1%)	228	(35.9%)	43	(6.8%)	51	(8%)	635
Powered two wheeler	3	(15.8%)	7	(36.8%)	8	(42.1%)	0	(0%)	1	(5.3%)	19
Bus user	52	(16.6%)	76	(24.2%)	118	(37.6%)	36	(11.5%)	32	(10.2%)	314
On foot	64	(14.4%)	108	(24.4%)	172	(38.8%)	47	(10.6%)	52	(11.7%)	443
Other	1	(9.1%)	5	(45.5%)	5	(45.5%)	0	(0%)	0	(0%)	11
Not applicable	0	(0%)	2	(100%)	0	(0%)	0	(0%)	0	(0%)	2

Usual workplace:											
Castle Business Park	6	(46.2%)	1	(7.7%)	5	(38.5%)	0	(0%)	1	(7.7%)	13
Cambridge Regional College	0	(0%)	0	(0%)	1	(50%)	1	(50%)	0	(0%)	2
Cambridge city centre	44	(23.5%)	46	(24.6%)	71	(38%)	10	(5.3%)	16	(8.6%)	187
Histon/Impington	8	(34.8%)	4	(17.4%)	6	(26.1%)	3	(13%)	2	(8.7%)	23
St Ives	1	(20%)	1	(20%)	2	(40%)	1	(20%)	0	(0%)	5
Huntingdon	0	(0%)	1	(50%)	1	(50%)	0	(0%)	0	(0%)	2
Cambridge Science Park	3	(14.3%)	4	(19%)	6	(28.6%)	3	(14.3%)	5	(23.8%)	21
Vision Park	0	(0%)	2	(50%)	1	(25%)	0	(0%)	1	(25%)	4
West Cambridge Site	4	(13.3%)	8	(26.7%)	16	(53.3%)	2	(6.7%)	0	(0%)	30
Other	20	(18.3%)	29	(26.6%)	31	(28.4%)	10	(9.2%)	19	(17.4%)	109

Age range:											
Under 15	0	(0%)	1	(50%)	1	(50%)	0	(0%)	0	(0%)	2
15-24	3	(13.6%)	6	(27.3%)	7	(31.8%)	5	(22.7%)	1	(4.5%)	22
25-34	31	(29.5%)	23	(21.9%)	39	(37.1%)	4	(3.8%)	8	(7.6%)	105
35-44	35	(18.8%)	48	(25.8%)	73	(39.2%)	11	(5.9%)	19	(10.2%)	186

45-54	46 (27.5%)	41 (24.6%)	51 (30.5%)	11 (6.6%)	18 (10.8%)	167
55-64	29 (18.1%)	33 (20.6%)	58 (36.3%)	14 (8.8%)	26 (16.3%)	160
65-74	19 (15%)	37 (29.1%)	46 (36.2%)	16 (12.6%)	9 (7.1%)	127
75 and above	7 (9.3%)	25 (33.3%)	29 (38.7%)	8 (10.7%)	6 (8%)	75
Prefer not to say	3 (15%)	6 (30%)	5 (25%)	2 (10%)	4 (20%)	20

Employment status:

In education	6 (17.6%)	8 (23.5%)	13 (38.2%)	5 (14.7%)	2 (5.9%)	34
Employed	115 (22.5%)	120 (23.5%)	188 (36.8%)	37 (7.2%)	51 (10%)	511
Self-employed	17 (18.9%)	24 (26.7%)	28 (31.1%)	8 (8.9%)	13 (14.4%)	90
Unemployed	2 (40%)	0 (0%)	2 (40%)	0 (0%)	1 (20%)	5
A home-based worker	6 (24%)	7 (28%)	8 (32%)	3 (12%)	1 (4%)	25
A stay at home parent, carer or similar	4 (18.2%)	5 (22.7%)	9 (40.9%)	2 (9.1%)	2 (9.1%)	22
Retired	28 (14.3%)	57 (29.1%)	71 (36.2%)	22 (11.2%)	18 (9.2%)	196
Prefer not to say	2 (9.1%)	5 (22.7%)	7 (31.8%)	1 (4.5%)	7 (31.8%)	22
Other	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5

Disability that influences travel decisions:

12 (15%)	16 (20%)	31 (38.8%)	9 (11.3%)	12 (15%)	80
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Location:

North of A14/Histon Road Junction	54 (24.5%)	61 (27.7%)	80 (36.4%)	15 (6.8%)	10 (4.5%)	220
South of A14/Histon Road Junction	95 (18.5%)	129 (25.1%)	189 (36.8%)	40 (7.8%)	60 (11.7%)	513

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Pedestrian crossing near Linden Close retained

Total	296 (33.3%)	343 (38.6%)	210 (23.6%)	14 (1.6%)	25 (2.8%)	888
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Usual mode of travel:

Car driver	188 (31.3%)	240 (39.9%)	148 (24.6%)	9 (1.5%)	16 (2.7%)	601
Car passenger	69 (28.6%)	102 (42.3%)	62 (25.7%)	4 (1.7%)	4 (1.7%)	241
Van or lorry driver	3 (21.4%)	6 (42.9%)	5 (35.7%)	0 (0%)	0 (0%)	14
Bicycle	226 (35.8%)	239 (37.8%)	144 (22.8%)	11 (1.7%)	12 (1.9%)	632
Powered two wheeler	7 (33.3%)	9 (42.9%)	5 (23.8%)	0 (0%)	0 (0%)	21
Bus user	99 (31.9%)	134 (43.2%)	63 (20.3%)	3 (1%)	11 (3.5%)	310
On foot	154 (35%)	172 (39.1%)	98 (22.3%)	7 (1.6%)	9 (2%)	440
Other	1 (10%)	6 (60%)	3 (30%)	0 (0%)	0 (0%)	10

Not applicable	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	3 (23.1%)	4 (30.8%)	5 (38.5%)	1 (7.7%)	0 (0%)	13
Cambridge Regional College	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1
Cambridge city centre	63 (33.9%)	62 (33.3%)	55 (29.6%)	3 (1.6%)	3 (1.6%)	186
Histon/Impington	7 (30.4%)	11 (47.8%)	4 (17.4%)	0 (0%)	1 (4.3%)	23
St Ives	2 (40%)	1 (20%)	2 (40%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge Science Park	7 (31.8%)	11 (50%)	1 (4.5%)	2 (9.1%)	1 (4.5%)	22
Vision Park	0 (0%)	2 (50%)	2 (50%)	0 (0%)	0 (0%)	4
West Cambridge Site	9 (30%)	11 (36.7%)	9 (30%)	1 (3.3%)	0 (0%)	30
Other	30 (28.3%)	46 (43.4%)	27 (25.5%)	1 (0.9%)	2 (1.9%)	106
Age range:						
Under 15	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	5 (22.7%)	9 (40.9%)	6 (27.3%)	2 (9.1%)	0 (0%)	22
25-34	48 (46.2%)	27 (26%)	28 (26.9%)	0 (0%)	1 (1%)	104
35-44	61 (32.8%)	74 (39.8%)	45 (24.2%)	3 (1.6%)	3 (1.6%)	186
45-54	55 (32.9%)	63 (37.7%)	41 (24.6%)	5 (3%)	3 (1.8%)	167
55-64	43 (27.2%)	60 (38%)	43 (27.2%)	2 (1.3%)	10 (6.3%)	158
65-74	44 (34.6%)	57 (44.9%)	23 (18.1%)	0 (0%)	3 (2.4%)	127
75 and above	22 (28.2%)	37 (47.4%)	17 (21.8%)	1 (1.3%)	1 (1.3%)	78
Prefer not to say	9 (45%)	7 (35%)	4 (20%)	0 (0%)	0 (0%)	20
Employment status:						
In education	16 (44.4%)	13 (36.1%)	5 (13.9%)	2 (5.6%)	0 (0%)	36
Employed	170 (33.5%)	180 (35.4%)	137 (27%)	11 (2.2%)	10 (2%)	508
Self-employed	27 (30.7%)	41 (46.6%)	16 (18.2%)	1 (1.1%)	3 (3.4%)	88
Unemployed	2 (40%)	1 (20%)	2 (40%)	0 (0%)	0 (0%)	5
A home-based worker	13 (54.2%)	9 (37.5%)	2 (8.3%)	0 (0%)	0 (0%)	24
A stay at home parent, carer or similar	10 (45.5%)	9 (40.9%)	3 (13.6%)	0 (0%)	0 (0%)	22
Retired	64 (32.2%)	87 (43.7%)	40 (20.1%)	1 (0.5%)	7 (3.5%)	199
Prefer not to say	5 (22.7%)	11 (50%)	5 (22.7%)	0 (0%)	1 (4.5%)	22
Other	4 (80%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	5
Disability that influences travel decisions:	24 (30%)	29 (36.3%)	23 (28.8%)	0 (0%)	4 (5%)	80

Location:											
North of A14/Histon Road Junction	63	(28.6%)	90	(40.9%)	59	(26.8%)	5	(2.3%)	3	(1.4%)	220
South of A14/Histon Road Junction	198	(38.5%)	194	(37.7%)	105	(20.4%)	6	(1.2%)	11	(2.1%)	514

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total					
Parking bay near Rackham Close retained for Pay & Display parking											
Total	149	(17%)	258	(29.5%)	338	(38.6%)	72	(8.2%)	59	(6.7%)	876

Usual mode of travel:											
Car driver	101	(17.1%)	188	(31.8%)	221	(37.3%)	48	(8.1%)	34	(5.7%)	592
Car passenger	24	(10%)	83	(34.7%)	97	(40.6%)	22	(9.2%)	13	(5.4%)	239
Van or lorry driver	2	(14.3%)	3	(21.4%)	9	(64.3%)	0	(0%)	0	(0%)	14
Bicycle	104	(16.7%)	174	(27.9%)	246	(39.5%)	60	(9.6%)	39	(6.3%)	623
Powered two wheeler	2	(10.5%)	6	(31.6%)	8	(42.1%)	2	(10.5%)	1	(5.3%)	19
Bus user	49	(15.9%)	109	(35.3%)	116	(37.5%)	21	(6.8%)	14	(4.5%)	309
On foot	64	(14.5%)	137	(31.1%)	181	(41.1%)	28	(6.4%)	30	(6.8%)	440
Other	2	(18.2%)	4	(36.4%)	4	(36.4%)	1	(9.1%)	0	(0%)	11
Not applicable	0	(0%)	2	(100%)	0	(0%)	0	(0%)	0	(0%)	2

Usual workplace:											
Castle Business Park	1	(7.7%)	2	(15.4%)	6	(46.2%)	3	(23.1%)	1	(7.7%)	13
Cambridge Regional College	0	(0%)	1	(50%)	1	(50%)	0	(0%)	0	(0%)	2
Cambridge city centre	31	(16.9%)	51	(27.9%)	80	(43.7%)	13	(7.1%)	8	(4.4%)	183
Histon/Impington	5	(22.7%)	6	(27.3%)	6	(27.3%)	3	(13.6%)	2	(9.1%)	22
St Ives	0	(0%)	2	(40%)	2	(40%)	0	(0%)	1	(20%)	5
Huntingdon	0	(0%)	1	(50%)	1	(50%)	0	(0%)	0	(0%)	2
Cambridge Science Park	5	(25%)	6	(30%)	4	(20%)	2	(10%)	3	(15%)	20
Vision Park	0	(0%)	3	(75%)	1	(25%)	0	(0%)	0	(0%)	4
West Cambridge Site	2	(6.7%)	8	(26.7%)	13	(43.3%)	3	(10%)	4	(13.3%)	30
Other	20	(18.7%)	36	(33.6%)	36	(33.6%)	10	(9.3%)	5	(4.7%)	107

Age range:											
Under 15	0	(0%)	0	(0%)	1	(50%)	0	(0%)	1	(50%)	2
15-24	1	(4.5%)	3	(13.6%)	11	(50%)	5	(22.7%)	2	(9.1%)	22
25-34	18	(17.3%)	24	(23.1%)	42	(40.4%)	11	(10.6%)	9	(8.7%)	104
35-44	32	(17.6%)	44	(24.2%)	78	(42.9%)	16	(8.8%)	12	(6.6%)	182

45-54	34 (20.6%)	42 (25.5%)	63 (38.2%)	19 (11.5%)	7 (4.2%)	165
55-64	27 (17.1%)	50 (31.6%)	59 (37.3%)	7 (4.4%)	15 (9.5%)	158
65-74	20 (15.7%)	49 (38.6%)	45 (35.4%)	7 (5.5%)	6 (4.7%)	127
75 and above	11 (15.1%)	29 (39.7%)	29 (39.7%)	3 (4.1%)	1 (1.4%)	73
Prefer not to say	2 (10%)	9 (45%)	6 (30%)	1 (5%)	2 (10%)	20

Employment status:

In education	7 (20.6%)	7 (20.6%)	17 (50%)	1 (2.9%)	2 (5.9%)	34
Employed	89 (17.8%)	131 (26.1%)	194 (38.7%)	53 (10.6%)	34 (6.8%)	501
Self-employed	16 (18.2%)	29 (33%)	33 (37.5%)	4 (4.5%)	6 (6.8%)	88
Unemployed	1 (20%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	5
A home-based worker	7 (28%)	6 (24%)	12 (48%)	0 (0%)	0 (0%)	25
A stay at home parent, carer or similar	3 (13.6%)	6 (27.3%)	9 (40.9%)	3 (13.6%)	1 (4.5%)	22
Retired	32 (16.5%)	71 (36.6%)	73 (37.6%)	9 (4.6%)	9 (4.6%)	194
Prefer not to say	1 (4.5%)	8 (36.4%)	10 (45.5%)	1 (4.5%)	2 (9.1%)	22
Other	0 (0%)	3 (60%)	1 (20%)	0 (0%)	1 (20%)	5

Disability that influences travel decisions:

13 (16.5%)	25 (31.6%)	28 (35.4%)	9 (11.4%)	4 (5.1%)	79
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Location:

North of A14/Histon Road Junction	32 (14.7%)	62 (28.6%)	94 (43.3%)	25 (11.5%)	4 (1.8%)	217
South of A14/Histon Road Junction	94 (18.6%)	147 (29.1%)	197 (38.9%)	32 (6.3%)	36 (7.1%)	506

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Bus stop near Akeman Street retained (inbound)						
Total	269 (30.2%)	317 (35.6%)	255 (28.7%)	15 (1.7%)	34 (3.8%)	890

Usual mode of travel:

Car driver	175 (29%)	216 (35.8%)	182 (30.2%)	10 (1.7%)	20 (3.3%)	603
Car passenger	68 (28%)	95 (39.1%)	70 (28.8%)	4 (1.6%)	6 (2.5%)	243
Van or lorry driver	3 (20%)	5 (33.3%)	6 (40%)	0 (0%)	1 (6.7%)	15
Bicycle	185 (29.2%)	225 (35.5%)	190 (30%)	12 (1.9%)	22 (3.5%)	634
Powered two wheeler	6 (30%)	10 (50%)	4 (20%)	0 (0%)	0 (0%)	20
Bus user	108 (34.3%)	132 (41.9%)	62 (19.7%)	3 (1%)	10 (3.2%)	315
On foot	138 (30.9%)	167 (37.4%)	123 (27.6%)	7 (1.6%)	11 (2.5%)	446
Other	3 (27.3%)	7 (63.6%)	1 (9.1%)	0 (0%)	0 (0%)	11

