Cambridgeshire
County Council

Waterbeach to Cambridge 2023 Consultation: Summary Report of Consultation Findings

Version 2

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Executive Summary

Between 30ᵗʰ January and 24ᵗʰ March 2023, the Greater Cambridgeshire Partnership (GCP) held a consultation on the route options for the Waterbeach to Cambridge busway, including active travel provision, and a new Park and Ride at Waterbeach.
The key findings of this piece of work are:

- Analysis of the geographical spread (see Figure 6) and the breadth of responses for different groups shows that GCP has delivered an effective and robust consultation.
- Just under half of respondents opposed the Western route option for the Waterbeach to Cambridge busway.
- Just over half of respondents supported the Revised Central route option for the Waterbeach to Cambridge busway.
- The majority of respondents supported the proposals for active travel infrastructure proposed alongside the busway.
- The majority of respondents felt busway bus stops should have 'shelter', 'real-time passenger information', 'seating', 'cycle parking', 'lighting', 'wayfinding', and 'CCTV'.
- Over a third of respondents had 'no opinion' on the three locations for a new Waterbeach Park and Ride.
  - Just over two fifths supported Site B.
  - Just under two fifths supported Site A and C.
- The majority of respondents had 'no opinion' on the two access proposals for Site A.
  - Just over a quarter of respondents supported access proposal 2.
  - Just over a quarter of respondents opposed access proposal 1.
- Over half of respondents indicated they did not support the access proposal for Site B.
- Less than half of respondents had 'no opinion' on the two access proposals for Site C.
  - Under a third of respondents opposed access proposal 1.
  - Over a third of respondents opposed access proposal 2.
- The majority of respondents felt the Park and Ride should have 'shelter', 'toilets', 'cycle parking', 'seating', and 'Electric Vehicle charging'.
- A significant number of detailed comments were received. From these it was clear that there were concerns about;
  - The impact of the proposals on Landbeach, both the residents and agricultural land surrounding the village, with particular concerns about the Revised Central route and Site B, although not being isolated to these two elements of the proposals.
  - Whether there was a need for a new busway and Park and Ride site given the availability of existing public transport infrastructure, including rail, and the Milton Park and Ride.
  - The impact of the proposals on the environment, use of greenbelt and agricultural land, and the risk of increased development in the area.
- 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. It was held primarily online via ConsultCambs and GCP social media channels. Hard copies of consultation materials were available on request.

Quantitative data was recorded through a formal consultation questionnaire (online) with 388 **(377 individual respondents and 11 stakeholder groups)** complete responses in total recorded. A significant amount of qualitative feedback was also gathered via the questionnaire and through emails/letters/social media. Three online meetings and 5 in-person meetings were held. Press releases were issued to local newspapers. In addition, the consultation was advertised in local newspapers, local community buildings, and community magazines, as well as in the wider travel to work area. It was also advertised at bus stops in the north of Cambridge city centre, at Milton Park & Ride, through a dedicated GCP newsletter, social media posts, a flythrough video available online and at events, and through a flyer distributed to around 11,600 local homes and businesses..

This report summarises the core 388 online and written responses to the consultation survey and the 105 additional responses.

Key findings

Proposals

Quantitative

- 388 respondents answered the question on how far they supported or opposed the western route option for the Waterbeach to Cambridge busway.
  - Just under half of respondents opposed the western route option for the Waterbeach to Cambridge busway (49%).
    - Just under two fifths of respondents supported the western route option (38%).

- 388 respondents answered the question on how far they supported or opposed the revised central route option for the Waterbeach to Cambridge busway.
  - Just over half of respondents supported the revised central route option for the Waterbeach to Cambridge busway (51%).
    - Under two fifths of respondents opposed the revised central route option (38%).

- 388 respondents answered the question on how far they supported or opposed the proposals for the active travel infrastructure proposed alongside the busway.
  - The majority of respondents supported the proposals for the active travel infrastructure proposed alongside the busway (68%).

- 355 respondents answered the question on what facilities should be provided at the busway bus stops. Respondents could select multiple answers to this question.
  - The majority of respondents felt busway bus stops should have 'shelter' (86%), 'real-time passenger information' (85%), 'seating' (76%), 'cycle parking' (76%), 'lighting' (74%), 'wayfinding' (62%), and 'CCTV' (60%).

Qualitative

- Question 5 asked respondents if they had any comments on the proposals for active travel provision alongside the busway. 191 respondents left comments. The main themes were:
  - Discussion about the need for adequate lighting along the active travel route.
  - Discussion about the need for more active travel provision in the area.
  - Discussion about the need for the busway to be safely segregated from active travel provision.
  - Discussion about the need for active travel users to be segregated by mode to improve safety.
  - Discussion about the need for wide paths.
  - Concerns about whether the proposals were needed due to existing active travel and public transport infrastructure.
  - Discussion about the need to ensure equestrian users had access and suitable surfaces.
  - Concerns about the duplication of active travel infrastructure on Mere Way.
  - Debate about which of the busway routes provided better active travel provision.
  - Discussion about the need for suitable routes to be created to allow access to the busway active travel route.
  - Discussions about the need for further improvements on Butt Lane.
  - Discussions about the need for active travel routes to be high enough to allow drainage due to a risk of flooding in the area.
  - Concerns about the proposals negatively impacting the environment, greenbelt land, and agricultural land.
  - Discussions about the need for the A10 to be improved instead of the proposals.
  - Debate about whether the busway should be accessible to powered two-wheelers.
  - Discussions about the need for ongoing maintenance.

- Question 6 asked respondents if they had any further comments on the busway routes and active travel infrastructure proposals. 216 respondents left comments. The main themes were:
  - Debate about whether the Revised Central route would negatively impact residents of Landbeach and the surrounding environment or whether the Revised Central route resulted in better access for Landbeach, Milton, and Waterbeach residents.
  - Concerns about the proposals negatively impacting the environment, greenbelt land, and agricultural land.

- o Debate about whether the Western route would provide a more direct route without impacting Landbeach or whether it would be less accessible to Landbeach and Milton residents and negatively impact greenbelt and areas with abundant wildlife.
  - o Concerns about the proposals negatively impacting Landbeach residents and surrounding greenbelt and agricultural land.
  - o Discussions about the need for the A10 to be improved instead of the proposals.
  - o Concerns about whether the proposals were needed due to existing active travel and public transport infrastructure.
  - o Concerns the proposals would not be accessible to residents of Waterbeach, and concerns about the moving of the Waterbeach train station, and risk of loss of existing public transport in Waterbeach.
  - o Concerns about the duplication of active travel infrastructure on Mere Way.
  - o Discussions about the need for further improvements to Butt Lane and concerns about its suitability as a route for buses.

- Question 7 asked respondents if they had any comments on the proposed locations for bus stops. 118 respondents left comments. The main themes were:
  - o Debate about whether there was a need for more bus stops in Landbeach or not.
  - o Concerns about the lack of bus stops in Waterbeach.
  - o Concerns the Western route bus stops were located too far away from residential areas to be accessible.
  - o Concerns about the lack of bus stops in Milton.
  - o Discussions about the Revised Central route having well placed bus stops.
  - o Concerns about an overall lack of bus stops near to residential areas and the negative impact this would have on those with mobility/visual impairments and older/younger residents.

Quantitative

- 388 respondents answered the question on how far they supported or opposed each of the locations for a new Waterbeach Park and Ride.
  - o Over a third of respondents had 'no opinion' on 'Site A' (35%), 'Site B' (38%), and 'Site C' (37%).
    - Of the three sites, 'Site A' was the most supported, with just under two fifths of respondents supporting 'Site A' (39%).
    - 'Site B' and 'Site C' were opposed by more respondents than supported.
      - Just over two fifths of respondents opposed 'Site B' (43%).
      - Just under two fifths of respondents opposed 'Site C' (38%).

- 388 respondents answered the question on how far they supported each of the access arrangement proposals for Site A.
  - o The majority of respondents had 'no opinion' on 'access proposal 1' (55%).
    - Just over a quarter of respondents opposed 'access proposal 1' (26%).

- o Over half of respondents had 'no opinion' on 'access proposal 2' (52%).
    - ▪ Just over a quarter of respondents supported 'access proposal 2' (26%)

- 388 respondents answered the question on whether they support the access option for Site B.
    - o Over half of respondents indicated, 'no', they did not support the access option for Site B (58%).

- 388 respondents answered the question on how far they supported each of the access arrangement proposals for Site C.
    - o Less than half of respondents had 'no opinion' on 'access proposal 1' (47%) and 'access proposal 2' (45%).
        - ▪ Under a third of respondents opposed 'access proposal 1' (31%).
        - ▪ Over a third of respondents opposed 'access proposal 2' (36%).

Qualitative

- Question 12 asked respondents if they had any further comments on the various access options for either Site A, B or C. 101 respondents left comments. The main themes were:
    - o Concerns about the access proposals for Site B negatively impacting traffic levels in the nearby area, negatively impacting nearby bridleways, and negatively impacting the nearby Emmaus community.
    - o Concerns about the access proposals for Site C negatively impacting traffic levels in the nearby area and the site itself being located too far south to improve congestion on the A10.
    - o Discussions about the suitability of Site A as it was located far enough north on the A10 to reduce congestion and had the least environmental impact of the three sites.
    - o Concerns about whether the proposals were needed due to the nearby location of the Milton Park and Ride and availability of existing public transport infrastructure.
    - o Concerns about not being able to find the relevant information on the access proposals to answer the survey and the lack of options to the answers to the question for site access for Site B.
    - o Discussions about the need for active travel improvements, including improvements to a pedestrian bridge over the A10 and impact on Mere Way, to allow access to the Park and Ride sites.
    - o Concerns about the negative environmental impact of the proposals.

Quantitative

- 345 respondents answered the question on what facilities should be provided at the Park and Ride. Respondents could select multiple answers to this question.

- o The majority of respondents felt the Park and Ride should have 'shelter' (86%), 'toilets' (84%), 'cycle parking' (81%), 'seating' (79%), and 'Electric Vehicle charging' (74%).

- Question 14 asked respondents if they had any further comments on the Park and Ride options. 78 respondents left comments. The main themes were:
  - o Discussions about the need for improvements to the Park and Ride service.
  - o Concerns about whether the proposals were needed due to the nearby location of the Milton Park and Ride and availability of existing public transport infrastructure.
  - o Concerns about Site B and Site C negatively impacting on Landbeach residents and nearby greenbelt and agricultural land.
  - o Discussions about the suitability of Site A as it was located far enough north on the A10 to reduce congestion and had the least environmental impact of the three sites.
  - o Concerns about the potential for the loss of the Milton Park and Ride and discussions about the need for this site to remain.
  - o Concerns about the negative environmental impact of the proposals.

- Question 15 asked respondents if they had any comments on whether the proposals would either positively or negatively affect or impact any person/s or group/s protected under the Equality Act 2010. 94 respondents left comments. The main themes were:
  - o Concerns about the accessibility of stops/stations for those with mobility issues.
  - o Concerns about the increased distance for Waterbeach, Milton, and Landbeach residents to access public transport and the impact this would have on those with mobility issues, disabilities, age-related issues, and those unable to drive.
  - o Concerns about the proposals negatively impacting local residents due to a loss of green space and safety concerns, such as the risk of increased crime and increased traffic levels locally.
  - o Concerns about the proposals negatively impacting those unable to drive, such as those on low incomes, those with disabilities, and older/younger residents.
  - o Concerns about the negative environmental impact of the proposals.
  - o Concerns that a lack of equestrian provision would negatively impact the largely female riding population.
  - o Discussions about the proposals positively impacting those with lower incomes due to an increase in public transport provision.
  - o Concerns about safety due to the risk of increased crime and lack of segregation of bicycles, including e-scooters and e-bikes.
  - o Debate about whether the proposals positively or negatively impact young people and young families due to an increase or decrease in accessible public transport.

- Question 16 asked respondents if they had any comments on the proposals. 97 respondents left comments. The main themes were:
    - Discussions about the need for further active travel improvements, including the need for improvements to the pedestrian bridge over the A10 near Milton.
    - Concerns about whether the proposals were needed due to the nearby location of the Milton Park and Ride, the availability of existing public transport infrastructure, and the need for improvements to the A10.
    - Discussions about the need for improvements to the bus service, such as reducing ticket cost, improving reliability/frequency, linking up with other services, ensuring they were accessible, and increasing the number of stops.
    - Concerns about the negative environmental impact of the proposals due to the use of green belt and agricultural land.
    - Discussions about the need for improvements to the A10.

Background

Between 30th January and 24th March 2023, the Greater Cambridgeshire Partnership (GCP) held a consultation on two route options for the Waterbeach to Cambridge busway, including active travel provision, and three site options for a new Park and Ride at Waterbeach.

The Waterbeach to Cambridge Better Public Transport and Active Travel project is part of the Greater Cambridge Partnership's transport programme, investing devolved City Deal funding in a comprehensive package of initiatives to tackle the congestion Greater Cambridge faces now and enable it to grow in the future.

It is one of four corridor projects that aim to provide better public transport and active travel routes, such as walking and cycling, offering better connections and alternatives to car use for growing communities to the north, south-east, east and west of the city.

The Waterbeach to Cambridge A10 corridor is one of the key radial routes into Cambridge. The corridor provides the main access into the city from the north-east and consists of the single carriageway A10 between Waterbeach and the main Strategic Road Network at Junction 33, Milton Interchange on the A14. Planned or potential large developments in the area, such as Waterbeach New Town and Science Park/north-east Cambridge expansion will place considerable additional pressure on the corridor causing further congestion.

A new public transport route would provide the opportunity for people to avoid congestion and make quicker journeys, into and out of Cambridge from the north of the county by public transport, walking and cycling.

The recent consultation follows a previous eight-week consultation that the GCP carried out in 2020, to gather views from the public and stakeholders on four broader corridor option identified for the public transport route.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Waterbeach to Cambridge 2023 Consultation proposals was designed by GCP's communications 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

- 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 individuals or organisations that are interested because they might be impacted by the proposals. This included, but was not limited to, members of the public, elected representatives, businesses, transport providers, statutory consultees, campaign groups and wider stakeholders.

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. To support this, whilst the key consultation questions were relatively straight forward, maps of the schemes were provided and were available online and in hard copy on request. The key questions were; how far respondents supported the western and revised central route options; how far respondents supported the active travel infrastructure proposed alongside the busway; what facilities should be provided at the busway bus stops; how far respondents supported the proposed new Waterbeach Park and Ride locations; how far respondents supported the access arrangements for each of the new Park and Ride locations; and what facilities should be provided at the new Park and Ride site.

Design of Consultation Questions

The consultation questions were designed to be neutral and clear to understand. They were structured to enable people to comment on all the key areas of decision making. This was done in order to help respondents to understand and comment on GCP'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 level of support for or opposition to options for the Waterbeach to Cambridge 2023 Consultation proposals. These questions also captured the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' personal details, allowing measurement of the impact of the Waterbeach to Cambridge 2023 Consultation proposals on various groups, as outlined in more detail below.

The main tool for gathering comments was an online survey. Recognising that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet, paper copies of the information document and survey were available on request. 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

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, sex, gender, ethnicity 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 was then produced and checks made against the total number of respondents for each question and the consultation overall. A 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 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 partial entries are reviewed separately and in a limited number of cases - where a substantial response has been made (as opposed to someone just clicking through) - 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 answers) are then analysed using quantitative methods, and these are 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. Characteristics data was used to provide a general overview 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). Totals of tagged themes are then created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where more than 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

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

Quality Assurance

Data Integrity

- A visual check of the raw data shows no unusual patterns. There were no large blocks of identical answers submitted at a similar time.

- Date / time stamp of submissions showed no unusual patterns.

- Text analysis showed 4 submissions of copy/pasted text, however, none of the responses had duplicated entries for the quantitative and demographic data.

Respondent Profile

In total, 377 respondents and 11 stakeholders responded to the consultation survey. These stakeholders were:

- Anglia Ruskin University.
- Cambridgeshire County Council. Strategic Assets.
- County farms.
- Ely Diocesan Board of Finance.
- FCC Environment (UK) Ltd.

- Histon & Impington Green Spaces CIO.
- Horningsea Parish council.
- Milton Cycling Campaign.
- Sustrans.
- The British Horse Society.
- The Trails Trust.

Age range

376 respondents answered the question on their age range.

Most ages were well represented when compared to the general Cambridgeshire population, however, those 'under 15' (1%) and those aged '75 and above' (5%) were under-represented compared to the general Cambridgeshire population.