Not applicable	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	3 (23.1%)	2 (15.4%)	6 (46.2%)	1 (7.7%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge city centre	51 (27.4%)	67 (36%)	60 (32.3%)	3 (1.6%)	5 (2.7%)	186
Histon/Impington	9 (36%)	8 (32%)	8 (32%)	0 (0%)	0 (0%)	25
St Ives	2 (40%)	3 (60%)	0 (0%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Cambridge Science Park	6 (27.3%)	8 (36.4%)	5 (22.7%)	2 (9.1%)	1 (4.5%)	22
Vision Park	0 (0%)	2 (50%)	2 (50%)	0 (0%)	0 (0%)	4
West Cambridge Site	6 (20%)	9 (30%)	13 (43.3%)	0 (0%)	2 (6.7%)	30
Other	31 (29.5%)	42 (40%)	27 (25.7%)	2 (1.9%)	3 (2.9%)	105
Age range:						
Under 15	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	2 (9.1%)	6 (27.3%)	11 (50%)	1 (4.5%)	2 (9.1%)	22
25-34	31 (29.5%)	28 (26.7%)	37 (35.2%)	4 (3.8%)	5 (4.8%)	105
35-44	50 (26.6%)	59 (31.4%)	74 (39.4%)	2 (1.1%)	3 (1.6%)	188
45-54	53 (32.3%)	55 (33.5%)	47 (28.7%)	5 (3%)	4 (2.4%)	164
55-64	50 (31.4%)	57 (35.8%)	44 (27.7%)	1 (0.6%)	7 (4.4%)	159
65-74	42 (32.6%)	59 (45.7%)	23 (17.8%)	0 (0%)	5 (3.9%)	129
75 and above	26 (33.8%)	35 (45.5%)	13 (16.9%)	1 (1.3%)	2 (2.6%)	77
Prefer not to say	5 (26.3%)	11 (57.9%)	2 (10.5%)	0 (0%)	1 (5.3%)	19
Employment status:						
In education	13 (37.1%)	10 (28.6%)	10 (28.6%)	2 (5.7%)	0 (0%)	35
Employed	134 (26.4%)	171 (33.7%)	175 (34.5%)	12 (2.4%)	15 (3%)	507
Self-employed	27 (30%)	38 (42.2%)	19 (21.1%)	1 (1.1%)	5 (5.6%)	90
Unemployed	2 (40%)	2 (40%)	1 (20%)	0 (0%)	0 (0%)	5
A home-based worker	14 (56%)	7 (28%)	4 (16%)	0 (0%)	0 (0%)	25
A stay at home parent, carer or similar	10 (45.5%)	9 (40.9%)	3 (13.6%)	0 (0%)	0 (0%)	22
Retired	67 (33.5%)	84 (42%)	40 (20%)	1 (0.5%)	8 (4%)	200
Prefer not to say	8 (36.4%)	8 (36.4%)	5 (22.7%)	0 (0%)	1 (4.5%)	22
Other	3 (60%)	0 (0%)	1 (20%)	0 (0%)	1 (20%)	5
Disability that influences travel decisions:	30 (37%)	28 (34.6%)	19 (23.5%)	1 (1.2%)	3 (3.7%)	81

Location:											
North of A14/Histon Road Junction	49	(22.5%)	78	(35.8%)	82	(37.6%)	4	(1.8%)	5	(2.3%)	218
South of A14/Histon Road Junction	179	(34.6%)	181	(35%)	133	(25.7%)	7	(1.4%)	17	(3.3%)	517

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total					
Bus stop near Akeman street retained (outbound)											
Total	269	(30.2%)	323	(36.2%)	254	(28.5%)	12	(1.3%)	34	(3.8%)	892

Usual mode of travel:											
Car driver	173	(28.6%)	218	(36.1%)	184	(30.5%)	8	(1.3%)	21	(3.5%)	604
Car passenger	69	(28.3%)	97	(39.8%)	70	(28.7%)	1	(0.4%)	7	(2.9%)	244
Van or lorry driver	3	(21.4%)	5	(35.7%)	6	(42.9%)	0	(0%)	0	(0%)	14
Bicycle	184	(29%)	230	(36.3%)	189	(29.8%)	9	(1.4%)	22	(3.5%)	634
Powered two wheeler	6	(28.6%)	11	(52.4%)	4	(19%)	0	(0%)	0	(0%)	21
Bus user	107	(34%)	131	(41.6%)	64	(20.3%)	2	(0.6%)	11	(3.5%)	315
On foot	139	(31.2%)	167	(37.4%)	122	(27.4%)	6	(1.3%)	12	(2.7%)	446
Other	2	(22.2%)	7	(77.8%)	0	(0%)	0	(0%)	0	(0%)	9
Not applicable	1	(50%)	1	(50%)	0	(0%)	0	(0%)	0	(0%)	2

Usual workplace:											
Castle Business Park	3	(23.1%)	2	(15.4%)	6	(46.2%)	1	(7.7%)	1	(7.7%)	13
Cambridge Regional College	0	(0%)	0	(0%)	2	(100%)	0	(0%)	0	(0%)	2
Cambridge city centre	52	(27.7%)	68	(36.2%)	60	(31.9%)	2	(1.1%)	6	(3.2%)	188
Histon/Impington	8	(33.3%)	8	(33.3%)	8	(33.3%)	0	(0%)	0	(0%)	24
St Ives	2	(40%)	3	(60%)	0	(0%)	0	(0%)	0	(0%)	5
Huntingdon	0	(0%)	2	(100%)	0	(0%)	0	(0%)	0	(0%)	2
Cambridge Science Park	6	(27.3%)	8	(36.4%)	5	(22.7%)	2	(9.1%)	1	(4.5%)	22
Vision Park	0	(0%)	2	(50%)	2	(50%)	0	(0%)	0	(0%)	4
West Cambridge Site	6	(20%)	9	(30%)	13	(43.3%)	0	(0%)	2	(6.7%)	30
Other	32	(30.2%)	45	(42.5%)	26	(24.5%)	1	(0.9%)	2	(1.9%)	106

Age range:											
Under 15	1	(50%)	1	(50%)	0	(0%)	0	(0%)	0	(0%)	2
15-24	2	(9.1%)	6	(27.3%)	11	(50%)	1	(4.5%)	2	(9.1%)	22
25-34	31	(29.5%)	29	(27.6%)	37	(35.2%)	3	(2.9%)	5	(4.8%)	105
35-44	50	(26.7%)	57	(30.5%)	75	(40.1%)	1	(0.5%)	4	(2.1%)	187

45-54	54 (32.1%)	58 (34.5%)	47 (28%)	5 (3%)	4 (2.4%)	168
55-64	49 (31%)	58 (36.7%)	43 (27.2%)	1 (0.6%)	7 (4.4%)	158
65-74	41 (31.8%)	59 (45.7%)	24 (18.6%)	0 (0%)	5 (3.9%)	129
75 and above	27 (35.1%)	37 (48.1%)	11 (14.3%)	0 (0%)	2 (2.6%)	77
Prefer not to say	5 (25%)	12 (60%)	2 (10%)	0 (0%)	1 (5%)	20

Employment status:

In education	13 (37.1%)	10 (28.6%)	10 (28.6%)	2 (5.7%)	0 (0%)	35
Employed	134 (26.2%)	176 (34.4%)	176 (34.4%)	10 (2%)	16 (3.1%)	512
Self-employed	27 (30.7%)	37 (42%)	19 (21.6%)	1 (1.1%)	4 (4.5%)	88
Unemployed	2 (40%)	2 (40%)	1 (20%)	0 (0%)	0 (0%)	5
A home-based worker	13 (54.2%)	7 (29.2%)	4 (16.7%)	0 (0%)	0 (0%)	24
A stay at home parent, carer or similar	10 (45.5%)	9 (40.9%)	3 (13.6%)	0 (0%)	0 (0%)	22
Retired	68 (34%)	85 (42.5%)	39 (19.5%)	0 (0%)	8 (4%)	200
Prefer not to say	8 (36.4%)	9 (40.9%)	4 (18.2%)	0 (0%)	1 (4.5%)	22
Other	3 (60%)	0 (0%)	1 (20%)	0 (0%)	1 (20%)	5

Disability that influences travel decisions:

	31 (38.3%)	28 (34.6%)	19 (23.5%)	0 (0%)	3 (3.7%)	81
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Location:

North of A14/Histon Road Junction	49 (22.3%)	79 (35.9%)	83 (37.7%)	4 (1.8%)	5 (2.3%)	220
South of A14/Histon Road Junction	178 (34.5%)	186 (36%)	130 (25.2%)	5 (1%)	17 (3.3%)	516

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
New signalised pedestrian crossing near Akeman Street						
Total	315 (35.3%)	290 (32.5%)	144 (16.1%)	78 (8.7%)	66 (7.4%)	893

Usual mode of travel:

Car driver	187 (31%)	208 (34.5%)	102 (16.9%)	61 (10.1%)	45 (7.5%)	603
Car passenger	82 (33.9%)	84 (34.7%)	40 (16.5%)	23 (9.5%)	13 (5.4%)	242
Van or lorry driver	2 (14.3%)	7 (50%)	5 (35.7%)	0 (0%)	0 (0%)	14
Bicycle	236 (37.2%)	215 (33.9%)	96 (15.1%)	52 (8.2%)	35 (5.5%)	634
Powered two wheeler	5 (23.8%)	7 (33.3%)	3 (14.3%)	3 (14.3%)	3 (14.3%)	21
Bus user	108 (34.3%)	106 (33.7%)	49 (15.6%)	29 (9.2%)	23 (7.3%)	315
On foot	179 (39.9%)	137 (30.5%)	66 (14.7%)	33 (7.3%)	34 (7.6%)	449
Other	2 (22.2%)	5 (55.6%)	2 (22.2%)	0 (0%)	0 (0%)	9

Not applicable	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	5 (38.5%)	3 (23.1%)	3 (23.1%)	2 (15.4%)	0 (0%)	13
Cambridge Regional College	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	2
Cambridge city centre	70 (37.8%)	56 (30.3%)	31 (16.8%)	11 (5.9%)	17 (9.2%)	185
Histon/Impington	9 (37.5%)	6 (25%)	4 (16.7%)	3 (12.5%)	2 (8.3%)	24
St Ives	3 (60%)	1 (20%)	0 (0%)	0 (0%)	1 (20%)	5
Huntingdon	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Cambridge Science Park	8 (36.4%)	7 (31.8%)	1 (4.5%)	3 (13.6%)	3 (13.6%)	22
Vision Park	0 (0%)	3 (75%)	1 (25%)	0 (0%)	0 (0%)	4
West Cambridge Site	10 (33.3%)	8 (26.7%)	6 (20%)	4 (13.3%)	2 (6.7%)	30
Other	24 (22.6%)	44 (41.5%)	20 (18.9%)	13 (12.3%)	5 (4.7%)	106
Age range:						
Under 15	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	5 (22.7%)	8 (36.4%)	3 (13.6%)	5 (22.7%)	1 (4.5%)	22
25-34	37 (35.2%)	34 (32.4%)	23 (21.9%)	5 (4.8%)	6 (5.7%)	105
35-44	73 (38.6%)	66 (34.9%)	31 (16.4%)	7 (3.7%)	12 (6.3%)	189
45-54	64 (38.3%)	51 (30.5%)	21 (12.6%)	19 (11.4%)	12 (7.2%)	167
55-64	45 (28.8%)	58 (37.2%)	21 (13.5%)	19 (12.2%)	13 (8.3%)	156
65-74	42 (32.3%)	37 (28.5%)	22 (16.9%)	17 (13.1%)	12 (9.2%)	130
75 and above	32 (41.6%)	25 (32.5%)	13 (16.9%)	3 (3.9%)	4 (5.2%)	77
Prefer not to say	6 (30%)	7 (35%)	5 (25%)	0 (0%)	2 (10%)	20
Employment status:						
In education	15 (42.9%)	9 (25.7%)	5 (14.3%)	4 (11.4%)	2 (5.7%)	35
Employed	174 (34.1%)	170 (33.3%)	89 (17.5%)	44 (8.6%)	33 (6.5%)	510
Self-employed	27 (31%)	38 (43.7%)	7 (8%)	5 (5.7%)	10 (11.5%)	87
Unemployed	3 (50%)	1 (16.7%)	1 (16.7%)	0 (0%)	1 (16.7%)	6
A home-based worker	12 (50%)	9 (37.5%)	2 (8.3%)	1 (4.2%)	0 (0%)	24
A stay at home parent, carer or similar	14 (56%)	8 (32%)	2 (8%)	1 (4%)	0 (0%)	25
Retired	73 (36.5%)	57 (28.5%)	35 (17.5%)	19 (9.5%)	16 (8%)	200
Prefer not to say	5 (22.7%)	7 (31.8%)	5 (22.7%)	3 (13.6%)	2 (9.1%)	22
Other	4 (80%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	5
Disability that influences travel decisions:	38 (46.3%)	18 (22%)	13 (15.9%)	8 (9.8%)	5 (6.1%)	82

Location:											
North of A14/Histon Road Junction	53	(24.3%)	83	(38.1%)	46	(21.1%)	27	(12.4%)	9	(4.1%)	218
South of A14/Histon Road Junction	212	(40.8%)	161	(31%)	70	(13.5%)	37	(7.1%)	40	(7.7%)	520

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total					
Landscaping at Akeman Street junction											
Total	303	(34.4%)	284	(32.2%)	207	(23.5%)	37	(4.2%)	51	(5.8%)	882

Usual mode of travel:											
Car driver	195	(32.5%)	192	(32%)	150	(25%)	25	(4.2%)	38	(6.3%)	600
Car passenger	85	(35.6%)	80	(33.5%)	51	(21.3%)	14	(5.9%)	9	(3.8%)	239
Van or lorry driver	2	(15.4%)	5	(38.5%)	5	(38.5%)	0	(0%)	1	(7.7%)	13
Bicycle	238	(38%)	218	(34.8%)	136	(21.7%)	15	(2.4%)	20	(3.2%)	627
Powered two wheeler	4	(19%)	6	(28.6%)	6	(28.6%)	1	(4.8%)	4	(19%)	21
Bus user	99	(32.1%)	104	(33.8%)	74	(24%)	17	(5.5%)	14	(4.5%)	308
On foot	161	(36.8%)	146	(33.3%)	101	(23.1%)	15	(3.4%)	15	(3.4%)	438
Other	3	(33.3%)	5	(55.6%)	1	(11.1%)	0	(0%)	0	(0%)	9
Not applicable	0	(0%)	2	(100%)	0	(0%)	0	(0%)	0	(0%)	2

Usual workplace:											
Castle Business Park	6	(46.2%)	3	(23.1%)	2	(15.4%)	1	(7.7%)	1	(7.7%)	13
Cambridge Regional College	0	(0%)	1	(50%)	0	(0%)	0	(0%)	1	(50%)	2
Cambridge city centre	70	(37.6%)	59	(31.7%)	47	(25.3%)	3	(1.6%)	7	(3.8%)	186
Histon/Impington	8	(33.3%)	6	(25%)	7	(29.2%)	2	(8.3%)	1	(4.2%)	24
St Ives	1	(20%)	3	(60%)	1	(20%)	0	(0%)	0	(0%)	5
Huntingdon	0	(0%)	1	(100%)	0	(0%)	0	(0%)	0	(0%)	1
Cambridge Science Park	8	(36.4%)	6	(27.3%)	3	(13.6%)	2	(9.1%)	3	(13.6%)	22
Vision Park	0	(0%)	3	(75%)	0	(0%)	0	(0%)	1	(25%)	4
West Cambridge Site	10	(34.5%)	10	(34.5%)	5	(17.2%)	3	(10.3%)	1	(3.4%)	29
Other	34	(31.8%)	29	(27.1%)	31	(29%)	7	(6.5%)	6	(5.6%)	107