Figure 1: Age range

Age range	Percentage
Under 15	1%
15-24	2%
25-34	14%
35-44	14%
45-54	21%
55-64	22%
65-74	17%
75 and above	5%
Prefer not to say	4%
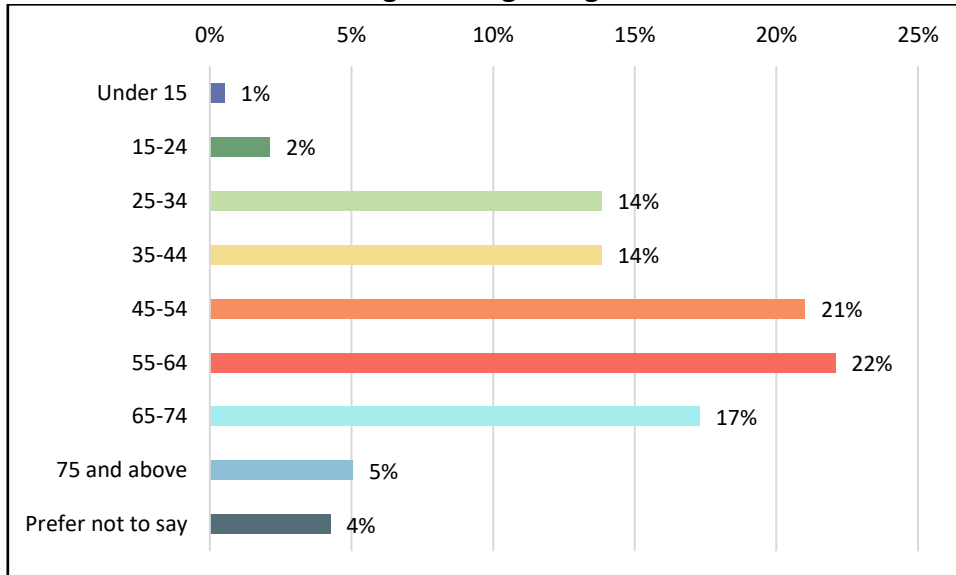
Disability or health condition that affects travel

374 respondents answered the question on whether they have a disability or health condition that limits or affects the way they travel.

- **10% of respondents indicated they have a disability or health condition that affects travel.**
  - o 10% indicated they would 'prefer not to say'.

Figure 2: Disability or health condition that affects travel
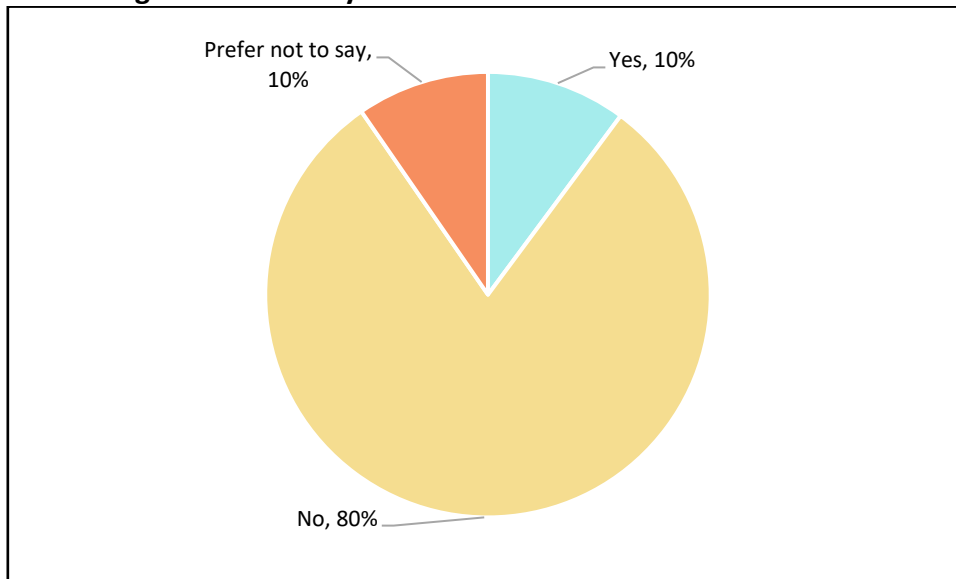
372 respondents answered the question on whether their sex was 'female' or 'male'.

- **57% of respondents indicated they were 'male' while 34% indicated they were 'female', indicating an underrepresentation of females compared to the Cambridgeshire population.**

Figure 3: Sex

Prefer not to say, 10%

Female, 34%

Male, 56%
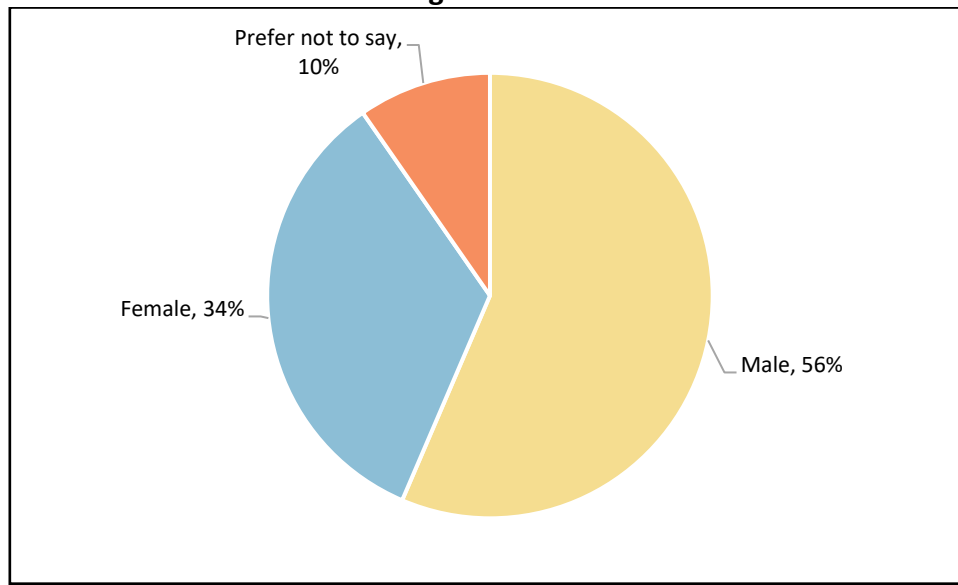
367 respondents answered the question on whether their gender identity was the same as their sex registered at birth.

- **<1% of respondents indicated that their gender differed from their sex registered at birth.**

Figure 4: Gender
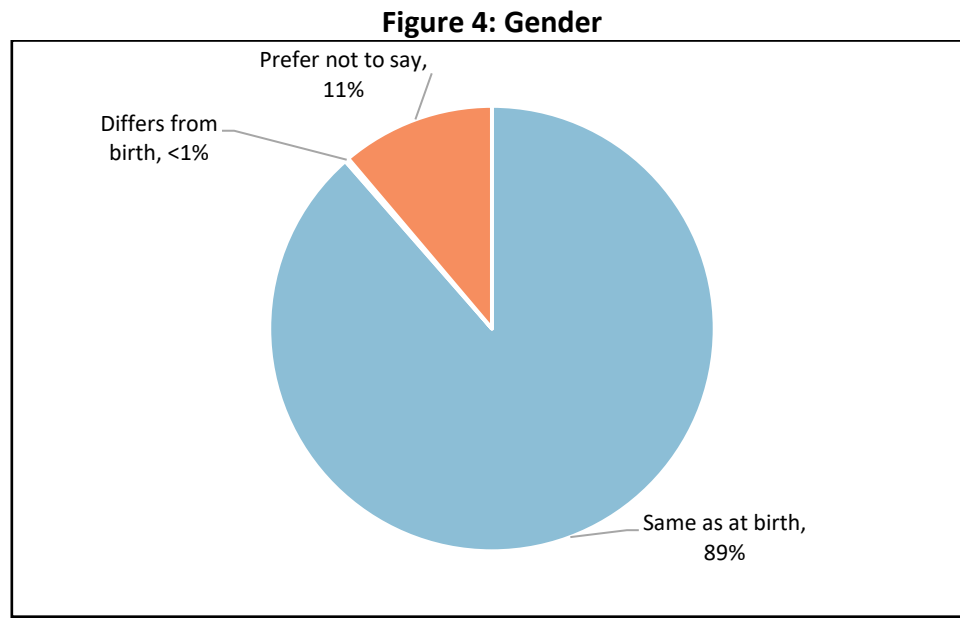
Ethnic group

358 respondents answered the question on their ethnicity.