Age range:											
Under 15	1	(50%)	1	(50%)	0	(0%)	0	(0%)	0	(0%)	2
15-24	5	(22.7%)	9	(40.9%)	5	(22.7%)	2	(9.1%)	1	(4.5%)	22
25-34	46	(43.8%)	25	(23.8%)	30	(28.6%)	2	(1.9%)	2	(1.9%)	105
35-44	81	(43.3%)	58	(31%)	37	(19.8%)	4	(2.1%)	7	(3.7%)	187

45-54	56 (33.7%)	56 (33.7%)	38 (22.9%)	8 (4.8%)	8 (4.8%)	166
55-64	46 (30.1%)	50 (32.7%)	38 (24.8%)	5 (3.3%)	14 (9.2%)	153
65-74	34 (26.6%)	51 (39.8%)	28 (21.9%)	7 (5.5%)	8 (6.3%)	128
75 and above	20 (26.7%)	22 (29.3%)	23 (30.7%)	6 (8%)	4 (5.3%)	75
Prefer not to say	7 (35%)	5 (25%)	6 (30%)	0 (0%)	2 (10%)	20

Employment status:

In education	18 (51.4%)	8 (22.9%)	6 (17.1%)	2 (5.7%)	1 (2.9%)	35
Employed	179 (35.5%)	155 (30.8%)	128 (25.4%)	18 (3.6%)	24 (4.8%)	504
Self-employed	30 (34.1%)	31 (35.2%)	17 (19.3%)	3 (3.4%)	7 (8%)	88
Unemployed	3 (50%)	0 (0%)	2 (33.3%)	0 (0%)	1 (16.7%)	6
A home-based worker	9 (37.5%)	11 (45.8%)	3 (12.5%)	1 (4.2%)	0 (0%)	24
A stay at home parent, carer or similar	10 (41.7%)	7 (29.2%)	6 (25%)	1 (4.2%)	0 (0%)	24
Retired	59 (30.1%)	68 (34.7%)	45 (23%)	11 (5.6%)	13 (6.6%)	196
Prefer not to say	5 (22.7%)	8 (36.4%)	6 (27.3%)	1 (4.5%)	2 (9.1%)	22
Other	1 (20%)	3 (60%)	1 (20%)	0 (0%)	0 (0%)	5

Disability that influences travel decisions:

25 (31.3%)	20 (25%)	27 (33.8%)	5 (6.3%)	3 (3.8%)	80
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Location:

North of A14/Histon Road Junction	62 (28.7%)	78 (36.1%)	53 (24.5%)	13 (6%)	10 (4.6%)	216
South of A14/Histon Road Junction	192 (37.4%)	166 (32.3%)	120 (23.3%)	11 (2.1%)	25 (4.9%)	514

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Signalised pedestrian crossing near Post Office retained

Total	379 (42.5%)	335 (37.6%)	126 (14.1%)	26 (2.9%)	25 (2.8%)	891
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Usual mode of travel:

Car driver	239 (39.4%)	241 (39.8%)	94 (15.5%)	15 (2.5%)	17 (2.8%)	606
Car passenger	97 (39.6%)	99 (40.4%)	37 (15.1%)	9 (3.7%)	3 (1.2%)	245
Van or lorry driver	5 (35.7%)	5 (35.7%)	4 (28.6%)	0 (0%)	0 (0%)	14
Bicycle	278 (43.8%)	240 (37.9%)	84 (13.2%)	20 (3.2%)	12 (1.9%)	634
Powered two wheeler	8 (38.1%)	9 (42.9%)	2 (9.5%)	2 (9.5%)	0 (0%)	21
Bus user	136 (43.2%)	122 (38.7%)	41 (13%)	9 (2.9%)	7 (2.2%)	315
On foot	210 (47.3%)	163 (36.7%)	53 (11.9%)	11 (2.5%)	7 (1.6%)	444
Other	2 (20%)	5 (50%)	3 (30%)	0 (0%)	0 (0%)	10

Not applicable	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	4 (30.8%)	5 (38.5%)	3 (23.1%)	1 (7.7%)	0 (0%)	13
Cambridge Regional College	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Cambridge city centre	78 (41.9%)	61 (32.8%)	35 (18.8%)	8 (4.3%)	4 (2.2%)	186
Histon/Impington	14 (56%)	9 (36%)	2 (8%)	0 (0%)	0 (0%)	25
St Ives	3 (60%)	2 (40%)	0 (0%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Cambridge Science Park	9 (45%)	9 (45%)	0 (0%)	1 (5%)	1 (5%)	20
Vision Park	0 (0%)	2 (50%)	0 (0%)	1 (25%)	1 (25%)	4
West Cambridge Site	11 (37.9%)	12 (41.4%)	4 (13.8%)	1 (3.4%)	1 (3.4%)	29
Other	49 (45.8%)	42 (39.3%)	13 (12.1%)	3 (2.8%)	0 (0%)	107
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	6 (27.3%)	9 (40.9%)	4 (18.2%)	3 (13.6%)	0 (0%)	22
25-34	48 (45.7%)	32 (30.5%)	20 (19%)	3 (2.9%)	2 (1.9%)	105
35-44	81 (43.1%)	68 (36.2%)	33 (17.6%)	4 (2.1%)	2 (1.1%)	188
45-54	70 (42.4%)	62 (37.6%)	24 (14.5%)	4 (2.4%)	5 (3%)	165
55-64	63 (39.9%)	58 (36.7%)	22 (13.9%)	8 (5.1%)	7 (4.4%)	158
65-74	56 (42.7%)	54 (41.2%)	15 (11.5%)	2 (1.5%)	4 (3.1%)	131
75 and above	31 (40.3%)	37 (48.1%)	6 (7.8%)	2 (2.6%)	1 (1.3%)	77
Prefer not to say	11 (57.9%)	7 (36.8%)	1 (5.3%)	0 (0%)	0 (0%)	19
Employment status:						
In education	21 (60%)	9 (25.7%)	2 (5.7%)	2 (5.7%)	1 (2.9%)	35
Employed	215 (42.4%)	182 (35.9%)	84 (16.6%)	17 (3.4%)	9 (1.8%)	507
Self-employed	32 (36%)	40 (44.9%)	12 (13.5%)	2 (2.2%)	3 (3.4%)	89
Unemployed	3 (50%)	2 (33.3%)	1 (16.7%)	0 (0%)	0 (0%)	6
A home-based worker	13 (52%)	10 (40%)	1 (4%)	1 (4%)	0 (0%)	25
A stay at home parent, carer or similar	10 (43.5%)	9 (39.1%)	3 (13%)	1 (4.3%)	0 (0%)	23
Retired	87 (43.5%)	80 (40%)	21 (10.5%)	5 (2.5%)	7 (3.5%)	200
Prefer not to say	6 (27.3%)	13 (59.1%)	2 (9.1%)	0 (0%)	1 (4.5%)	22
Other	4 (80%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	5
Disability that influences travel decisions:	37 (46.3%)	28 (35%)	12 (15%)	2 (2.5%)	1 (1.3%)	80

Location:											
North of A14/Histon Road Junction	67	(30.7%)	91	(41.7%)	44	(20.2%)	11	(5%)	5	(2.3%)	218
South of A14/Histon Road Junction	258	(49.8%)	183	(35.3%)	56	(10.8%)	11	(2.1%)	10	(1.9%)	518

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Bus stop near Gilbert Road retained (inbound)						
Total	260 (29.4%)	327 (37%)	236 (26.7%)	27 (3.1%)	34 (3.8%)	884

Usual mode of travel:						
Car driver	167 (27.9%)	229 (38.3%)	163 (27.3%)	17 (2.8%)	22 (3.7%)	598
Car passenger	73 (30.2%)	95 (39.3%)	61 (25.2%)	7 (2.9%)	6 (2.5%)	242
Van or lorry driver	4 (26.7%)	6 (40%)	4 (26.7%)	0 (0%)	1 (6.7%)	15
Bicycle	178 (28.3%)	235 (37.4%)	172 (27.4%)	24 (3.8%)	19 (3%)	628
Powered two wheeler	5 (23.8%)	12 (57.1%)	4 (19%)	0 (0%)	0 (0%)	21
Bus user	100 (32.4%)	124 (40.1%)	69 (22.3%)	5 (1.6%)	11 (3.6%)	309
On foot	135 (30.5%)	173 (39.1%)	111 (25.1%)	12 (2.7%)	11 (2.5%)	442
Other	3 (30%)	6 (60%)	1 (10%)	0 (0%)	0 (0%)	10
Not applicable	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2

Usual workplace:						
Castle Business Park	3 (23.1%)	0 (0%)	7 (53.8%)	1 (7.7%)	2 (15.4%)	13
Cambridge Regional College	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge city centre	58 (31%)	63 (33.7%)	55 (29.4%)	6 (3.2%)	5 (2.7%)	187
Histon/Impington	7 (29.2%)	9 (37.5%)	7 (29.2%)	1 (4.2%)	0 (0%)	24
St Ives	1 (20%)	3 (60%)	1 (20%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Cambridge Science Park	5 (23.8%)	8 (38.1%)	6 (28.6%)	1 (4.8%)	1 (4.8%)	21
Vision Park	0 (0%)	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4
West Cambridge Site	4 (13.3%)	13 (43.3%)	11 (36.7%)	0 (0%)	2 (6.7%)	30
Other	29 (27.6%)	40 (38.1%)	27 (25.7%)	6 (5.7%)	3 (2.9%)	105

Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	4 (18.2%)	6 (27.3%)	9 (40.9%)	3 (13.6%)	0 (0%)	22
25-34	36 (34.3%)	28 (26.7%)	32 (30.5%)	5 (4.8%)	4 (3.8%)	105
35-44	50 (26.7%)	62 (33.2%)	67 (35.8%)	4 (2.1%)	4 (2.1%)	187

45-54	46 (27.7%)	60 (36.1%)	44 (26.5%)	10 (6%)	6 (3.6%)	166
55-64	51 (32.5%)	58 (36.9%)	39 (24.8%)	2 (1.3%)	7 (4.5%)	157
65-74	36 (28.3%)	59 (46.5%)	26 (20.5%)	1 (0.8%)	5 (3.9%)	127
75 and above	22 (29.7%)	35 (47.3%)	14 (18.9%)	1 (1.4%)	2 (2.7%)	74
Prefer not to say	4 (21.1%)	11 (57.9%)	3 (15.8%)	0 (0%)	1 (5.3%)	19

Employment status:

In education	14 (40%)	10 (28.6%)	10 (28.6%)	1 (2.9%)	0 (0%)	35
Employed	143 (28.3%)	170 (33.6%)	158 (31.2%)	19 (3.8%)	16 (3.2%)	506
Self-employed	22 (24.2%)	41 (45.1%)	18 (19.8%)	5 (5.5%)	5 (5.5%)	91
Unemployed	3 (50%)	2 (33.3%)	1 (16.7%)	0 (0%)	0 (0%)	6
A home-based worker	10 (41.7%)	9 (37.5%)	4 (16.7%)	1 (4.2%)	0 (0%)	24
A stay at home parent, carer or similar	11 (50%)	8 (36.4%)	2 (9.1%)	1 (4.5%)	0 (0%)	22
Retired	58 (29.9%)	86 (44.3%)	41 (21.1%)	2 (1%)	7 (3.6%)	194
Prefer not to say	4 (18.2%)	12 (54.5%)	5 (22.7%)	0 (0%)	1 (4.5%)	22
Other	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5

Disability that influences travel decisions:

27 (33.8%)	28 (35%)	20 (25%)	1 (1.3%)	4 (5%)	80
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Location:

North of A14/Histon Road Junction	47 (21.7%)	80 (36.9%)	77 (35.5%)	8 (3.7%)	5 (2.3%)	217
South of A14/Histon Road Junction	169 (32.9%)	191 (37.2%)	123 (24%)	16 (3.1%)	14 (2.7%)	513

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Floating bus stop near Gilbert Road (outbound)						
Total	280 (31.5%)	253 (28.5%)	178 (20%)	58 (6.5%)	120 (13.5%)	889

Usual mode of travel:

Car driver	169 (28.2%)	180 (30%)	119 (19.8%)	43 (7.2%)	89 (14.8%)	600
Car passenger	72 (29.5%)	68 (27.9%)	47 (19.3%)	19 (7.8%)	38 (15.6%)	244
Van or lorry driver	5 (33.3%)	5 (33.3%)	2 (13.3%)	0 (0%)	3 (20%)	15
Bicycle	218 (34.5%)	189 (30%)	125 (19.8%)	34 (5.4%)	65 (10.3%)	631
Powered two wheeler	6 (30%)	4 (20%)	4 (20%)	2 (10%)	4 (20%)	20
Bus user	87 (27.8%)	96 (30.7%)	55 (17.6%)	27 (8.6%)	48 (15.3%)	313
On foot	120 (27.1%)	135 (30.5%)	96 (21.7%)	34 (7.7%)	57 (12.9%)	442
Other	4 (36.4%)	4 (36.4%)	0 (0%)	2 (18.2%)	1 (9.1%)	11

Not applicable	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	2
Usual workplace:						
Castle Business Park	5 (38.5%)	0 (0%)	5 (38.5%)	0 (0%)	3 (23.1%)	13
Cambridge Regional College	0 (0%)	0 (0%)	1 (50%)	1 (50%)	0 (0%)	2
Cambridge city centre	68 (36.2%)	57 (30.3%)	39 (20.7%)	10 (5.3%)	14 (7.4%)	188
Histon/Impington	9 (36%)	7 (28%)	4 (16%)	1 (4%)	4 (16%)	25
St Ives	1 (20%)	1 (20%)	1 (20%)	0 (0%)	2 (40%)	5
Huntingdon	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge Science Park	6 (27.3%)	4 (18.2%)	4 (18.2%)	2 (9.1%)	6 (27.3%)	22
Vision Park	0 (0%)	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4
West Cambridge Site	10 (33.3%)	7 (23.3%)	7 (23.3%)	3 (10%)	3 (10%)	30
Other	27 (25.7%)	32 (30.5%)	21 (20%)	6 (5.7%)	19 (18.1%)	105
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	8 (36.4%)	8 (36.4%)	3 (13.6%)	1 (4.5%)	2 (9.1%)	22
25-34	47 (45.2%)	20 (19.2%)	26 (25%)	5 (4.8%)	6 (5.8%)	104
35-44	68 (36.6%)	49 (26.3%)	44 (23.7%)	13 (7%)	12 (6.5%)	186
45-54	51 (30.4%)	54 (32.1%)	36 (21.4%)	7 (4.2%)	20 (11.9%)	168
55-64	45 (28.3%)	41 (25.8%)	31 (19.5%)	11 (6.9%)	31 (19.5%)	159
65-74	32 (24.8%)	41 (31.8%)	19 (14.7%)	12 (9.3%)	25 (19.4%)	129
75 and above	15 (20%)	29 (38.7%)	15 (20%)	6 (8%)	10 (13.3%)	75
Prefer not to say	4 (20%)	5 (25%)	1 (5%)	1 (5%)	9 (45%)	20
Employment status:						
In education	18 (52.9%)	9 (26.5%)	4 (11.8%)	0 (0%)	3 (8.8%)	34
Employed	167 (32.8%)	134 (26.3%)	121 (23.8%)	32 (6.3%)	55 (10.8%)	509
Self-employed	27 (29.7%)	32 (35.2%)	14 (15.4%)	4 (4.4%)	14 (15.4%)	91
Unemployed	3 (50%)	0 (0%)	1 (16.7%)	0 (0%)	2 (33.3%)	6
A home-based worker	9 (36%)	9 (36%)	4 (16%)	1 (4%)	2 (8%)	25
A stay at home parent, carer or similar	11 (50%)	6 (27.3%)	2 (9.1%)	2 (9.1%)	1 (4.5%)	22
Retired	46 (23.5%)	69 (35.2%)	32 (16.3%)	20 (10.2%)	29 (14.8%)	196
Prefer not to say	6 (27.3%)	3 (13.6%)	3 (13.6%)	0 (0%)	10 (45.5%)	22
Other	1 (20%)	1 (20%)	1 (20%)	0 (0%)	2 (40%)	5
Disability that influences travel decisions:	26 (32.9%)	15 (19%)	14 (17.7%)	8 (10.1%)	16 (20.3%)	79

Location:											
North of A14/Histon Road Junction	80	(36.5%)	62	(28.3%)	45	(20.5%)	12	(5.5%)	20	(9.1%)	219
South of A14/Histon Road Junction	159	(31%)	149	(29%)	103	(20.1%)	32	(6.2%)	70	(13.6%)	513

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Landscaping at Gilbert Road / Warwick Road junction redesign						
Total	308 (34.7%)	279 (31.5%)	196 (22.1%)	43 (4.8%)	61 (6.9%)	887

Usual mode of travel:							
Car driver	199 (33.1%)	193 (32.1%)	136 (22.6%)	27 (4.5%)	47 (7.8%)	602	
Car passenger	83 (34.2%)	82 (33.7%)	53 (21.8%)	11 (4.5%)	14 (5.8%)	243	
Van or lorry driver	2 (14.3%)	7 (50%)	4 (28.6%)	0 (0%)	1 (7.1%)	14	
Bicycle	246 (39%)	215 (34.1%)	126 (20%)	17 (2.7%)	26 (4.1%)	630	
Powered two wheeler	2 (10%)	5 (25%)	7 (35%)	3 (15%)	3 (15%)	20	
Bus user	97 (30.8%)	102 (32.4%)	80 (25.4%)	15 (4.8%)	21 (6.7%)	315	
On foot	155 (35.1%)	149 (33.7%)	100 (22.6%)	17 (3.8%)	21 (4.8%)	442	
Other	3 (27.3%)	3 (27.3%)	4 (36.4%)	0 (0%)	1 (9.1%)	11	
Not applicable	2 (66.7%)	1 (33.3%)	0 (0%)	0 (0%)	0 (0%)	3	

Usual workplace:						
Castle Business Park	6 (46.2%)	3 (23.1%)	3 (23.1%)	1 (7.7%)	0 (0%)	13
Cambridge Regional College	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	2
Cambridge city centre	73 (39%)	60 (32.1%)	42 (22.5%)	4 (2.1%)	8 (4.3%)	187
Histon/Impington	7 (29.2%)	9 (37.5%)	4 (16.7%)	2 (8.3%)	2 (8.3%)	24
St Ives	0 (0%)	3 (60%)	2 (40%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1
Cambridge Science Park	6 (28.6%)	6 (28.6%)	2 (9.5%)	3 (14.3%)	4 (19%)	21
Vision Park	0 (0%)	3 (75%)	0 (0%)	0 (0%)	1 (25%)	4
West Cambridge Site	9 (30%)	9 (30%)	8 (26.7%)	2 (6.7%)	2 (6.7%)	30
Other	42 (39.6%)	27 (25.5%)	21 (19.8%)	9 (8.5%)	7 (6.6%)	106

Age range:						
Under 15	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	10 (45.5%)	5 (22.7%)	4 (18.2%)	2 (9.1%)	1 (4.5%)	22
25-34	43 (41.3%)	30 (28.8%)	22 (21.2%)	6 (5.8%)	3 (2.9%)	104
35-44	75 (40.1%)	66 (35.3%)	36 (19.3%)	3 (1.6%)	7 (3.7%)	187

45-54	63 (38.4%)	53 (32.3%)	33 (20.1%)	6 (3.7%)	9 (5.5%)	164
55-64	49 (30.8%)	42 (26.4%)	41 (25.8%)	10 (6.3%)	17 (10.7%)	159
65-74	37 (28.5%)	45 (34.6%)	32 (24.6%)	6 (4.6%)	10 (7.7%)	130
75 and above	17 (22.7%)	26 (34.7%)	21 (28%)	7 (9.3%)	4 (5.3%)	75
Prefer not to say	7 (35%)	5 (25%)	4 (20%)	0 (0%)	4 (20%)	20

Employment status:

In education	17 (47.2%)	8 (22.2%)	7 (19.4%)	3 (8.3%)	1 (2.8%)	36
Employed	184 (36.6%)	155 (30.8%)	115 (22.9%)	21 (4.2%)	28 (5.6%)	503
Self-employed	30 (33.7%)	29 (32.6%)	20 (22.5%)	3 (3.4%)	7 (7.9%)	89
Unemployed	3 (60%)	0 (0%)	1 (20%)	0 (0%)	1 (20%)	5
A home-based worker	9 (36%)	9 (36%)	6 (24%)	0 (0%)	1 (4%)	25
A stay at home parent, carer or similar	9 (36%)	10 (40%)	6 (24%)	0 (0%)	0 (0%)	25
Retired	57 (28.6%)	71 (35.7%)	43 (21.6%)	13 (6.5%)	15 (7.5%)	199
Prefer not to say	6 (27.3%)	5 (22.7%)	6 (27.3%)	1 (4.5%)	4 (18.2%)	22
Other	3 (60%)	1 (20%)	0 (0%)	1 (20%)	0 (0%)	5

Disability that influences travel decisions:

24 (29.3%)	19 (23.2%)	31 (37.8%)	4 (4.9%)	4 (4.9%)	82
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Location:

North of A14/Histon Road Junction	66 (30.6%)	75 (34.7%)	52 (24.1%)	9 (4.2%)	14 (6.5%)	216
South of A14/Histon Road Junction	191 (36.9%)	164 (31.7%)	113 (21.9%)	18 (3.5%)	31 (6%)	517

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Gilbert Road / Warwick Road junction redesign

Total	333 (37.5%)	276 (31.1%)	141 (15.9%)	58 (6.5%)	79 (8.9%)	887
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Usual mode of travel:

Car driver	205 (34%)	197 (32.7%)	97 (16.1%)	46 (7.6%)	58 (9.6%)	603
Car passenger	88 (36.4%)	85 (35.1%)	36 (14.9%)	15 (6.2%)	18 (7.4%)	242
Van or lorry driver	3 (20%)	3 (20%)	6 (40%)	1 (6.7%)	2 (13.3%)	15
Bicycle	272 (43%)	206 (32.5%)	89 (14.1%)	30 (4.7%)	36 (5.7%)	633
Powered two wheeler	7 (36.8%)	4 (21.1%)	3 (15.8%)	3 (15.8%)	2 (10.5%)	19
Bus user	109 (34.8%)	96 (30.7%)	61 (19.5%)	22 (7%)	25 (8%)	313
On foot	166 (37.8%)	147 (33.5%)	69 (15.7%)	27 (6.2%)	30 (6.8%)	439
Other	3 (30%)	5 (50%)	0 (0%)	1 (10%)	1 (10%)	10

Not applicable	2 (66.7%)	1 (33.3%)	0 (0%)	0 (0%)	0 (0%)	3
Usual workplace:						
Castle Business Park	4 (30.8%)	4 (30.8%)	2 (15.4%)	1 (7.7%)	2 (15.4%)	13
Cambridge Regional College	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge city centre	87 (46.8%)	48 (25.8%)	29 (15.6%)	11 (5.9%)	11 (5.9%)	186
Histon/Impington	8 (33.3%)	10 (41.7%)	3 (12.5%)	1 (4.2%)	2 (8.3%)	24
St Ives	1 (20%)	1 (20%)	2 (40%)	0 (0%)	1 (20%)	5
Huntingdon	0 (0%)	1 (50%)	0 (0%)	1 (50%)	0 (0%)	2
Cambridge Science Park	5 (25%)	6 (30%)	2 (10%)	3 (15%)	4 (20%)	20
Vision Park	0 (0%)	3 (75%)	1 (25%)	0 (0%)	0 (0%)	4
West Cambridge Site	12 (40%)	11 (36.7%)	2 (6.7%)	2 (6.7%)	3 (10%)	30
Other	45 (42.5%)	21 (19.8%)	15 (14.2%)	13 (12.3%)	12 (11.3%)	106
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	11 (50%)	5 (22.7%)	2 (9.1%)	2 (9.1%)	2 (9.1%)	22
25-34	47 (45.2%)	29 (27.9%)	18 (17.3%)	5 (4.8%)	5 (4.8%)	104
35-44	87 (46.5%)	59 (31.6%)	23 (12.3%)	8 (4.3%)	10 (5.3%)	187
45-54	67 (40.1%)	50 (29.9%)	27 (16.2%)	12 (7.2%)	11 (6.6%)	167
55-64	50 (31.8%)	52 (33.1%)	26 (16.6%)	10 (6.4%)	19 (12.1%)	157
65-74	36 (28.1%)	41 (32%)	24 (18.8%)	12 (9.4%)	15 (11.7%)	128
75 and above	20 (26.7%)	29 (38.7%)	16 (21.3%)	6 (8%)	4 (5.3%)	75
Prefer not to say	6 (30%)	6 (30%)	2 (10%)	1 (5%)	5 (25%)	20
Employment status:						
In education	21 (60%)	8 (22.9%)	1 (2.9%)	2 (5.7%)	3 (8.6%)	35
Employed	208 (41%)	150 (29.6%)	81 (16%)	34 (6.7%)	34 (6.7%)	507
Self-employed	28 (31.5%)	33 (37.1%)	12 (13.5%)	4 (4.5%)	12 (13.5%)	89
Unemployed	2 (50%)	1 (25%)	0 (0%)	0 (0%)	1 (25%)	4
A home-based worker	8 (32%)	13 (52%)	2 (8%)	0 (0%)	2 (8%)	25
A stay at home parent, carer or similar	11 (45.8%)	5 (20.8%)	7 (29.2%)	0 (0%)	1 (4.2%)	24
Retired	57 (28.8%)	70 (35.4%)	36 (18.2%)	16 (8.1%)	19 (9.6%)	198
Prefer not to say	5 (22.7%)	6 (27.3%)	4 (18.2%)	1 (4.5%)	6 (27.3%)	22
Other	3 (75%)	0 (0%)	0 (0%)	1 (25%)	0 (0%)	4
Disability that influences travel decisions:	29 (35.4%)	20 (24.4%)	19 (23.2%)	5 (6.1%)	9 (11%)	82

Location:											
North of A14/Histon Road Junction	86	(39.1%)	64	(29.1%)	41	(18.6%)	14	(6.4%)	15	(6.8%)	220
South of A14/Histon Road Junction	201	(39.3%)	164	(32.1%)	75	(14.7%)	31	(6.1%)	40	(7.8%)	511

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total					
Signalised pedestrian crossing near Borrowdale											
Total	248	(28.3%)	235	(26.8%)	270	(30.8%)	66	(7.5%)	57	(6.5%)	876

Usual mode of travel:											
Car driver	153	(25.7%)	163	(27.3%)	184	(30.9%)	54	(9.1%)	42	(7%)	596
Car passenger	64	(26.7%)	70	(29.2%)	72	(30%)	22	(9.2%)	12	(5%)	240
Van or lorry driver	3	(23.1%)	4	(30.8%)	6	(46.2%)	0	(0%)	0	(0%)	13
Bicycle	185	(29.6%)	178	(28.5%)	182	(29.2%)	50	(8%)	29	(4.6%)	624
Powered two wheeler	5	(26.3%)	6	(31.6%)	4	(21.1%)	2	(10.5%)	2	(10.5%)	19
Bus user	81	(26.2%)	92	(29.8%)	91	(29.4%)	27	(8.7%)	18	(5.8%)	309
On foot	136	(31.2%)	120	(27.5%)	131	(30%)	27	(6.2%)	22	(5%)	436
Other	2	(20%)	5	(50%)	3	(30%)	0	(0%)	0	(0%)	10
Not applicable	1	(50%)	0	(0%)	1	(50%)	0	(0%)	0	(0%)	2

Usual workplace:											
Castle Business Park	2	(15.4%)	4	(30.8%)	5	(38.5%)	2	(15.4%)	0	(0%)	13
Cambridge Regional College	0	(0%)	1	(50%)	1	(50%)	0	(0%)	0	(0%)	2
Cambridge city centre	47	(25.7%)	51	(27.9%)	60	(32.8%)	13	(7.1%)	12	(6.6%)	183
Histon/Impington	8	(33.3%)	9	(37.5%)	4	(16.7%)	2	(8.3%)	1	(4.2%)	24
St Ives	1	(20%)	2	(40%)	1	(20%)	0	(0%)	1	(20%)	5
Huntingdon	0	(0%)	0	(0%)	2	(100%)	0	(0%)	0	(0%)	2
Cambridge Science Park	6	(30%)	5	(25%)	5	(25%)	3	(15%)	1	(5%)	20
Vision Park	0	(0%)	3	(75%)	0	(0%)	0	(0%)	1	(25%)	4
West Cambridge Site	8	(26.7%)	6	(20%)	12	(40%)	2	(6.7%)	2	(6.7%)	30
Other	25	(23.6%)	32	(30.2%)	33	(31.1%)	11	(10.4%)	5	(4.7%)	106

Age range:											
Under 15	1	(50%)	1	(50%)	0	(0%)	0	(0%)	0	(0%)	2
15-24	4	(18.2%)	5	(22.7%)	8	(36.4%)	4	(18.2%)	1	(4.5%)	22
25-34	30	(29.1%)	26	(25.2%)	39	(37.9%)	5	(4.9%)	3	(2.9%)	103
35-44	52	(28.4%)	58	(31.7%)	60	(32.8%)	8	(4.4%)	5	(2.7%)	183

45-54	55 (33.1%)	44 (26.5%)	41 (24.7%)	17 (10.2%)	9 (5.4%)	166
55-64	33 (21.2%)	40 (25.6%)	48 (30.8%)	16 (10.3%)	19 (12.2%)	156
65-74	36 (29%)	32 (25.8%)	35 (28.2%)	12 (9.7%)	9 (7.3%)	124
75 and above	22 (28.9%)	23 (30.3%)	25 (32.9%)	3 (3.9%)	3 (3.9%)	76
Prefer not to say	6 (30%)	4 (20%)	6 (30%)	0 (0%)	4 (20%)	20

Employment status:

In education	14 (41.2%)	7 (20.6%)	9 (26.5%)	2 (5.9%)	2 (5.9%)	34
Employed	135 (26.8%)	136 (27%)	162 (32.2%)	42 (8.3%)	28 (5.6%)	503
Self-employed	26 (29.2%)	31 (34.8%)	21 (23.6%)	5 (5.6%)	6 (6.7%)	89
Unemployed	2 (50%)	1 (25%)	0 (0%)	0 (0%)	1 (25%)	4
A home-based worker	8 (34.8%)	7 (30.4%)	8 (34.8%)	0 (0%)	0 (0%)	23
A stay at home parent, carer or similar	8 (36.4%)	6 (27.3%)	5 (22.7%)	2 (9.1%)	1 (4.5%)	22
Retired	56 (29%)	51 (26.4%)	58 (30.1%)	15 (7.8%)	13 (6.7%)	193
Prefer not to say	5 (22.7%)	5 (22.7%)	6 (27.3%)	3 (13.6%)	3 (13.6%)	22
Other	3 (60%)	2 (40%)	0 (0%)	0 (0%)	0 (0%)	5

Disability that influences travel decisions:

28 (35.4%)	14 (17.7%)	29 (36.7%)	3 (3.8%)	5 (6.3%)	79
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Location:

North of A14/Histon Road Junction	41 (19%)	62 (28.7%)	76 (35.2%)	26 (12%)	11 (5.1%)	216
South of A14/Histon Road Junction	176 (34.6%)	142 (28%)	133 (26.2%)	26 (5.1%)	31 (6.1%)	508

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Possible alternative location for pedestrian crossing near Carisbrooke Road