- **The majority of respondents were 'White' (94%), indicating an underrepresentation of ethnic groups apart from 'White' compared to the Cambridgeshire population.**

Figure 5: Ethnic group
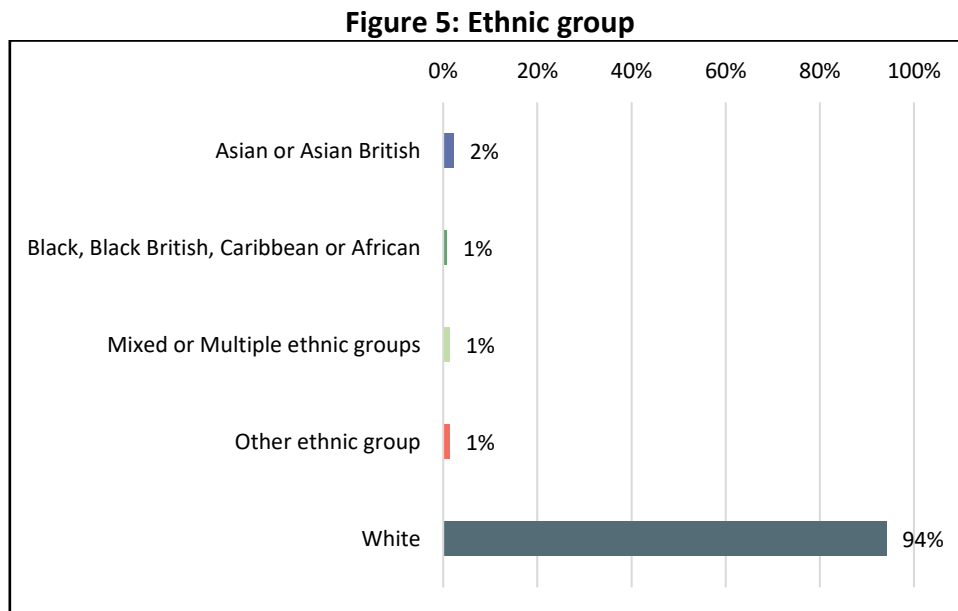
Ethnic groups were defined as following:

- Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background.
- Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background.
- Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background.
- Other ethnic group includes Arab or any other ethnic group.
- White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background.

Location

212 respondents provided the first four or five digits of their location postcode in a recognisable format. The spread of respondents can be seen in **Figure 6**. The areas shaded in red represent postcode sectors with respondent representation.
Respondents within the postcode sector for Waterbeach (CB25 9) were classified as "In and around Waterbeach" for the purposes of cross-tabulating responses, covering 25% of respondents.

Figure 6: Map of respondent locations

*Please note: responses from one postcode sector missing from map (DE22 1), located in Derby.

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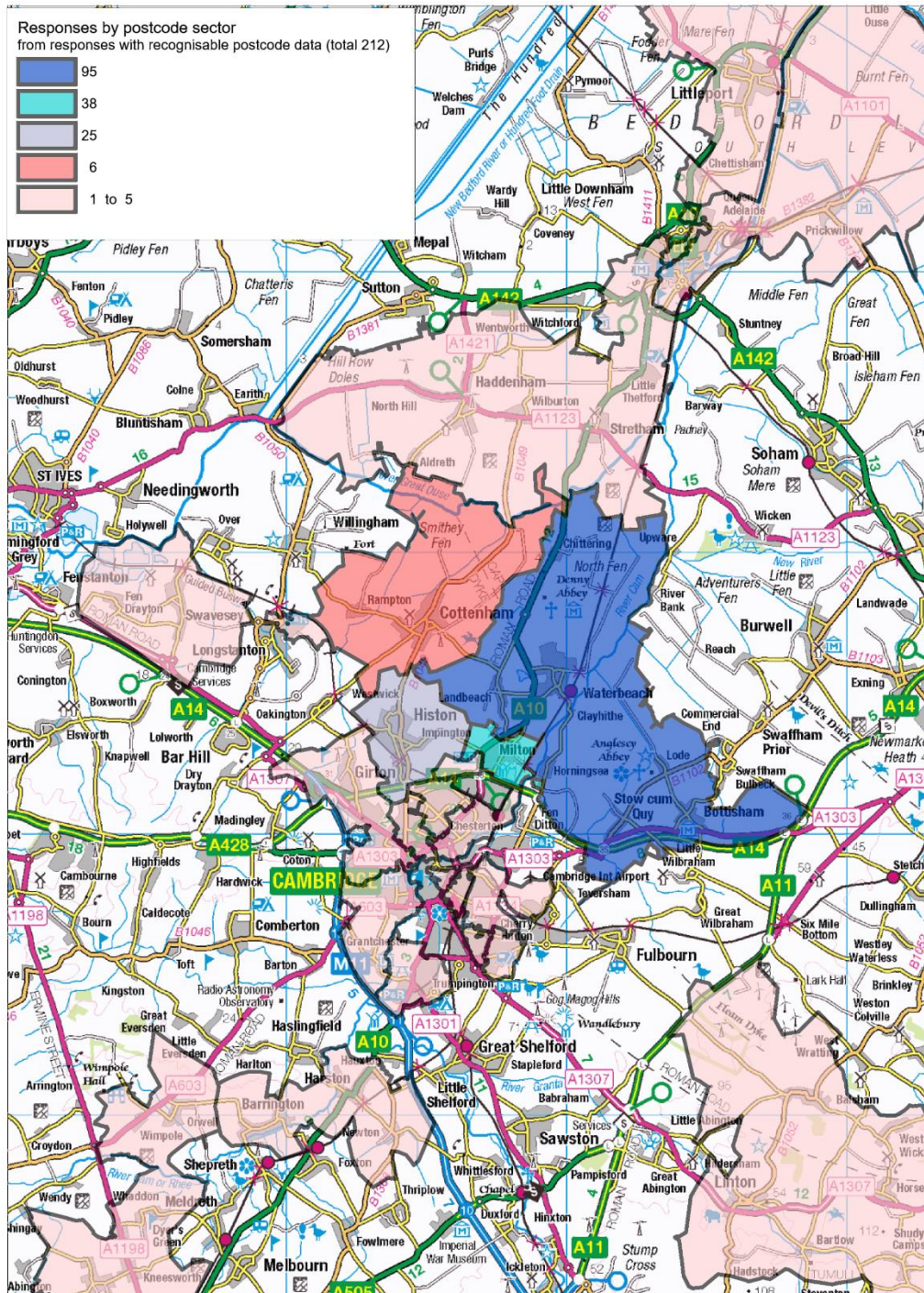
371 respondents answered the question on what their usual purpose for travelling in the area was. Respondents could select multiple answers to this question.

- **The majority of respondents indicated their usual purpose for travelling in the area was for 'leisure' (79%) or 'work' (57%).**
  - o Just under half of respondents indicated it was for 'shopping' (49%).

Figure 7: Usual purpose for travelling in the area
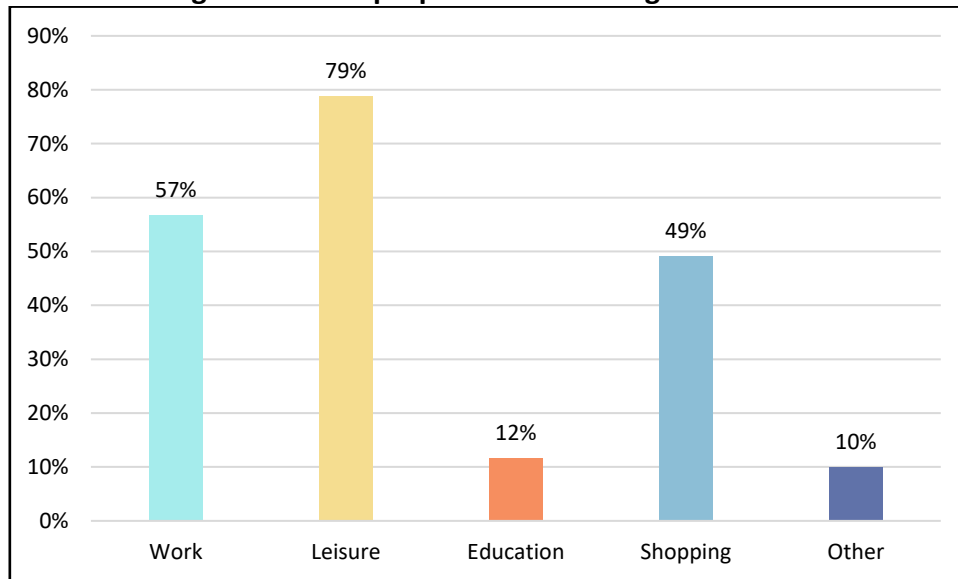
Respondents who selected 'other' could specify their reason, these responses included:
- Indication that they lived in the area or were visiting those who did.
- Travelling to Addenbrooke's Hospital.
- Volunteering in the area.
- Dentist or medical appointments.
- Attending church activities.
- Attending sporting activities.
- Caring for others living in the area.
- Collecting from the Park & Ride and/or Cambridge North railway station.
- Horseback riding.
- Managing wildlife.
- Travelling to holiday destinations.
- Using the recycling centre at Milton.
- Vet appointments.

Forms of transport used and frequency of use

371 respondents answered some part of the question on which forms of transport they used and how frequently they used them. Percentages have been calculated based on the number of respondents who answered for each individual mode.