Total	175 (19.9%)	173 (19.7%)	384 (43.7%)	72 (8.2%)	74 (8.4%)	878
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Usual mode of travel:

Car driver	106 (17.7%)	118 (19.7%)	269 (44.8%)	55 (9.2%)	52 (8.7%)	600
Car passenger	46 (19.2%)	55 (23%)	96 (40.2%)	22 (9.2%)	20 (8.4%)	239
Van or lorry driver	2 (14.3%)	2 (14.3%)	7 (50%)	2 (14.3%)	1 (7.1%)	14
Bicycle	135 (21.6%)	135 (21.6%)	268 (42.9%)	50 (8%)	37 (5.9%)	625
Powered two wheeler	5 (25%)	5 (25%)	6 (30%)	2 (10%)	2 (10%)	20
Bus user	50 (16.2%)	68 (22%)	130 (42.1%)	30 (9.7%)	31 (10%)	309
On foot	87 (19.8%)	88 (20%)	186 (42.4%)	41 (9.3%)	37 (8.4%)	439
Other	2 (18.2%)	4 (36.4%)	5 (45.5%)	0 (0%)	0 (0%)	11

Not applicable	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	1 (7.7%)	2 (15.4%)	7 (53.8%)	3 (23.1%)	0 (0%)	13
Cambridge Regional College	0 (0%)	0 (0%)	1 (50%)	0 (0%)	1 (50%)	2
Cambridge city centre	38 (21%)	38 (21%)	86 (47.5%)	11 (6.1%)	8 (4.4%)	181
Histon/Impington	6 (25%)	5 (20.8%)	8 (33.3%)	2 (8.3%)	3 (12.5%)	24
St Ives	0 (0%)	2 (50%)	1 (25%)	0 (0%)	1 (25%)	4
Huntingdon	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge Science Park	4 (19%)	4 (19%)	6 (28.6%)	3 (14.3%)	4 (19%)	21
Vision Park	0 (0%)	2 (50%)	1 (25%)	0 (0%)	1 (25%)	4
West Cambridge Site	7 (23.3%)	4 (13.3%)	16 (53.3%)	2 (6.7%)	1 (3.3%)	30
Other	21 (19.8%)	17 (16%)	47 (44.3%)	14 (13.2%)	7 (6.6%)	106
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	3 (13.6%)	4 (18.2%)	11 (50%)	2 (9.1%)	2 (9.1%)	22
25-34	21 (20.2%)	17 (16.3%)	59 (56.7%)	5 (4.8%)	2 (1.9%)	104
35-44	43 (23.5%)	38 (20.8%)	84 (45.9%)	10 (5.5%)	8 (4.4%)	183
45-54	36 (21.7%)	31 (18.7%)	69 (41.6%)	17 (10.2%)	13 (7.8%)	166
55-64	30 (19.1%)	33 (21%)	62 (39.5%)	11 (7%)	21 (13.4%)	157
65-74	17 (13.3%)	29 (22.7%)	49 (38.3%)	20 (15.6%)	13 (10.2%)	128
75 and above	14 (19.2%)	16 (21.9%)	31 (42.5%)	3 (4.1%)	9 (12.3%)	73
Prefer not to say	6 (30%)	3 (15%)	7 (35%)	2 (10%)	2 (10%)	20
Employment status:						
In education	7 (20.6%)	5 (14.7%)	16 (47.1%)	4 (11.8%)	2 (5.9%)	34
Employed	103 (20.5%)	93 (18.5%)	232 (46.1%)	43 (8.5%)	32 (6.4%)	503
Self-employed	15 (17%)	26 (29.5%)	33 (37.5%)	5 (5.7%)	9 (10.2%)	88
Unemployed	3 (60%)	0 (0%)	1 (20%)	0 (0%)	1 (20%)	5
A home-based worker	7 (28%)	5 (20%)	11 (44%)	1 (4%)	1 (4%)	25
A stay at home parent, carer or similar	6 (27.3%)	6 (27.3%)	9 (40.9%)	1 (4.5%)	0 (0%)	22
Retired	33 (17%)	42 (21.6%)	76 (39.2%)	19 (9.8%)	24 (12.4%)	194
Prefer not to say	1 (4.5%)	4 (18.2%)	10 (45.5%)	4 (18.2%)	3 (13.6%)	22
Other	3 (60%)	0 (0%)	2 (40%)	0 (0%)	0 (0%)	5
Disability that influences travel decisions:	20 (25.3%)	11 (13.9%)	36 (45.6%)	4 (5.1%)	8 (10.1%)	79

Location:											
North of A14/Histon Road Junction	30	(13.8%)	44	(20.3%)	115	(53%)	20	(9.2%)	8	(3.7%)	217
South of A14/Histon Road Junction	120	(23.5%)	103	(20.2%)	204	(39.9%)	39	(7.6%)	45	(8.8%)	511

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total					
Floating bus stop near Borrowdale (inbound)											
Total	260	(29.3%)	232	(26.2%)	187	(21.1%)	60	(6.8%)	147	(16.6%)	886

Usual mode of travel:											
Car driver	165	(27.3%)	157	(26%)	128	(21.2%)	45	(7.5%)	109	(18%)	604
Car passenger	69	(28.3%)	61	(25%)	56	(23%)	17	(7%)	41	(16.8%)	244
Van or lorry driver	3	(18.8%)	4	(25%)	3	(18.8%)	1	(6.3%)	5	(31.3%)	16
Bicycle	207	(32.8%)	188	(29.8%)	121	(19.2%)	34	(5.4%)	81	(12.8%)	631
Powered two wheeler	5	(26.3%)	4	(21.1%)	3	(15.8%)	2	(10.5%)	5	(26.3%)	19
Bus user	84	(26.8%)	90	(28.7%)	59	(18.8%)	29	(9.2%)	52	(16.6%)	314
On foot	116	(26.1%)	120	(27%)	110	(24.7%)	28	(6.3%)	71	(16%)	445
Other	3	(30%)	3	(30%)	0	(0%)	3	(30%)	1	(10%)	10
Not applicable	1	(50%)	0	(0%)	1	(50%)	0	(0%)	0	(0%)	2

Usual workplace:											
Castle Business Park	5	(38.5%)	2	(15.4%)	3	(23.1%)	1	(7.7%)	2	(15.4%)	13
Cambridge Regional College	0	(0%)	0	(0%)	2	(100%)	0	(0%)	0	(0%)	2
Cambridge city centre	64	(34.2%)	55	(29.4%)	39	(20.9%)	12	(6.4%)	17	(9.1%)	187
Histon/Impington	6	(27.3%)	5	(22.7%)	2	(9.1%)	2	(9.1%)	7	(31.8%)	22
St Ives	1	(20%)	0	(0%)	2	(40%)	0	(0%)	2	(40%)	5
Huntingdon	0	(0%)	0	(0%)	2	(100%)	0	(0%)	0	(0%)	2
Cambridge Science Park	8	(38.1%)	2	(9.5%)	2	(9.5%)	3	(14.3%)	6	(28.6%)	21
Vision Park	0	(0%)	3	(75%)	0	(0%)	1	(25%)	0	(0%)	4
West Cambridge Site	9	(30%)	7	(23.3%)	7	(23.3%)	2	(6.7%)	5	(16.7%)	30
Other	26	(24.5%)	26	(24.5%)	23	(21.7%)	7	(6.6%)	24	(22.6%)	106

Age range:											
Under 15	1	(50%)	1	(50%)	0	(0%)	0	(0%)	0	(0%)	2
15-24	7	(31.8%)	7	(31.8%)	5	(22.7%)	1	(4.5%)	2	(9.1%)	22
25-34	40	(38.1%)	25	(23.8%)	29	(27.6%)	3	(2.9%)	8	(7.6%)	105
35-44	66	(35.9%)	43	(23.4%)	44	(23.9%)	13	(7.1%)	18	(9.8%)	184

45-54	50 (30.1%)	53 (31.9%)	29 (17.5%)	5 (3%)	29 (17.5%)	166
55-64	40 (25.6%)	36 (23.1%)	33 (21.2%)	12 (7.7%)	35 (22.4%)	156
65-74	27 (20.9%)	41 (31.8%)	19 (14.7%)	13 (10.1%)	29 (22.5%)	129
75 and above	17 (22.1%)	18 (23.4%)	20 (26%)	10 (13%)	12 (15.6%)	77
Prefer not to say	6 (28.6%)	3 (14.3%)	2 (9.5%)	2 (9.5%)	8 (38.1%)	21

Employment status:

In education	15 (42.9%)	9 (25.7%)	6 (17.1%)	1 (2.9%)	4 (11.4%)	35
Employed	158 (31.2%)	131 (25.9%)	110 (21.7%)	34 (6.7%)	73 (14.4%)	506
Self-employed	24 (26.4%)	27 (29.7%)	17 (18.7%)	6 (6.6%)	17 (18.7%)	91
Unemployed	2 (50%)	0 (0%)	0 (0%)	0 (0%)	2 (50%)	4
A home-based worker	6 (25%)	11 (45.8%)	6 (25%)	0 (0%)	1 (4.2%)	24
A stay at home parent, carer or similar	9 (40.9%)	5 (22.7%)	6 (27.3%)	1 (4.5%)	1 (4.5%)	22
Retired	44 (22.1%)	57 (28.6%)	41 (20.6%)	21 (10.6%)	36 (18.1%)	199
Prefer not to say	8 (36.4%)	3 (13.6%)	1 (4.5%)	0 (0%)	10 (45.5%)	22
Other	3 (60%)	0 (0%)	2 (40%)	0 (0%)	0 (0%)	5

Disability that influences travel decisions:

27 (33.8%)	12 (15%)	16 (20%)	7 (8.8%)	18 (22.5%)	80
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Location:

North of A14/Histon Road Junction	74 (33.9%)	70 (32.1%)	33 (15.1%)	16 (7.3%)	25 (11.5%)	218
South of A14/Histon Road Junction	151 (29.5%)	124 (24.2%)	123 (24%)	30 (5.9%)	84 (16.4%)	512

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Floating bus stop near Borrowdale (outbound)

Total	257 (29.1%)	226 (25.6%)	188 (21.3%)	59 (6.7%)	153 (17.3%)	883
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Usual mode of travel:

Car driver	160 (26.6%)	158 (26.3%)	126 (21%)	43 (7.2%)	114 (19%)	601
Car passenger	68 (28%)	64 (26.3%)	54 (22.2%)	13 (5.3%)	44 (18.1%)	243
Van or lorry driver	2 (13.3%)	5 (33.3%)	3 (20%)	1 (6.7%)	4 (26.7%)	15
Bicycle	207 (32.9%)	185 (29.4%)	120 (19%)	33 (5.2%)	85 (13.5%)	630
Powered two wheeler	5 (26.3%)	3 (15.8%)	3 (15.8%)	3 (15.8%)	5 (26.3%)	19
Bus user	79 (25.3%)	86 (27.6%)	60 (19.2%)	29 (9.3%)	58 (18.6%)	312
On foot	111 (25.1%)	122 (27.5%)	109 (24.6%)	27 (6.1%)	74 (16.7%)	443
Other	3 (30%)	3 (30%)	0 (0%)	3 (30%)	1 (10%)	10

Not applicable	0 (0%)	0 (0%)	1 (50%)	0 (0%)	1 (50%)	2
Usual workplace:						
Castle Business Park	5 (38.5%)	2 (15.4%)	3 (23.1%)	0 (0%)	3 (23.1%)	13
Cambridge Regional College	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge city centre	61 (33.2%)	52 (28.3%)	38 (20.7%)	13 (7.1%)	20 (10.9%)	184
Histon/Impington	6 (26.1%)	5 (21.7%)	3 (13%)	2 (8.7%)	7 (30.4%)	23
St Ives	1 (20%)	0 (0%)	2 (40%)	0 (0%)	2 (40%)	5
Huntingdon	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge Science Park	8 (38.1%)	2 (9.5%)	2 (9.5%)	3 (14.3%)	6 (28.6%)	21
Vision Park	0 (0%)	3 (75%)	0 (0%)	1 (25%)	0 (0%)	4
West Cambridge Site	9 (30%)	6 (20%)	8 (26.7%)	2 (6.7%)	5 (16.7%)	30
Other	25 (23.6%)	26 (24.5%)	24 (22.6%)	7 (6.6%)	24 (22.6%)	106
Age range:						
Under 15	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	7 (31.8%)	7 (31.8%)	5 (22.7%)	1 (4.5%)	2 (9.1%)	22
25-34	40 (38.1%)	24 (22.9%)	29 (27.6%)	4 (3.8%)	8 (7.6%)	105
35-44	66 (35.9%)	42 (22.8%)	43 (23.4%)	13 (7.1%)	20 (10.9%)	184
45-54	51 (30.5%)	53 (31.7%)	28 (16.8%)	5 (3%)	30 (18%)	167
55-64	42 (26.9%)	32 (20.5%)	35 (22.4%)	12 (7.7%)	35 (22.4%)	156
65-74	25 (19.7%)	40 (31.5%)	19 (15%)	12 (9.4%)	31 (24.4%)	127
75 and above	15 (19.7%)	18 (23.7%)	21 (27.6%)	10 (13.2%)	12 (15.8%)	76
Prefer not to say	4 (19%)	4 (19%)	2 (9.5%)	1 (4.8%)	10 (47.6%)	21
Employment status:						
In education	15 (42.9%)	8 (22.9%)	6 (17.1%)	2 (5.7%)	4 (11.4%)	35
Employed	162 (31.9%)	123 (24.2%)	112 (22%)	35 (6.9%)	76 (15%)	508
Self-employed	23 (25.6%)	29 (32.2%)	16 (17.8%)	5 (5.6%)	17 (18.9%)	90
Unemployed	2 (50%)	0 (0%)	0 (0%)	0 (0%)	2 (50%)	4
A home-based worker	6 (26.1%)	11 (47.8%)	6 (26.1%)	0 (0%)	0 (0%)	23
A stay at home parent, carer or similar	9 (40.9%)	5 (22.7%)	6 (27.3%)	1 (4.5%)	1 (4.5%)	22
Retired	41 (20.8%)	56 (28.4%)	42 (21.3%)	20 (10.2%)	38 (19.3%)	197
Prefer not to say	7 (31.8%)	3 (13.6%)	1 (4.5%)	0 (0%)	11 (50%)	22
Other	1 (20%)	0 (0%)	2 (40%)	0 (0%)	2 (40%)	5
Disability that influences travel decisions:	24 (30.8%)	13 (16.7%)	15 (19.2%)	7 (9%)	19 (24.4%)	78

Location:											
North of A14/Histon Road Junction	75	(34.6%)	65	(30%)	34	(15.7%)	17	(7.8%)	26	(12%)	217
South of A14/Histon Road Junction	146	(28.6%)	124	(24.3%)	124	(24.3%)	29	(5.7%)	88	(17.2%)	511

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total					
Inbound bus lane between Blackhall Road and Carisbrooke Road											
Total	203	(23.3%)	191	(21.9%)	212	(24.3%)	79	(9.1%)	186	(21.4%)	871

Usual mode of travel:											
Car driver	125	(21%)	126	(21.2%)	140	(23.5%)	59	(9.9%)	145	(24.4%)	595
Car passenger	49	(20.7%)	53	(22.4%)	51	(21.5%)	25	(10.5%)	59	(24.9%)	237
Van or lorry driver	2	(14.3%)	2	(14.3%)	5	(35.7%)	2	(14.3%)	3	(21.4%)	14
Bicycle	152	(24.4%)	147	(23.6%)	153	(24.5%)	56	(9%)	116	(18.6%)	624
Powered two wheeler	5	(25%)	3	(15%)	4	(20%)	3	(15%)	5	(25%)	20
Bus user	78	(25.6%)	75	(24.6%)	66	(21.6%)	23	(7.5%)	63	(20.7%)	305
On foot	77	(17.6%)	96	(22%)	118	(27%)	39	(8.9%)	107	(24.5%)	437
Other	1	(9.1%)	3	(27.3%)	2	(18.2%)	3	(27.3%)	2	(18.2%)	11
Not applicable	0	(0%)	0	(0%)	1	(50%)	0	(0%)	1	(50%)	2

Usual workplace:											
Castle Business Park	4	(30.8%)	1	(7.7%)	4	(30.8%)	1	(7.7%)	3	(23.1%)	13
Cambridge Regional College	0	(0%)	0	(0%)	1	(50%)	1	(50%)	0	(0%)	2
Cambridge city centre	52	(28.1%)	40	(21.6%)	46	(24.9%)	14	(7.6%)	33	(17.8%)	185
Histon/Impington	7	(30.4%)	5	(21.7%)	3	(13%)	3	(13%)	5	(21.7%)	23
St Ives	0	(0%)	1	(20%)	2	(40%)	0	(0%)	2	(40%)	5
Huntingdon	0	(0%)	0	(0%)	2	(100%)	0	(0%)	0	(0%)	2
Cambridge Science Park	4	(19%)	5	(23.8%)	1	(4.8%)	3	(14.3%)	8	(38.1%)	21
Vision Park	0	(0%)	2	(50%)	0	(0%)	0	(0%)	2	(50%)	4
West Cambridge Site	7	(23.3%)	7	(23.3%)	6	(20%)	3	(10%)	7	(23.3%)	30
Other	16	(15.2%)	19	(18.1%)	28	(26.7%)	12	(11.4%)	30	(28.6%)	105

Age range:											
Under 15	1	(50%)	1	(50%)	0	(0%)	0	(0%)	0	(0%)	2
15-24	2	(9.5%)	8	(38.1%)	4	(19%)	3	(14.3%)	4	(19%)	21
25-34	34	(32.4%)	27	(25.7%)	27	(25.7%)	7	(6.7%)	10	(9.5%)	105
35-44	39	(21.1%)	42	(22.7%)	54	(29.2%)	13	(7%)	37	(20%)	185

45-54	48 (29.3%)	29 (17.7%)	36 (22%)	19 (11.6%)	32 (19.5%)	164
55-64	31 (19.7%)	33 (21%)	40 (25.5%)	8 (5.1%)	45 (28.7%)	157
65-74	32 (25.6%)	29 (23.2%)	23 (18.4%)	16 (12.8%)	25 (20%)	125
75 and above	9 (12.9%)	18 (25.7%)	19 (27.1%)	8 (11.4%)	16 (22.9%)	70
Prefer not to say	4 (21.1%)	2 (10.5%)	4 (21.1%)	1 (5.3%)	8 (42.1%)	19

Employment status:

In education	8 (22.9%)	12 (34.3%)	7 (20%)	0 (0%)	8 (22.9%)	35
Employed	124 (24.6%)	108 (21.4%)	134 (26.6%)	42 (8.3%)	96 (19%)	504
Self-employed	18 (20.7%)	20 (23%)	16 (18.4%)	11 (12.6%)	22 (25.3%)	87
Unemployed	2 (50%)	0 (0%)	0 (0%)	0 (0%)	2 (50%)	4
A home-based worker	8 (32%)	8 (32%)	5 (20%)	0 (0%)	4 (16%)	25
A stay at home parent, carer or similar	4 (17.4%)	5 (21.7%)	9 (39.1%)	2 (8.7%)	3 (13%)	23
Retired	38 (20.1%)	44 (23.3%)	45 (23.8%)	22 (11.6%)	40 (21.2%)	189
Prefer not to say	6 (28.6%)	5 (23.8%)	3 (14.3%)	0 (0%)	7 (33.3%)	21
Other	0 (0%)	1 (25%)	0 (0%)	0 (0%)	3 (75%)	4

Disability that influences travel decisions:

18 (23.4%)	15 (19.5%)	20 (26%)	9 (11.7%)	15 (19.5%)	77
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Location:

North of A14/Histon Road Junction	64 (29.6%)	64 (29.6%)	46 (21.3%)	14 (6.5%)	28 (13%)	216
South of A14/Histon Road Junction	107 (21.4%)	97 (19.4%)	135 (26.9%)	45 (9%)	117 (23.4%)	501

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Bus stop near Brownlow Road retained (outbound)

Total	209 (23.7%)	296 (33.6%)	318 (36.1%)	25 (2.8%)	34 (3.9%)	882
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Usual mode of travel:

Car driver	134 (22.4%)	213 (35.6%)	216 (36.1%)	17 (2.8%)	19 (3.2%)	599
Car passenger	49 (20.4%)	93 (38.8%)	82 (34.2%)	11 (4.6%)	5 (2.1%)	240
Van or lorry driver	3 (20%)	4 (26.7%)	7 (46.7%)	0 (0%)	1 (6.7%)	15
Bicycle	149 (23.7%)	214 (34.1%)	226 (36%)	19 (3%)	20 (3.2%)	628
Powered two wheeler	4 (20%)	10 (50%)	5 (25%)	1 (5%)	0 (0%)	20
Bus user	75 (24%)	131 (42%)	91 (29.2%)	6 (1.9%)	9 (2.9%)	312
On foot	97 (22%)	155 (35.1%)	163 (37%)	14 (3.2%)	12 (2.7%)	441
Other	1 (10%)	6 (60%)	3 (30%)	0 (0%)	0 (0%)	10

Not applicable	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	2 (15.4%)	3 (23.1%)	6 (46.2%)	1 (7.7%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge city centre	43 (23.4%)	59 (32.1%)	71 (38.6%)	5 (2.7%)	6 (3.3%)	184
Histon/Impington	6 (26.1%)	8 (34.8%)	8 (34.8%)	1 (4.3%)	0 (0%)	23
St Ives	1 (20%)	3 (60%)	1 (20%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
Cambridge Science Park	5 (23.8%)	6 (28.6%)	6 (28.6%)	3 (14.3%)	1 (4.8%)	21
Vision Park	0 (0%)	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4
West Cambridge Site	4 (13.3%)	14 (46.7%)	9 (30%)	1 (3.3%)	2 (6.7%)	30
Other	29 (27.6%)	34 (32.4%)	37 (35.2%)	2 (1.9%)	3 (2.9%)	105
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	2 (9.1%)	4 (18.2%)	11 (50%)	4 (18.2%)	1 (4.5%)	22
25-34	27 (26%)	33 (31.7%)	40 (38.5%)	2 (1.9%)	2 (1.9%)	104
35-44	42 (22.8%)	56 (30.4%)	76 (41.3%)	4 (2.2%)	6 (3.3%)	184
45-54	41 (24.8%)	51 (30.9%)	61 (37%)	7 (4.2%)	5 (3%)	165
55-64	41 (25.9%)	54 (34.2%)	52 (32.9%)	2 (1.3%)	9 (5.7%)	158
65-74	25 (19.4%)	54 (41.9%)	41 (31.8%)	5 (3.9%)	4 (3.1%)	129
75 and above	16 (21.6%)	31 (41.9%)	25 (33.8%)	1 (1.4%)	1 (1.4%)	74
Prefer not to say	5 (25%)	9 (45%)	5 (25%)	0 (0%)	1 (5%)	20
Employment status:						
In education	12 (34.3%)	8 (22.9%)	12 (34.3%)	3 (8.6%)	0 (0%)	35
Employed	115 (22.8%)	157 (31.2%)	195 (38.7%)	19 (3.8%)	18 (3.6%)	504
Self-employed	19 (21.1%)	35 (38.9%)	33 (36.7%)	0 (0%)	3 (3.3%)	90
Unemployed	2 (50%)	2 (50%)	0 (0%)	0 (0%)	0 (0%)	4
A home-based worker	7 (29.2%)	9 (37.5%)	8 (33.3%)	0 (0%)	0 (0%)	24
A stay at home parent, carer or similar	8 (36.4%)	8 (36.4%)	6 (27.3%)	0 (0%)	0 (0%)	22
Retired	41 (20.7%)	84 (42.4%)	62 (31.3%)	4 (2%)	7 (3.5%)	198
Prefer not to say	5 (22.7%)	9 (40.9%)	7 (31.8%)	0 (0%)	1 (4.5%)	22
Other	2 (40%)	2 (40%)	0 (0%)	0 (0%)	1 (20%)	5
Disability that influences travel decisions:	23 (28.4%)	26 (32.1%)	27 (33.3%)	2 (2.5%)	3 (3.7%)	81

Location:											
North of A14/Histon Road Junction	34	(15.7%)	84	(38.9%)	85	(39.4%)	8	(3.7%)	5	(2.3%)	216
South of A14/Histon Road Junction	136	(26.5%)	165	(32.2%)	181	(35.3%)	14	(2.7%)	17	(3.3%)	513

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total					
Floating bus stop near Brownlow Road (inbound)											
Total	248	(28.3%)	242	(27.6%)	215	(24.5%)	46	(5.3%)	125	(14.3%)	876

Usual mode of travel:											
Car driver	158	(26.4%)	172	(28.8%)	142	(23.7%)	33	(5.5%)	93	(15.6%)	598
Car passenger	65	(27%)	71	(29.5%)	49	(20.3%)	19	(7.9%)	37	(15.4%)	241
Van or lorry driver	3	(20%)	5	(33.3%)	2	(13.3%)	2	(13.3%)	3	(20%)	15
Bicycle	194	(31.1%)	190	(30.5%)	145	(23.3%)	23	(3.7%)	71	(11.4%)	623
Powered two wheeler	5	(26.3%)	5	(26.3%)	3	(15.8%)	2	(10.5%)	4	(21.1%)	19
Bus user	84	(27.3%)	97	(31.5%)	62	(20.1%)	24	(7.8%)	41	(13.3%)	308
On foot	113	(25.7%)	123	(28%)	119	(27.1%)	25	(5.7%)	59	(13.4%)	439
Other	2	(20%)	3	(30%)	2	(20%)	2	(20%)	1	(10%)	10
Not applicable	1	(50%)	0	(0%)	1	(50%)	0	(0%)	0	(0%)	2

Usual workplace:											
Castle Business Park	3	(23.1%)	1	(7.7%)	7	(53.8%)	1	(7.7%)	1	(7.7%)	13
Cambridge Regional College	0	(0%)	0	(0%)	1	(50%)	1	(50%)	0	(0%)	2
Cambridge city centre	58	(31.7%)	57	(31.1%)	46	(25.1%)	7	(3.8%)	15	(8.2%)	183
Histon/Impington	6	(27.3%)	7	(31.8%)	1	(4.5%)	2	(9.1%)	6	(27.3%)	22
St Ives	1	(20%)	0	(0%)	1	(20%)	0	(0%)	3	(60%)	5
Huntingdon	0	(0%)	0	(0%)	2	(100%)	0	(0%)	0	(0%)	2
Cambridge Science Park	8	(40%)	3	(15%)	1	(5%)	2	(10%)	6	(30%)	20
Vision Park	0	(0%)	4	(100%)	0	(0%)	0	(0%)	0	(0%)	4
West Cambridge Site	10	(34.5%)	6	(20.7%)	6	(20.7%)	2	(6.9%)	5	(17.2%)	29
Other	29	(27.4%)	27	(25.5%)	27	(25.5%)	3	(2.8%)	20	(18.9%)	106

Age range:											
Under 15	2	(100%)	0	(0%)	0	(0%)	0	(0%)	0	(0%)	2
15-24	7	(31.8%)	7	(31.8%)	5	(22.7%)	2	(9.1%)	1	(4.5%)	22
25-34	41	(39%)	24	(22.9%)	29	(27.6%)	3	(2.9%)	8	(7.6%)	105
35-44	61	(33.7%)	47	(26%)	48	(26.5%)	8	(4.4%)	17	(9.4%)	181

45-54	44 (26.8%)	50 (30.5%)	42 (25.6%)	4 (2.4%)	24 (14.6%)	164
55-64	40 (25.5%)	38 (24.2%)	34 (21.7%)	13 (8.3%)	32 (20.4%)	157
65-74	24 (19.2%)	44 (35.2%)	27 (21.6%)	7 (5.6%)	23 (18.4%)	125
75 and above	14 (18.4%)	24 (31.6%)	22 (28.9%)	8 (10.5%)	8 (10.5%)	76
Prefer not to say	8 (38.1%)	5 (23.8%)	1 (4.8%)	0 (0%)	7 (33.3%)	21

Employment status:

In education	18 (51.4%)	7 (20%)	6 (17.1%)	1 (2.9%)	3 (8.6%)	35
Employed	150 (29.9%)	133 (26.5%)	128 (25.5%)	27 (5.4%)	63 (12.6%)	501
Self-employed	19 (21.1%)	32 (35.6%)	20 (22.2%)	4 (4.4%)	15 (16.7%)	90
Unemployed	2 (50%)	0 (0%)	0 (0%)	0 (0%)	2 (50%)	4
A home-based worker	7 (29.2%)	10 (41.7%)	6 (25%)	0 (0%)	1 (4.2%)	24
A stay at home parent, carer or similar	9 (40.9%)	4 (18.2%)	7 (31.8%)	1 (4.5%)	1 (4.5%)	22
Retired	37 (19%)	67 (34.4%)	49 (25.1%)	14 (7.2%)	28 (14.4%)	195
Prefer not to say	8 (36.4%)	2 (9.1%)	3 (13.6%)	0 (0%)	9 (40.9%)	22
Other	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)	5

Disability that influences travel decisions:

20 (25%)	17 (21.3%)	20 (25%)	6 (7.5%)	17 (21.3%)	80
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Location:

North of A14/Histon Road Junction	63 (29.3%)	73 (34%)	49 (22.8%)	10 (4.7%)	20 (9.3%)	215
South of A14/Histon Road Junction	146 (28.8%)	130 (25.6%)	134 (26.4%)	24 (4.7%)	73 (14.4%)	507

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Landscaping at Brownlow Road junction

Total	257 (29.2%)	279 (31.7%)	248 (28.2%)	36 (4.1%)	59 (6.7%)	879
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Usual mode of travel:

Car driver	159 (26.5%)	204 (34.1%)	163 (27.2%)	28 (4.7%)	45 (7.5%)	599
Car passenger	67 (27.6%)	78 (32.1%)	72 (29.6%)	12 (4.9%)	14 (5.8%)	243
Van or lorry driver	1 (7.1%)	7 (50%)	4 (28.6%)	1 (7.1%)	1 (7.1%)	14
Bicycle	205 (33%)	218 (35%)	157 (25.2%)	18 (2.9%)	24 (3.9%)	622
Powered two wheeler	2 (10%)	6 (30%)	7 (35%)	2 (10%)	3 (15%)	20
Bus user	81 (25.7%)	103 (32.7%)	98 (31.1%)	14 (4.4%)	19 (6%)	315
On foot	123 (28.1%)	143 (32.7%)	140 (32%)	12 (2.7%)	19 (4.3%)	437
Other	2 (20%)	5 (50%)	3 (30%)	0 (0%)	0 (0%)	10