- The majority of 301 respondents travelled 'on foot' at least '2-3 times a week' (63%).
- Half of 342 respondents travelled in a 'car (as lone driver)' at least '2-3 times a week' (50%).
- The majority of 318 respondents travelled in a 'car (shared with other people)' at least 'weekly' (70%).
- Over half of 306 respondents travelled by 'cycle' at least 'weekly' (57%).
- Half of 284 respondents travelled by 'local bus service' between 'weekly' and 'less than monthly' (50%). Whilst 43% said they never travelled by local bus services.
- Over half of 305 respondents travelled by 'Park and Ride bus' between 'monthly' and 'less than monthly' (54%). 30% never travelled by 'Park and Ride bus'.
- The majority of 308 respondents travelled by 'train' between 'monthly' and 'less than monthly' (66%).
- Over half of 266 respondents travelled by 'taxi' between 'monthly' and 'less than monthly (55%). 41% never travelled by 'taxi'.
- The majority of 252 respondents 'never' travelled by 'motorbike' (94%), 237 respondents by 'other motor vehicle' (96%), and 248 respondents by 'scooter' (92%).

Figure 8: Modes of transport and frequency of use
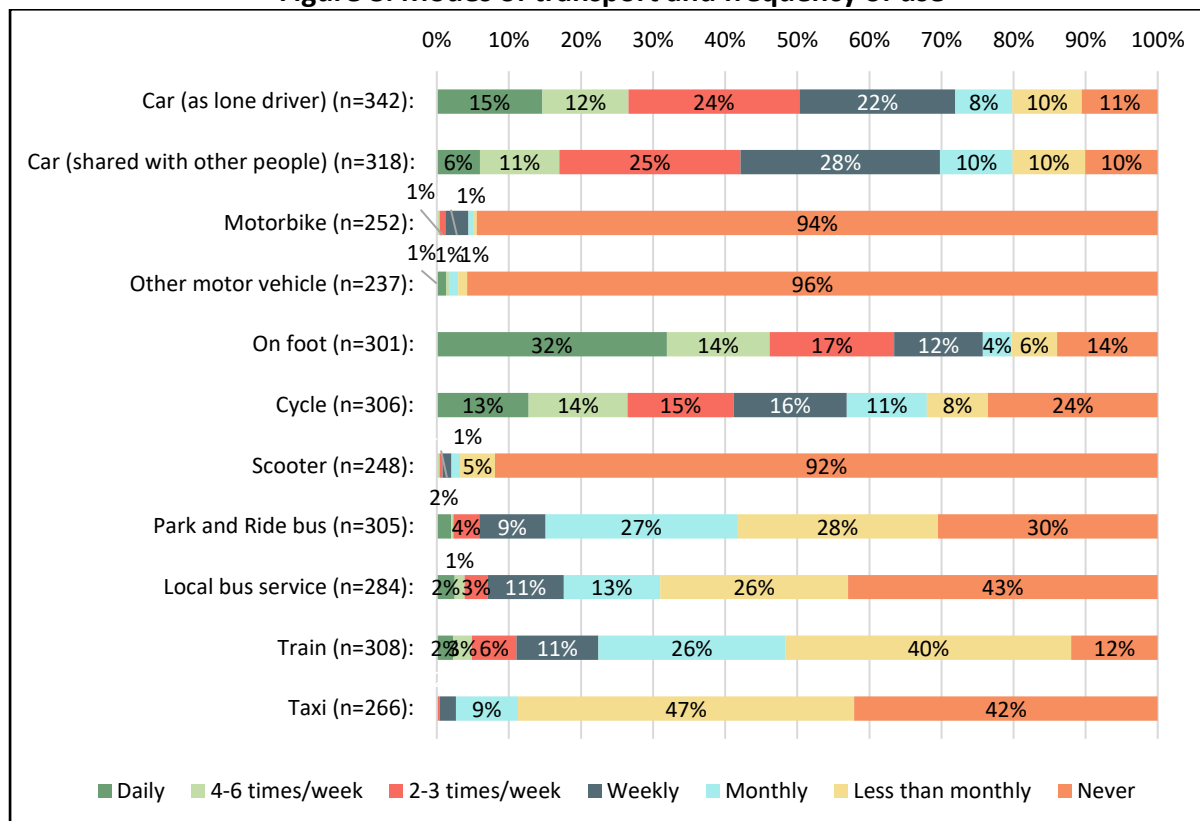
Question 1: How far do you support / oppose the western route option for the Waterbeach to Cambridge busway?

388 respondents answered the question on how far they supported or opposed the western route option for the Waterbeach to Cambridge busway.

- **Just under half of respondents opposed the western route option for the Waterbeach to Cambridge busway (49%).**
  - Just under two fifths of respondents supported the western route option (38%).

Figure 9: Support for the western route option for the Waterbeach to Cambridge busway
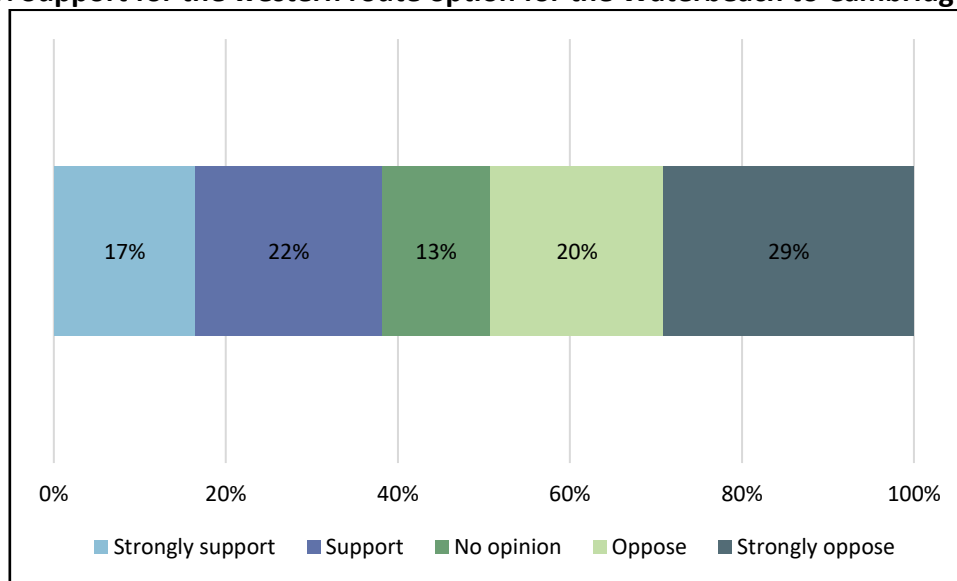
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Stakeholder response to Question 1

11 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders had 'no opinion' on the western route option for the Waterbeach to Cambridge busway (7 stakeholders).**
  - 2 stakeholders 'supported' the western route option.
  - 1 stakeholder 'opposed' and 1 stakeholder 'strongly opposed' the western route option.

Differences in response

Figure 10: Differences in support for the western route option for the Waterbeach to Cambridge busway
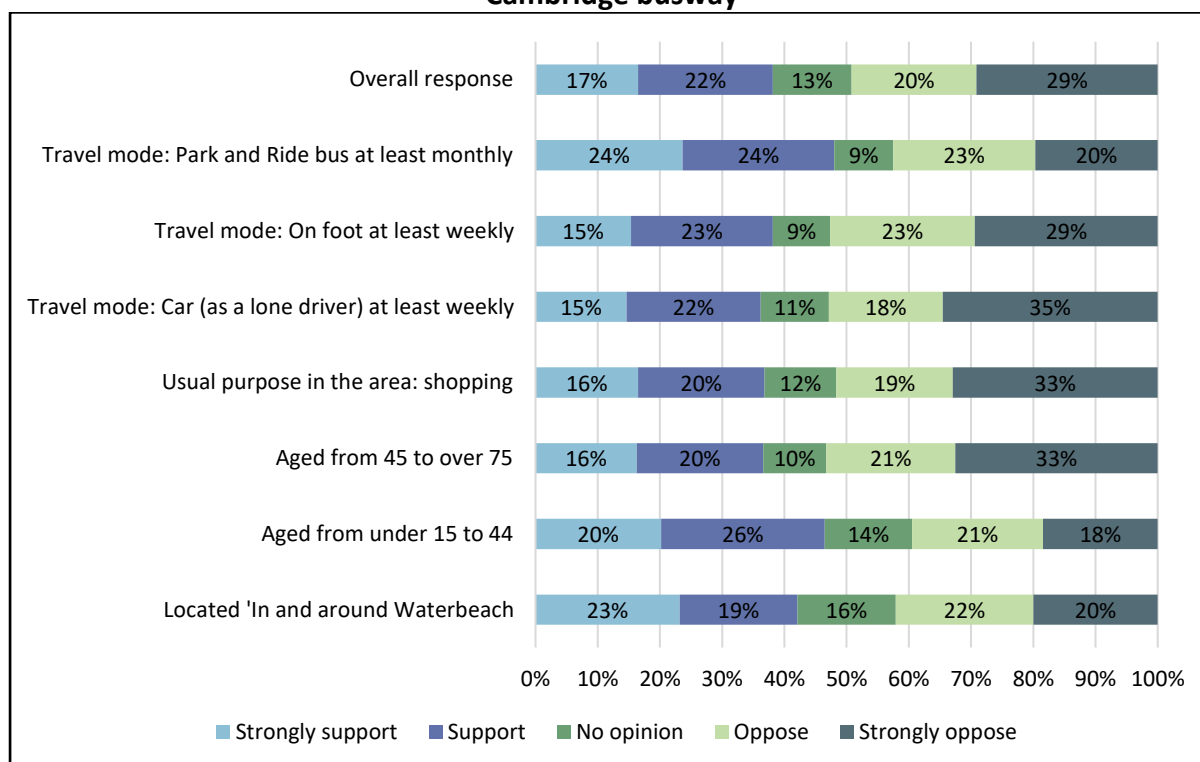
	Strongly support	Support	No opinion	Oppose	Strongly oppose
Overall response	17%	22%	13%	20%	29%
Travel mode: Park and Ride bus at least monthly	24%	24%	9%	23%	20%
Travel mode: On foot at least weekly	15%	23%	9%	23%	29%
Travel mode: Car (as a lone driver) at least weekly	15%	22%	11%	18%	35%
Usual purpose in the area: shopping	16%	20%	12%	19%	33%
Aged from 45 to over 75	16%	20%	10%	21%	33%
Aged from under 15 to 44	20%	26%	14%	21%	18%
Located 'In and around Waterbeach	23%	19%	16%	22%	20%

N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **support** the western route option than the overall response if they indicated they were aged from under 15 to 44 (46%) or used the park and ride bus at least monthly (48%).
- Respondents were more likely to **oppose** the western route option than the overall response if they indicated they were aged from 45 to over 75 (53%), usually travelled in the area for 'shopping' (52%), used a car (as a lone driver) at least weekly (53%), or travelled on foot at least weekly (53%).
- Respondents located 'in or around Waterbeach' were **less clear** on their support or opposition to the western route option, with 42% supporting it and 42% opposing it.

Question 2: How far do you support / oppose the revised central route option for the Waterbeach to Cambridge busway?

388 respondents answered the question on how far they supported or opposed the revised central route option for the Waterbeach to Cambridge busway.

- **Just over half of respondents supported the revised central route option for the Waterbeach to Cambridge busway (51%).**
  - o Under two fifths of respondents opposed the revised central route option (38%).

Figure 11: Support for the revised central route option for the Waterbeach to Cambridge busway
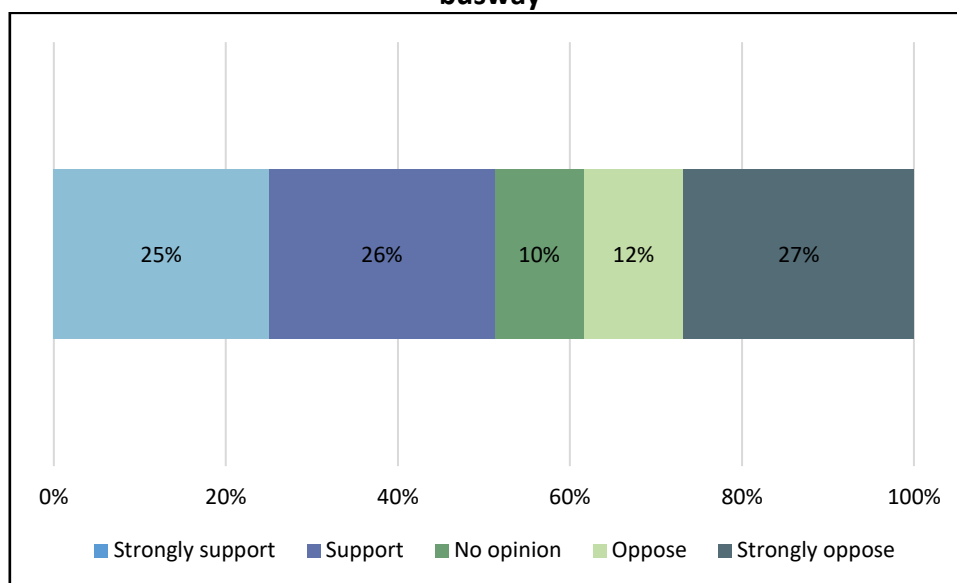
| 25% | 26% | 10% | 12% | 27% |

0%   20%   40%   60%   80%   100%

■ Strongly support ■ Support ■ No opinion ■ Oppose ■ Strongly oppose

N.B. Figures in the graph may not exactly match the text in the report due to rounding

Stakeholder response to Question 2

11 of the above respondents had indicated they were stakeholders.

- **Less than half of stakeholders supported the revised central route option for the Waterbeach to Cambridge busway (1 stakeholder 'strongly supported' and 4 'supported').**
  - o 5 stakeholders had 'no opinion' the revised central route option.
  - o 1 stakeholder 'opposed' the revised central route option.

Differences in response

Figure 12: Differences in support for the revised central route option for the Waterbeach to Cambridge busway
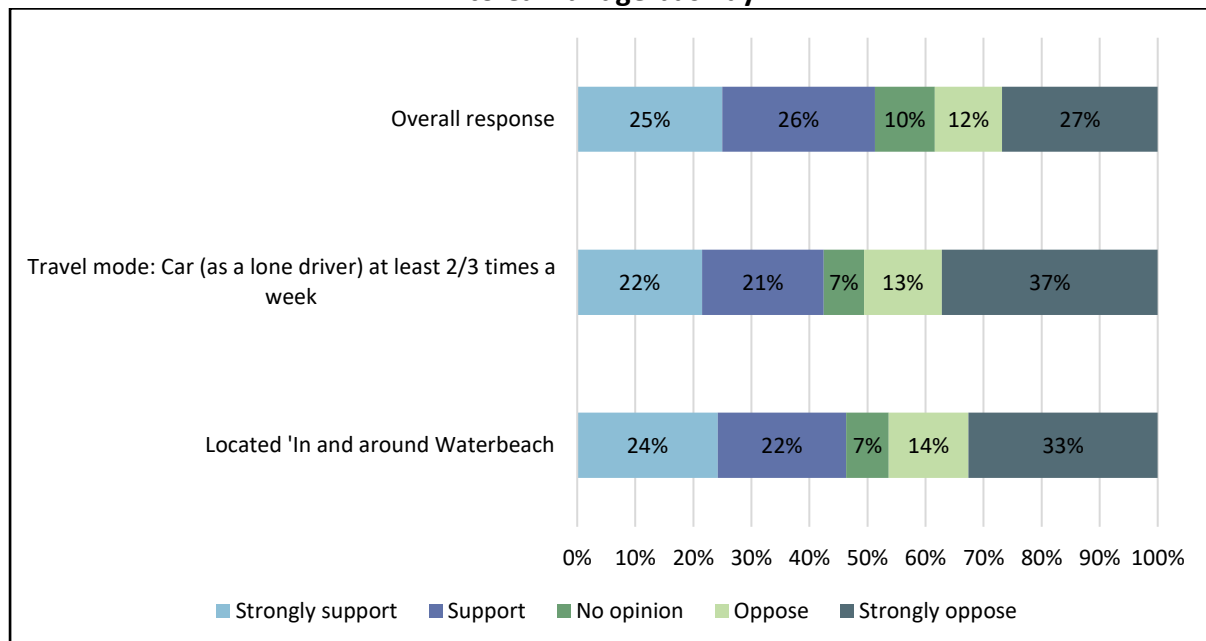
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **oppose** the revised central route option than the overall response if they indicated they used a car (as a lone driver) at least 2 to 3 times a week (51%).
- Respondents located 'in or around Waterbeach' were **less clear** on their support or opposition to the revised central route option, with 46% supporting it and 46% opposing it.

Question 3: How far do you support / oppose the proposals for the active travel infrastructure proposed alongside the busway?

388 respondents answered the question on how far they supported or opposed the proposals for the active travel infrastructure proposed alongside the busway.