Not applicable	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	5 (41.7%)	3 (25%)	2 (16.7%)	1 (8.3%)	1 (8.3%)	12
Cambridge Regional College	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	2
Cambridge city centre	60 (32.3%)	62 (33.3%)	54 (29%)	3 (1.6%)	7 (3.8%)	186
Histon/Impington	8 (34.8%)	7 (30.4%)	5 (21.7%)	2 (8.7%)	1 (4.3%)	23
St Ives	0 (0%)	2 (40%)	3 (60%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1
Cambridge Science Park	6 (30%)	5 (25%)	2 (10%)	3 (15%)	4 (20%)	20
Vision Park	0 (0%)	3 (75%)	0 (0%)	0 (0%)	1 (25%)	4
West Cambridge Site	11 (37.9%)	6 (20.7%)	8 (27.6%)	2 (6.9%)	2 (6.9%)	29
Other	32 (30.8%)	28 (26.9%)	30 (28.8%)	7 (6.7%)	7 (6.7%)	104
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	6 (27.3%)	7 (31.8%)	6 (27.3%)	2 (9.1%)	1 (4.5%)	22
25-34	38 (36.5%)	31 (29.8%)	32 (30.8%)	2 (1.9%)	1 (1%)	104
35-44	68 (36.6%)	60 (32.3%)	44 (23.7%)	4 (2.2%)	10 (5.4%)	186
45-54	48 (29.6%)	57 (35.2%)	43 (26.5%)	5 (3.1%)	9 (5.6%)	162
55-64	43 (27.7%)	46 (29.7%)	42 (27.1%)	9 (5.8%)	15 (9.7%)	155
65-74	30 (23.4%)	44 (34.4%)	39 (30.5%)	6 (4.7%)	9 (7%)	128
75 and above	11 (14.3%)	25 (32.5%)	31 (40.3%)	5 (6.5%)	5 (6.5%)	77
Prefer not to say	6 (30%)	4 (20%)	6 (30%)	1 (5%)	3 (15%)	20
Employment status:						
In education	15 (42.9%)	8 (22.9%)	10 (28.6%)	1 (2.9%)	1 (2.9%)	35
Employed	160 (31.9%)	152 (30.3%)	142 (28.3%)	21 (4.2%)	27 (5.4%)	502
Self-employed	21 (23.9%)	32 (36.4%)	25 (28.4%)	3 (3.4%)	7 (8%)	88
Unemployed	3 (60%)	0 (0%)	1 (20%)	0 (0%)	1 (20%)	5
A home-based worker	8 (33.3%)	7 (29.2%)	9 (37.5%)	0 (0%)	0 (0%)	24
A stay at home parent, carer or similar	6 (26.1%)	12 (52.2%)	4 (17.4%)	0 (0%)	1 (4.3%)	23
Retired	45 (22.7%)	69 (34.8%)	59 (29.8%)	10 (5.1%)	15 (7.6%)	198
Prefer not to say	5 (22.7%)	7 (31.8%)	6 (27.3%)	0 (0%)	4 (18.2%)	22
Other	1 (20%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	5
Disability that influences travel decisions:	18 (22.5%)	19 (23.8%)	34 (42.5%)	3 (3.8%)	6 (7.5%)	80

Location:											
North of A14/Histon Road Junction	58	(26.7%)	81	(37.3%)	57	(26.3%)	8	(3.7%)	13	(6%)	217
South of A14/Histon Road Junction	153	(30.1%)	161	(31.6%)	150	(29.5%)	17	(3.3%)	28	(5.5%)	509

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Signalised pedestrian crossing near Brownlow Road retained						
Total	263 (30.2%)	348 (40%)	210 (24.1%)	17 (2%)	33 (3.8%)	871

Usual mode of travel:							
Car driver	165 (27.9%)	251 (42.4%)	144 (24.3%)	12 (2%)	20 (3.4%)	592	
Car passenger	71 (30.3%)	100 (42.7%)	54 (23.1%)	4 (1.7%)	5 (2.1%)	234	
Van or lorry driver	4 (28.6%)	4 (28.6%)	6 (42.9%)	0 (0%)	0 (0%)	14	
Bicycle	198 (32%)	257 (41.5%)	134 (21.6%)	13 (2.1%)	17 (2.7%)	619	
Powered two wheeler	5 (26.3%)	5 (26.3%)	7 (36.8%)	1 (5.3%)	1 (5.3%)	19	
Bus user	87 (28.3%)	134 (43.6%)	69 (22.5%)	4 (1.3%)	13 (4.2%)	307	
On foot	139 (32.2%)	168 (38.9%)	107 (24.8%)	6 (1.4%)	12 (2.8%)	432	
Other	1 (11.1%)	6 (66.7%)	2 (22.2%)	0 (0%)	0 (0%)	9	
Not applicable	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2	

Usual workplace:						
Castle Business Park	3 (23.1%)	7 (53.8%)	3 (23.1%)	0 (0%)	0 (0%)	13
Cambridge Regional College	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge city centre	56 (30.3%)	65 (35.1%)	56 (30.3%)	1 (0.5%)	7 (3.8%)	185
Histon/Impington	9 (39.1%)	10 (43.5%)	3 (13%)	1 (4.3%)	0 (0%)	23
St Ives	2 (40%)	2 (40%)	1 (20%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge Science Park	5 (25%)	11 (55%)	1 (5%)	1 (5%)	2 (10%)	20
Vision Park	0 (0%)	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4
West Cambridge Site	9 (31%)	11 (37.9%)	7 (24.1%)	0 (0%)	2 (6.9%)	29
Other	36 (34.3%)	43 (41%)	21 (20%)	3 (2.9%)	2 (1.9%)	105

Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	4 (18.2%)	9 (40.9%)	7 (31.8%)	1 (4.5%)	1 (4.5%)	22
25-34	38 (36.5%)	33 (31.7%)	32 (30.8%)	1 (1%)	0 (0%)	104
35-44	59 (32.2%)	69 (37.7%)	48 (26.2%)	1 (0.5%)	6 (3.3%)	183

45-54	54 (33.3%)	63 (38.9%)	36 (22.2%)	4 (2.5%)	5 (3.1%)	162
55-64	42 (27.1%)	65 (41.9%)	33 (21.3%)	6 (3.9%)	9 (5.8%)	155
65-74	32 (25.4%)	58 (46%)	28 (22.2%)	2 (1.6%)	6 (4.8%)	126
75 and above	17 (23%)	37 (50%)	17 (23%)	1 (1.4%)	2 (2.7%)	74
Prefer not to say	7 (35%)	9 (45%)	4 (20%)	0 (0%)	0 (0%)	20

Employment status:

In education	16 (45.7%)	9 (25.7%)	8 (22.9%)	1 (2.9%)	1 (2.9%)	35
Employed	152 (30.5%)	194 (38.9%)	127 (25.5%)	10 (2%)	16 (3.2%)	499
Self-employed	23 (25.8%)	41 (46.1%)	24 (27%)	0 (0%)	1 (1.1%)	89
Unemployed	2 (50%)	2 (50%)	0 (0%)	0 (0%)	0 (0%)	4
A home-based worker	8 (33.3%)	10 (41.7%)	6 (25%)	0 (0%)	0 (0%)	24
A stay at home parent, carer or similar	9 (42.9%)	8 (38.1%)	4 (19%)	0 (0%)	0 (0%)	21
Retired	50 (25.9%)	91 (47.2%)	36 (18.7%)	5 (2.6%)	11 (5.7%)	193
Prefer not to say	6 (27.3%)	8 (36.4%)	6 (27.3%)	1 (4.5%)	1 (4.5%)	22
Other	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)	5

Disability that influences travel decisions:

24 (30%)	28 (35%)	24 (30%)	0 (0%)	4 (5%)	80
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Location:

North of A14/Histon Road Junction	46 (21.3%)	101 (46.8%)	58 (26.9%)	6 (2.8%)	5 (2.3%)	216
South of A14/Histon Road Junction	180 (35.7%)	189 (37.5%)	115 (22.8%)	5 (1%)	15 (3%)	504

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
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Landscaping at Blackhall Road junction

Total	245 (28%)	274 (31.4%)	254 (29.1%)	38 (4.3%)	63 (7.2%)	874
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Usual mode of travel:

Car driver	153 (25.7%)	198 (33.3%)	171 (28.7%)	28 (4.7%)	45 (7.6%)	595
Car passenger	64 (26.4%)	71 (29.3%)	81 (33.5%)	12 (5%)	14 (5.8%)	242
Van or lorry driver	1 (6.7%)	6 (40%)	5 (33.3%)	1 (6.7%)	2 (13.3%)	15
Bicycle	199 (32.2%)	211 (34.1%)	161 (26.1%)	17 (2.8%)	30 (4.9%)	618
Powered two wheeler	3 (16.7%)	5 (27.8%)	6 (33.3%)	1 (5.6%)	3 (16.7%)	18
Bus user	76 (24.6%)	96 (31.1%)	100 (32.4%)	19 (6.1%)	18 (5.8%)	309
On foot	117 (27%)	139 (32%)	142 (32.7%)	14 (3.2%)	22 (5.1%)	434
Other	2 (25%)	3 (37.5%)	3 (37.5%)	0 (0%)	0 (0%)	8

Not applicable	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Usual workplace:						
Castle Business Park	5 (38.5%)	4 (30.8%)	3 (23.1%)	0 (0%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	2
Cambridge city centre	54 (28.9%)	55 (29.4%)	62 (33.2%)	4 (2.1%)	12 (6.4%)	187
Histon/Impington	7 (30.4%)	9 (39.1%)	5 (21.7%)	1 (4.3%)	1 (4.3%)	23
St Ives	0 (0%)	2 (40%)	3 (60%)	0 (0%)	0 (0%)	5
Huntingdon	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1
Cambridge Science Park	7 (35%)	4 (20%)	4 (20%)	2 (10%)	3 (15%)	20
Vision Park	0 (0%)	3 (75%)	0 (0%)	0 (0%)	1 (25%)	4
West Cambridge Site	12 (40%)	5 (16.7%)	9 (30%)	2 (6.7%)	2 (6.7%)	30
Other	29 (27.6%)	32 (30.5%)	29 (27.6%)	7 (6.7%)	8 (7.6%)	105
Age range:						
Under 15	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	6 (27.3%)	7 (31.8%)	6 (27.3%)	2 (9.1%)	1 (4.5%)	22
25-34	36 (34.6%)	34 (32.7%)	30 (28.8%)	1 (1%)	3 (2.9%)	104
35-44	63 (34.2%)	54 (29.3%)	51 (27.7%)	5 (2.7%)	11 (6%)	184
45-54	48 (29.4%)	52 (31.9%)	47 (28.8%)	5 (3.1%)	11 (6.7%)	163
55-64	43 (28.1%)	46 (30.1%)	42 (27.5%)	7 (4.6%)	15 (9.8%)	153
65-74	28 (22%)	46 (36.2%)	37 (29.1%)	8 (6.3%)	8 (6.3%)	127
75 and above	10 (13.3%)	26 (34.7%)	28 (37.3%)	6 (8%)	5 (6.7%)	75
Prefer not to say	5 (25%)	5 (25%)	7 (35%)	1 (5%)	2 (10%)	20
Employment status:						
In education	14 (41.2%)	9 (26.5%)	9 (26.5%)	1 (2.9%)	1 (2.9%)	34
Employed	151 (30.3%)	151 (30.3%)	149 (29.9%)	17 (3.4%)	31 (6.2%)	499
Self-employed	21 (23.9%)	31 (35.2%)	25 (28.4%)	2 (2.3%)	9 (10.2%)	88
Unemployed	2 (50%)	0 (0%)	1 (25%)	0 (0%)	1 (25%)	4
A home-based worker	7 (31.8%)	8 (36.4%)	7 (31.8%)	0 (0%)	0 (0%)	22
A stay at home parent, carer or similar	5 (23.8%)	8 (38.1%)	6 (28.6%)	2 (9.5%)	0 (0%)	21
Retired	43 (21.8%)	71 (36%)	55 (27.9%)	14 (7.1%)	14 (7.1%)	197
Prefer not to say	5 (22.7%)	6 (27.3%)	7 (31.8%)	1 (4.5%)	3 (13.6%)	22
Other	1 (20%)	2 (40%)	1 (20%)	1 (20%)	0 (0%)	5
Disability that influences travel decisions:	18 (22.2%)	18 (22.2%)	36 (44.4%)	3 (3.7%)	6 (7.4%)	81

Location:											
North of A14/Histon Road Junction	59	(27.1%)	77	(35.3%)	60	(27.5%)	10	(4.6%)	12	(5.5%)	218
South of A14/Histon Road Junction	142	(27.9%)	163	(32%)	155	(30.5%)	18	(3.5%)	31	(6.1%)	509

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Widen on-road cycle lane from A14 to Kings Hedges junction						
Total	407 (45.5%)	208 (23.3%)	114 (12.8%)	65 (7.3%)	100 (11.2%)	894

Usual mode of travel:						
Car driver	250 (41.2%)	158 (26%)	79 (13%)	49 (8.1%)	71 (11.7%)	607
Car passenger	107 (43.7%)	55 (22.4%)	37 (15.1%)	17 (6.9%)	29 (11.8%)	245
Van or lorry driver	3 (21.4%)	5 (35.7%)	4 (28.6%)	0 (0%)	2 (14.3%)	14
Bicycle	348 (54.6%)	152 (23.9%)	59 (9.3%)	38 (6%)	40 (6.3%)	637
Powered two wheeler	7 (35%)	5 (25%)	0 (0%)	4 (20%)	4 (20%)	20
Bus user	119 (38%)	82 (26.2%)	49 (15.7%)	24 (7.7%)	39 (12.5%)	313
On foot	184 (41.4%)	122 (27.5%)	69 (15.5%)	33 (7.4%)	36 (8.1%)	444
Other	4 (40%)	4 (40%)	0 (0%)	1 (10%)	1 (10%)	10
Not applicable	0 (0%)	0 (0%)	1 (50%)	1 (50%)	0 (0%)	2

Usual workplace:						
Castle Business Park	7 (53.8%)	3 (23.1%)	1 (7.7%)	1 (7.7%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
Cambridge city centre	103 (54.8%)	39 (20.7%)	19 (10.1%)	11 (5.9%)	16 (8.5%)	188
Histon/Impington	9 (37.5%)	6 (25%)	2 (8.3%)	2 (8.3%)	5 (20.8%)	24
St Ives	1 (20%)	1 (20%)	2 (40%)	0 (0%)	1 (20%)	5
Huntingdon	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge Science Park	10 (47.6%)	3 (14.3%)	3 (14.3%)	2 (9.5%)	3 (14.3%)	21
Vision Park	0 (0%)	2 (50%)	0 (0%)	1 (25%)	1 (25%)	4
West Cambridge Site	14 (46.7%)	9 (30%)	4 (13.3%)	2 (6.7%)	1 (3.3%)	30
Other	45 (41.7%)	25 (23.1%)	13 (12%)	12 (11.1%)	13 (12%)	108

Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	13 (59.1%)	3 (13.6%)	2 (9.1%)	1 (4.5%)	3 (13.6%)	22
25-34	58 (55.2%)	19 (18.1%)	14 (13.3%)	6 (5.7%)	8 (7.6%)	105
35-44	105 (55.9%)	39 (20.7%)	19 (10.1%)	14 (7.4%)	11 (5.9%)	188