- **The majority of respondents supported the proposals for the active travel infrastructure proposed alongside the busway (68%).**

Figure 13: Support for the active travel infrastructure proposals
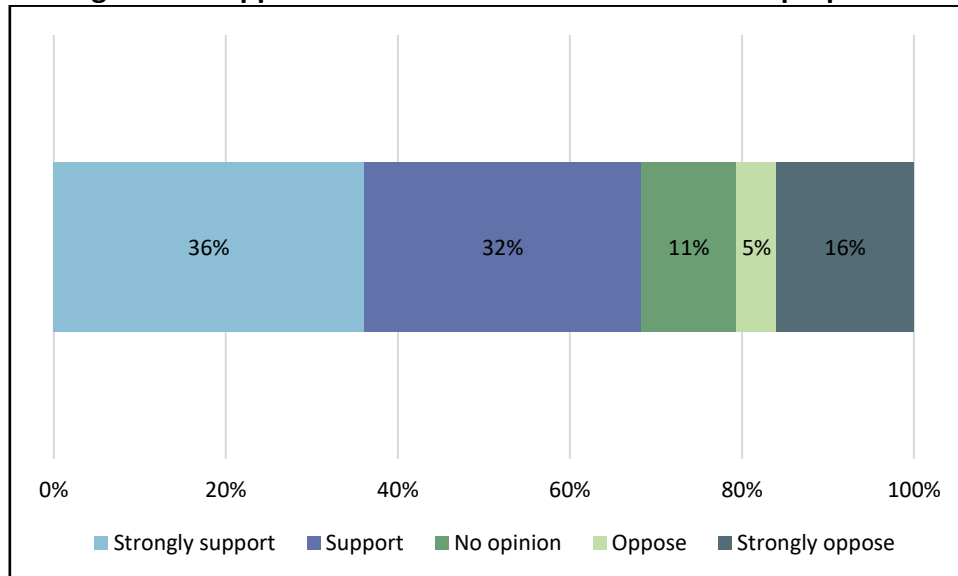
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Stakeholder response to Question 3

11 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders supported the proposals for the active travel infrastructure proposed alongside the busway (1 stakeholder 'strongly supported' and 6 'supported').**
    - o 2 stakeholders had 'no opinion' the active travel proposals.
    - o 2 stakeholders 'strongly opposed' the active travel proposals.

Question 4: What facilities should be provided at the busway bus stops?

355 respondents answered the question on what facilities should be provided at the busway bus stops. Respondents could select multiple answers to this question.

- **The majority of respondents felt busway bus stops should have 'shelter' (86%), 'real-time passenger information' (85%), 'seating' (76%), 'cycle parking' (76%), 'lighting' (74%), 'wayfinding' (62%), and 'CCTV' (60%).**

Figure 14: Facilities that should be provided at the busway bus stops
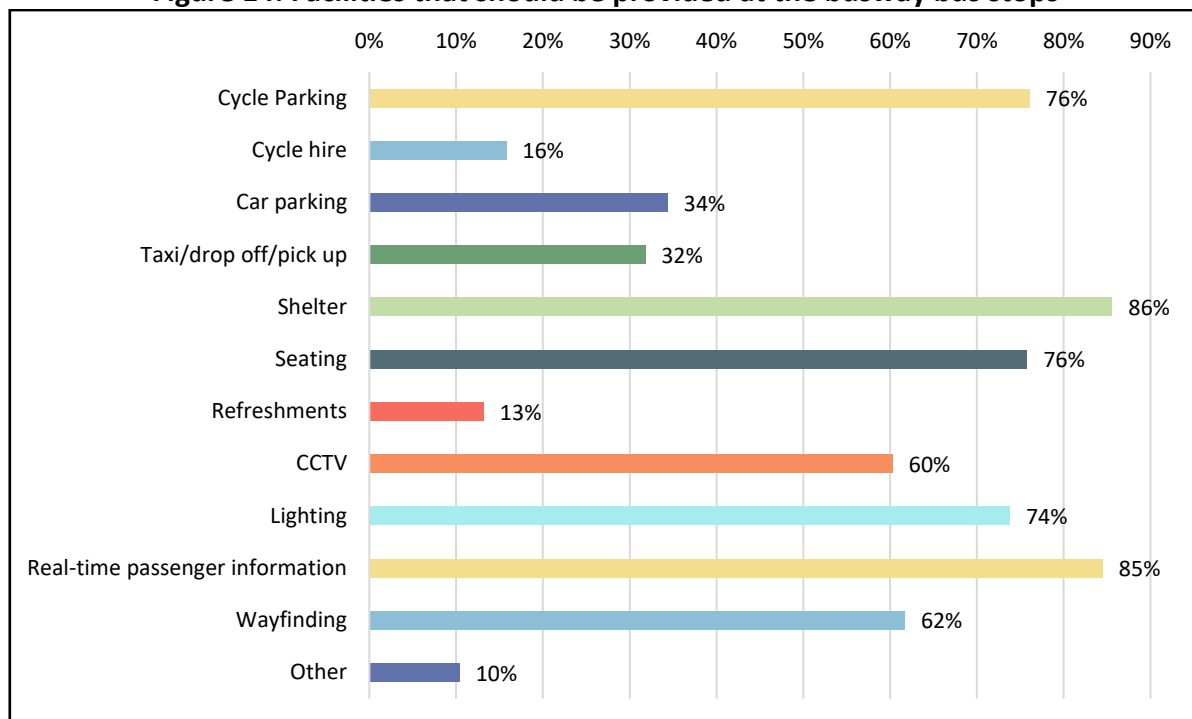
N.B. Figures in the graph may not exactly match the text in the report due to rounding

10% of respondents indicated there were 'other' facilities they would like to see provided at the busway bus stops. These suggestions included:
- Comments of opposition to the busway.
- Toilets.
- Horsebox parking.
- That facilities needed would be dependent on location of the bus stops. Car parking was discussed as an example and was felt should not be provided at bus stops that were not destinations. Other respondents felt only lighting and real-time passenger information would be appropriate at every stop.
- Access for powered two wheelers to the busway.
- Access to Waterbeach.
- A police presence.
- Bus timetables and route maps.
- Concerns about the accessibility and safety of stops for users with disabilities.
- Emergency vehicle access.
- PV generation.

- Rubbish bins.
- Scooter hire.
- Signposting for other public transport.
- That car parking and taxi drop offs/pick ups should only be at *some* busway bus stops.
- That cycle parking should be monitored and secure to avoid vandalism/theft and the cycle parking should be accessible for 'non-standard bikes'.
- That 'Interpretation Boards about local Environment and Heritage' should be protected.

Question 5: Do you have any comments on the proposals for active travel provision alongside the busway?

191 respondents left comments on the question asking if they had any comments on the proposals for active travel provision alongside the busway.

Summary of main themes

Lighting	• Most of the respondents who discussed this theme felt that the active travel provision would require sufficient lighting along the route. There was debate amongst respondents on what constituted sufficient lighting, with some respondents feeling solar studs were enough while others felt more lighting would be needed, particularly at junctions. o A few of the respondents who felt more lighting than solar studs were needed suggested the lights be motion activated. • A few of the respondents who discussed this theme felt there should be no lighting or limited lighting, highlighting the area ran through light-free rural locations and concerns about lighting's impact on the environment.

Need for more active travel provision	• Respondents who discussed this theme indicated approval of the proposals for active travel provision alongside the busway, as they felt there was a need for more active travel infrastructure in the area.
	    o A few of these respondents highlighted that there were other plans for active travel improvements in the area, particularly on Mere Way. These respondents felt that these other projects may not be needed with these proposals in place.
	    o A few of these respondents highlighted they approved of the active travel proposals but not the busway itself.

Busway separation from active travel provision	• Respondents who discussed this theme felt the busway needed to be separated from the active travel provision via fencing/planting/slope/verge to prevent the risk of active travel users accidently crossing/falling into the path of the buses on the busway.
Segregate cyclists and pedestrians	• Respondents who discussed this theme felt there should be some form of segregation between cyclists and pedestrians on the active travel provision to avoid conflict between users.
Width of path	• Respondents who discussed this theme highlighted the need for wide active travel paths in order for users to safely and comfortably pass each other, particularly

	around the busway stations where extra width was felt to be needed to allow for passengers waiting for the bus. Some of these respondents discussed the proposals' adherence to LTN 1/20 guidelines, indicating that, although the 3m width is compliant with these guidelines, a wider path may be needed depending on usage.
Not needed	• Respondents who discussed this theme indicated that they felt the busway and the active travel provision wasn't needed, highlighting the development of other, more direct, active travel routes (such as the development of Mere Way, the Waterbeach Greenway, and the A10 cycle route) and the availability of rail routes to Cambridge.
Equestrian access	• Most of the respondents who discussed this theme felt the active travel provision should be accessible to equestrian users, with some of these respondents feeling a separate, grass surface should be available alongside the rest of the active travel provision. • A few of the respondents who discussed this theme felt there shouldn't be equestrian access.
Mere Way	• Respondents who discussed this theme felt that the active travel provision proposals, particularly for Western Route, duplicated nearby plans for Mere Way. These respondents felt these proposals were better suited for an active travel route and felt Mere Way should be left untouched.
Route discussions	• Most of the respondents who discussed this theme felt that the revised central route was the better option for active travel provision as it connected more locations together. • Some of the respondents who discussed this theme indicated they were opposed to the revised central route as they felt it would negatively impact on the residents of Landbeach, increasing congestion in the village, and "cut Landbeach in two", impacting on the peaceful nature of the village. • Some of the respondents who discussed this theme felt the western route was the better option for active travel provision, providing a more direct route to Cambridge and negating the need for work on Mere Way.
Accessing the busway	• Respondents who discussed this theme felt that there should be more work on providing active travel infrastructure to connect the busway, busway stations, and new Park & Ride site to nearby towns/villages, particularly Waterbeach.