45-54	100 (59.5%)	30 (17.9%)	15 (8.9%)	11 (6.5%)	12 (7.1%)	168
55-64	59 (37.3%)	43 (27.2%)	20 (12.7%)	8 (5.1%)	28 (17.7%)	158
65-74	43 (33.3%)	33 (25.6%)	20 (15.5%)	13 (10.1%)	20 (15.5%)	129
75 and above	15 (19.7%)	32 (42.1%)	17 (22.4%)	6 (7.9%)	6 (7.9%)	76
Prefer not to say	4 (20%)	5 (25%)	2 (10%)	4 (20%)	5 (25%)	20
Employment status:						
In education	20 (57.1%)	7 (20%)	4 (11.4%)	0 (0%)	4 (11.4%)	35
Employed	266 (52%)	110 (21.5%)	57 (11.1%)	34 (6.6%)	45 (8.8%)	512
Self-employed	39 (44.3%)	25 (28.4%)	9 (10.2%)	7 (8%)	8 (9.1%)	88
Unemployed	3 (60%)	0 (0%)	1 (20%)	0 (0%)	1 (20%)	5
A home-based worker	10 (41.7%)	10 (41.7%)	4 (16.7%)	0 (0%)	0 (0%)	24
A stay at home parent, carer or similar	12 (52.2%)	8 (34.8%)	3 (13%)	0 (0%)	0 (0%)	23
Retired	60 (30.2%)	57 (28.6%)	36 (18.1%)	17 (8.5%)	29 (14.6%)	199
Prefer not to say	9 (40.9%)	2 (9.1%)	2 (9.1%)	3 (13.6%)	6 (27.3%)	22
Other	0 (0%)	2 (40%)	1 (20%)	2 (40%)	0 (0%)	5
Disability that influences travel decisions:	22 (27.2%)	18 (22.2%)	22 (27.2%)	8 (9.9%)	11 (13.6%)	81
Location:						
North of A14/Histon Road Junction	127 (57.2%)	46 (20.7%)	12 (5.4%)	14 (6.3%)	23 (10.4%)	222
South of A14/Histon Road Junction	221 (42.7%)	130 (25.1%)	83 (16.1%)	38 (7.4%)	45 (8.7%)	517

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
How far do you support the design of the new cycleways in the Histon Road scheme?						
Total	369 (41.1%)	281 (31.3%)	40 (4.5%)	91 (10.1%)	116 (12.9%)	897
Usual mode of travel:						
Car driver	233 (38%)	197 (32.1%)	25 (4.1%)	77 (12.6%)	81 (13.2%)	613
Car passenger	93 (37.7%)	77 (31.2%)	8 (3.2%)	37 (15%)	32 (13%)	247
Van or lorry driver	6 (37.5%)	4 (25%)	1 (6.3%)	1 (6.3%)	4 (25%)	16
Bicycle	323 (50.2%)	200 (31.1%)	14 (2.2%)	57 (8.9%)	50 (7.8%)	644
Powered two wheeler	7 (33.3%)	4 (19%)	1 (4.8%)	5 (23.8%)	4 (19%)	21
Bus user	103 (32.4%)	109 (34.3%)	19 (6%)	40 (12.6%)	47 (14.8%)	318
On foot	174 (38.4%)	146 (32.2%)	23 (5.1%)	50 (11%)	60 (13.2%)	453
Other	3 (25%)	3 (25%)	0 (0%)	4 (33.3%)	2 (16.7%)	12

Not applicable	1 (33.3%)	1 (33.3%)	0 (0%)	1 (33.3%)	0 (0%)	3
Usual workplace:						
Castle Business Park	5 (38.5%)	6 (46.2%)	0 (0%)	1 (7.7%)	1 (7.7%)	13
Cambridge Regional College	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
Cambridge city centre	101 (53.4%)	48 (25.4%)	4 (2.1%)	21 (11.1%)	15 (7.9%)	189
Histon/Impington	10 (45.5%)	6 (27.3%)	0 (0%)	1 (4.5%)	5 (22.7%)	22
St Ives	1 (20%)	1 (20%)	0 (0%)	2 (40%)	1 (20%)	5
Huntingdon	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Cambridge Science Park	5 (20.8%)	8 (33.3%)	0 (0%)	4 (16.7%)	7 (29.2%)	24
Vision Park	2 (50%)	2 (50%)	0 (0%)	0 (0%)	0 (0%)	4
West Cambridge Site	14 (43.8%)	12 (37.5%)	1 (3.1%)	2 (6.3%)	3 (9.4%)	32
Other	45 (41.7%)	29 (26.9%)	6 (5.6%)	15 (13.9%)	13 (12%)	108
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	12 (54.5%)	8 (36.4%)	0 (0%)	0 (0%)	2 (9.1%)	22
25-34	57 (53.8%)	32 (30.2%)	2 (1.9%)	4 (3.8%)	11 (10.4%)	106
35-44	95 (49.5%)	61 (31.8%)	4 (2.1%)	18 (9.4%)	14 (7.3%)	192
45-54	93 (54.7%)	46 (27.1%)	1 (0.6%)	12 (7.1%)	18 (10.6%)	170
55-64	46 (28.9%)	51 (32.1%)	11 (6.9%)	22 (13.8%)	29 (18.2%)	159
65-74	36 (27.5%)	40 (30.5%)	10 (7.6%)	21 (16%)	24 (18.3%)	131
75 and above	25 (31.6%)	27 (34.2%)	7 (8.9%)	9 (11.4%)	11 (13.9%)	79
Prefer not to say	2 (8.7%)	10 (43.5%)	2 (8.7%)	5 (21.7%)	4 (17.4%)	23
Employment status:						
In education	19 (54.3%)	7 (20%)	1 (2.9%)	4 (11.4%)	4 (11.4%)	35
Employed	245 (47.9%)	147 (28.7%)	16 (3.1%)	52 (10.2%)	52 (10.2%)	512
Self-employed	35 (38%)	28 (30.4%)	0 (0%)	9 (9.8%)	20 (21.7%)	92
Unemployed	2 (40%)	1 (20%)	1 (20%)	0 (0%)	1 (20%)	5
A home-based worker	13 (54.2%)	8 (33.3%)	0 (0%)	1 (4.2%)	2 (8.3%)	24
A stay at home parent, carer or similar	11 (44%)	11 (44%)	1 (4%)	1 (4%)	1 (4%)	25
Retired	61 (29.6%)	68 (33%)	18 (8.7%)	26 (12.6%)	33 (16%)	206
Prefer not to say	3 (13.6%)	11 (50%)	0 (0%)	2 (9.1%)	6 (27.3%)	22
Other	1 (16.7%)	2 (33.3%)	0 (0%)	3 (50%)	0 (0%)	6
Disability that influences travel decisions:	25 (30.5%)	22 (26.8%)	7 (8.5%)	11 (13.4%)	17 (20.7%)	82

Location:											
North of A14/Histon Road Junction	102	(46.2%)	77	(34.8%)	7	(3.2%)	18	(8.1%)	17	(7.7%)	221
South of A14/Histon Road Junction	218	(41.6%)	169	(32.3%)	23	(4.4%)	53	(10.1%)	61	(11.6%)	524

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
How far do you support the possibility of time-limited loading and unloading at off-peak times along the length of Histon Road?						
Total	255 (28.9%)	294 (33.3%)	183 (20.7%)	69 (7.8%)	82 (9.3%)	883

Usual mode of travel:							
Car driver	175 (29%)	204 (33.8%)	125 (20.7%)	43 (7.1%)	56 (9.3%)	603	
Car passenger	70 (28.7%)	78 (32%)	54 (22.1%)	22 (9%)	20 (8.2%)	244	
Van or lorry driver	3 (21.4%)	2 (14.3%)	5 (35.7%)	1 (7.1%)	3 (21.4%)	14	
Bicycle	208 (32.8%)	207 (32.6%)	129 (20.3%)	48 (7.6%)	43 (6.8%)	635	
Powered two wheeler	9 (45%)	3 (15%)	4 (20%)	1 (5%)	3 (15%)	20	
Bus user	87 (28.1%)	117 (37.7%)	64 (20.6%)	20 (6.5%)	22 (7.1%)	310	
On foot	127 (28.7%)	154 (34.8%)	94 (21.3%)	32 (7.2%)	35 (7.9%)	442	
Other	2 (20%)	4 (40%)	0 (0%)	4 (40%)	0 (0%)	10	
Not applicable	1 (33.3%)	1 (33.3%)	1 (33.3%)	0 (0%)	0 (0%)	3	

Usual workplace:						
Castle Business Park	1 (7.7%)	6 (46.2%)	3 (23.1%)	0 (0%)	3 (23.1%)	13
Cambridge Regional College	0 (0%)	0 (0%)	1 (50%)	0 (0%)	1 (50%)	2
Cambridge city centre	61 (32.4%)	64 (34%)	33 (17.6%)	14 (7.4%)	16 (8.5%)	188
Histon/Impington	8 (34.8%)	10 (43.5%)	4 (17.4%)	0 (0%)	1 (4.3%)	23
St Ives	1 (25%)	2 (50%)	1 (25%)	0 (0%)	0 (0%)	4
Huntingdon	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Cambridge Science Park	3 (13%)	9 (39.1%)	2 (8.7%)	2 (8.7%)	7 (30.4%)	23
Vision Park	0 (0%)	3 (75%)	1 (25%)	0 (0%)	0 (0%)	4
West Cambridge Site	6 (18.8%)	10 (31.3%)	8 (25%)	7 (21.9%)	1 (3.1%)	32
Other	30 (27.5%)	35 (32.1%)	23 (21.1%)	8 (7.3%)	13 (11.9%)	109

Age range:						
Under 15	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	7 (31.8%)	4 (18.2%)	7 (31.8%)	2 (9.1%)	2 (9.1%)	22
25-34	29 (27.6%)	35 (33.3%)	24 (22.9%)	9 (8.6%)	8 (7.6%)	105

35-44	58 (30.9%)	59 (31.4%)	33 (17.6%)	16 (8.5%)	22 (11.7%)	188
45-54	57 (33.9%)	45 (26.8%)	36 (21.4%)	16 (9.5%)	14 (8.3%)	168
55-64	36 (23.2%)	61 (39.4%)	29 (18.7%)	10 (6.5%)	19 (12.3%)	155
65-74	39 (30%)	48 (36.9%)	25 (19.2%)	9 (6.9%)	9 (6.9%)	130
75 and above	26 (33.3%)	27 (34.6%)	18 (23.1%)	5 (6.4%)	2 (2.6%)	78
Prefer not to say	3 (13.6%)	11 (50%)	4 (18.2%)	1 (4.5%)	3 (13.6%)	22
Employment status:						
In education	13 (36.1%)	8 (22.2%)	8 (22.2%)	4 (11.1%)	3 (8.3%)	36
Employed	150 (29.6%)	161 (31.8%)	102 (20.1%)	47 (9.3%)	47 (9.3%)	507
Self-employed	25 (27.8%)	39 (43.3%)	15 (16.7%)	2 (2.2%)	9 (10%)	90
Unemployed	2 (40%)	0 (0%)	2 (40%)	0 (0%)	1 (20%)	5
A home-based worker	10 (41.7%)	8 (33.3%)	4 (16.7%)	2 (8.3%)	0 (0%)	24
A stay at home parent, carer or similar	7 (29.2%)	5 (20.8%)	7 (29.2%)	2 (8.3%)	3 (12.5%)	24
Retired	55 (27.4%)	73 (36.3%)	46 (22.9%)	12 (6%)	15 (7.5%)	201
Prefer not to say	6 (27.3%)	8 (36.4%)	3 (13.6%)	1 (4.5%)	4 (18.2%)	22
Other	0 (0%)	2 (33.3%)	2 (33.3%)	1 (16.7%)	1 (16.7%)	6
Disability that influences travel decisions:	25 (31.3%)	24 (30%)	15 (18.8%)	8 (10%)	8 (10%)	80
Location:						
North of A14/Histon Road Junction	74 (33.5%)	69 (31.2%)	46 (20.8%)	20 (9%)	12 (5.4%)	221
South of A14/Histon Road Junction	141 (27.2%)	181 (34.9%)	111 (21.4%)	36 (6.9%)	49 (9.5%)	518

Upgrade the existing un-signalised crossing point near Borrowdale (22)	Create a new signalised crossing point near Carisbrooke Road that links with the new Darwin Green development (22a), and keep the existing un-signalised crossing point near Borrowdale	Neither	No preference	Total
Which new signalised crossing point would you prefer?				
Total	133 (15.3%)	220 (25.2%)	87 (10%)	432 (49.5%)
				872

Usual mode of travel:					
Car driver	94 (15.8%)	142 (23.8%)	66 (11.1%)	294 (49.3%)	596
Car passenger	45 (18.8%)	71 (29.6%)	18 (7.5%)	106 (44.2%)	240
Van or lorry driver	2 (15.4%)	2 (15.4%)	1 (7.7%)	8 (61.5%)	13
Bicycle	92 (14.6%)	162 (25.7%)	52 (8.3%)	324 (51.4%)	630
Powered two wheeler	5 (25%)	3 (15%)	5 (25%)	7 (35%)	20
Bus user	55 (17.9%)	77 (25.1%)	36 (11.7%)	139 (45.3%)	307
On foot	80 (18.2%)	125 (28.4%)	32 (7.3%)	203 (46.1%)	440
Other	2 (18.2%)	5 (45.5%)	0 (0%)	4 (36.4%)	11
Not applicable	0 (0%)	1 (50%)	0 (0%)	1 (50%)	2
Usual workplace:					
Castle Business Park	3 (23.1%)	2 (15.4%)	1 (7.7%)	7 (53.8%)	13
Cambridge Regional College	0 (0%)	0 (0%)	1 (50%)	1 (50%)	2
Cambridge city centre	22 (12%)	54 (29.3%)	22 (12%)	86 (46.7%)	184
Histon/Impington	6 (27.3%)	4 (18.2%)	1 (4.5%)	11 (50%)	22
St Ives	0 (0%)	1 (20%)	0 (0%)	4 (80%)	5
Huntingdon	0 (0%)	1 (50%)	0 (0%)	1 (50%)	2
Cambridge Science Park	1 (4.2%)	7 (29.2%)	7 (29.2%)	9 (37.5%)	24
Vision Park	0 (0%)	0 (0%)	1 (25%)	3 (75%)	4
West Cambridge Site	7 (21.9%)	5 (15.6%)	3 (9.4%)	17 (53.1%)	32
Other	20 (18.7%)	25 (23.4%)	12 (11.2%)	50 (46.7%)	107
Age range:					
Under 15	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	2 (9.5%)	6 (28.6%)	4 (19%)	9 (42.9%)	21
25-34	19 (17.9%)	24 (22.6%)	3 (2.8%)	60 (56.6%)	106
35-44	17 (8.9%)	55 (28.9%)	15 (7.9%)	103 (54.2%)	190
45-54	26 (15.6%)	45 (26.9%)	14 (8.4%)	82 (49.1%)	167
55-64	25 (16.8%)	34 (22.8%)	24 (16.1%)	66 (44.3%)	149
65-74	25 (19.4%)	27 (20.9%)	16 (12.4%)	61 (47.3%)	129
75 and above	12 (15.6%)	23 (29.9%)	6 (7.8%)	36 (46.8%)	77
Prefer not to say	5 (26.3%)	5 (26.3%)	3 (15.8%)	6 (31.6%)	19
Employment status:					
In education	9 (25%)	12 (33.3%)	4 (11.1%)	11 (30.6%)	36
Employed	70 (13.9%)	126 (25%)	49 (9.7%)	259 (51.4%)	504
Self-employed	13 (15.1%)	18 (20.9%)	8 (9.3%)	47 (54.7%)	86
Unemployed	1 (20%)	3 (60%)	1 (20%)	0 (0%)	5
A home-based worker	1 (4%)	8 (32%)	2 (8%)	14 (56%)	25
A stay at home parent, carer or similar	3 (13%)	9 (39.1%)	0 (0%)	11 (47.8%)	23
Retired	36 (18%)	49 (24.5%)	21 (10.5%)	94 (47%)	200
Prefer not to say	5 (23.8%)	6 (28.6%)	5 (23.8%)	5 (23.8%)	21
Other	0 (0%)	4 (66.7%)	0 (0%)	2 (33.3%)	6

Disability that influences travel decisions:	17 (21.3%)	25 (31.3%)	8 (10%)	30 (37.5%)	80
Location:					
North of A14/Histon Road Junction	28 (12.8%)	41 (18.8%)	22 (10.1%)	127 (58.3%)	218
South of A14/Histon Road Junction	91 (17.8%)	148 (29%)	38 (7.4%)	234 (45.8%)	511