Butt Lane	• Respondents who discussed this theme highlighted that Butt Lane would need further improvements, particularly on the width of paths and signalling on junctions, to be suitable as part of an active travel route.
Drainage	• Respondents who discussed this theme felt the active travel provision needed to be high enough to allow for the paths to drain, as the area was prone to flooding during winter/poor weather.
Environmental impact	• Respondents who discussed this theme were concerned about the proposals negatively impacting on the environment due to the routes running through agricultural land and the green belt, as well as requiring the removal of hedgerows and field margins. o A few of these respondents were also concerned about the development of Mere Way as an active travel route.
Improve the A10	• Respondents who discussed this theme felt the funding for the proposals should instead go towards improving the A10 through dualling and an improved cycle route.
Motorcycle access	• Most of the respondents who discussed this theme felt that motorcycles, quad bikes, and other powered two wheelers should be prevented from using the busway as they felt this would endanger other users and cause anti-social behaviour. • A few of the respondents who discussed this theme felt the busway should be usable by powered two wheelers to encourage modal shift away from cars, while giving those unable to use active travel modes an alternative for accessing locations unavailable via public transport.
Maintenance	• Respondents who discussed this theme felt that there should be plans in place for ongoing maintenance of the active travel routes, particularly gritting/ice clearing during winter months.

Question 6: Do you have any further comments on the busway routes and active travel infrastructure proposals?

216 respondents left comments on the question asking if they had any further comments on the busway routes and active travel infrastructure proposals.

Summary of main themes

Revised central route	- Most of the respondents who discussed this theme indicated they were opposed to the revised central route option as they felt it would have a negative impact on Landbeach (feeling it would "cut the village in two", make getting into/out of the village difficult for residents, damage historical architecture, cause increased noise/air pollution for local residents, and increase congestion locally), negatively impact on the environment due to the use of greenbelt and arable land (with some respondents concerned it would open the area up to further development), and be a less direct route than the western route option. - Some of these respondents queried why the revised central route was not put forward in the previous consultation and felt the naming was misleading as it bared little resemblance to the central route option that was dropped. - Some of the respondents who discussed this theme indicated they supported the revised central route option as it would serve Milton and Landbeach as well as Waterbeach.
Environmental impact	- Most of the respondents who discussed this theme were concerned about the busway proposals negatively impacting on the environment due to the routes going through green belt and arable land. Although the revised central route was highlighted most often by respondents, the western route or both routes were mentioned nearly as often. - Some of the respondents who discussed this theme were concerned about the outside plans to upgrade the path on Mere Way, feeling it should remain as a natural pathed route. Most of these respondents felt the proposals negated the need for Mere Way to be updated.
Western route	Most of the respondents who discussed this theme indicated they supported the western route as they felt it was a more direct route, would have less impact on Landbeach residents, was closer to Impington and Histon

	so provided benefit to residents there, and was felt to be easier to be expanded on into Cottenham in the future. • Some of the respondents who discussed this theme indicated they were opposed to the western route as they felt it would be less accessible to residents of Landbeach and Milton, would negatively impact on greenbelt and areas high in wildlife, and would negatively impact on nearby residents including those in Impington and Histon.
Impact on Landbeach	• Respondents who discussed this theme were concerned about the negative impact of the route proposals on Landbeach. They felt the revised central route would "cut the village in two", make getting into/out of the village difficult for residents, damage historical architecture, cause increased noise/air pollution for local residents, and increase congestion locally. They felt the western route would negatively impact on the nearby greenbelt and arable land. Of those respondents who supported a busway, generally the western route was preferred.
Improve the A10	• Respondents who discussed this theme felt the proposals would not solve congestion issues on the A10 and that this road needed to be upgraded to a dual carriageway. These respondents felt the buses would have less congestion to use existing roads or a bus lane could be introduced alongside the upgrade.
Busway not needed	• Most of the respondents who discussed this theme felt the busway would not be needed if the A10 was upgraded to a dual carriageway, with some of these respondents feeling a bus lane could also be introduced to the A10. • Some of the respondents who discussed this theme felt there was already adequate public transport in the area, particularly rail links.
Impact on Waterbeach	• Respondents who discussed this theme were concerned the proposals would not be accessible or of benefit to the existing village of Waterbeach. Some of these respondents were concerned these proposals alongside the moving of the rail station would result in less public transport availability in Waterbeach.
Mere Way	• Respondents who discussed this theme felt that the active travel provision proposals, particularly for the Western Route, duplicated nearby plans for Mere Way. These respondents felt these proposals were better suited for an active travel route and felt Mere Way should be left untouched.
Butt Lane	• Most of the respondents who discussed this theme highlighted that Butt Lane would need further improvements, particularly on the width of paths and

	- signalling on junctions, to be suitable as part of an active travel route.
	- Some of the respondents who discussed this theme were concerned about the revised central route's use of Butt Lane for buses, which was felt to be too narrow and difficult to navigate without significant work. Some of these respondents were also concerned this could encourage more motor vehicle traffic to use the road as a "rat-run".

Question 7: Do you have any comments on the proposed locations for bus stops?

118 respondents left comments on the question asking if they had any comments on the proposed locations for bus stops.

Summary of main themes

Landbeach stops	- Some of the respondents who discussed this theme felt there needed to be bus stops located in Landbeach so the service was accessible to residents.
	  - Most of these respondents felt the revised central route bus stops were well located for Landbeach residents, while the western route bus stops were located too far from residential properties to be useful.
	  - A few of these respondents felt the bus stops were all located in places difficult to access for Landbeach residents and felt more should be located closer to the centre of the village or on High Street.
	- Some of the respondents who discussed this theme indicated they wanted no bus stops located in Landbeach as they didn't want the bus route to pass through the village.
	- A few of the respondents who discussed this theme felt that there shouldn't car parking at bus stops located in/near Landbeach as this would negatively impact on local residents and the proximity of the Park and Ride site should negate the need.

Waterbeach stops	- Respondents who discussed this theme felt there needed to be bus stops located within Waterbeach or that the bus route should make use of existing bus stops. Most of these respondents were concerned about the lack of provision for Waterbeach.

Western route bus stops	• Most of the respondents who discussed this theme felt the bus stops for the western route were located too far from residential areas to be accessible. • A few of the respondents who discussed this theme felt the western route bus stops either were beneficial to Cottenham, Histon, and Impington residents or could be beneficial with extra stops located near to them.
Milton bus stops	• Respondents who discussed this theme felt more bus stops could be placed in Milton to serve local residents there, as they felt the current proposals left them out. The Park and Ride at Milton wasn't felt to be accessible for local residents.
Revised central route bus stops	• Respondents who discussed this theme felt the bus stops for the revised central route were well placed to serve the villages it passed.
Not enough stops	• Respondents who discussed this theme felt there weren't enough bus stops located close to residential areas/central to villages, resulting in the bus service being inaccessible to local residents, particularly those with mobility or visual impairments and older/younger residents.

Question 8: How far do you support / oppose each of the locations for a new Waterbeach Park and Ride?

388 respondents answered the question on how far they supported or opposed each of the locations for a new Waterbeach Park and Ride.

- **Over a third of respondents had 'no opinion' on 'Site A' (35%), 'Site B' (38%), and 'Site C' (37%).**
  - o **Just under two fifths of respondents supported 'Site A' (39%).**
  - o **Just over two fifths of respondents opposed 'Site B' (43%).**
  - o **Just under two fifths of respondents opposed 'Site C' (38%).**

Figure 15: Support for the locations for a new Waterbeach Park and Ride

	Strongly support	Support	No opinion	Oppose	Strongly oppose
Site A	19%	20%	35%	10%	16%
Site B	5%	13%	38%	14%	29%
Site C	10%	15%	37%	12%	26%
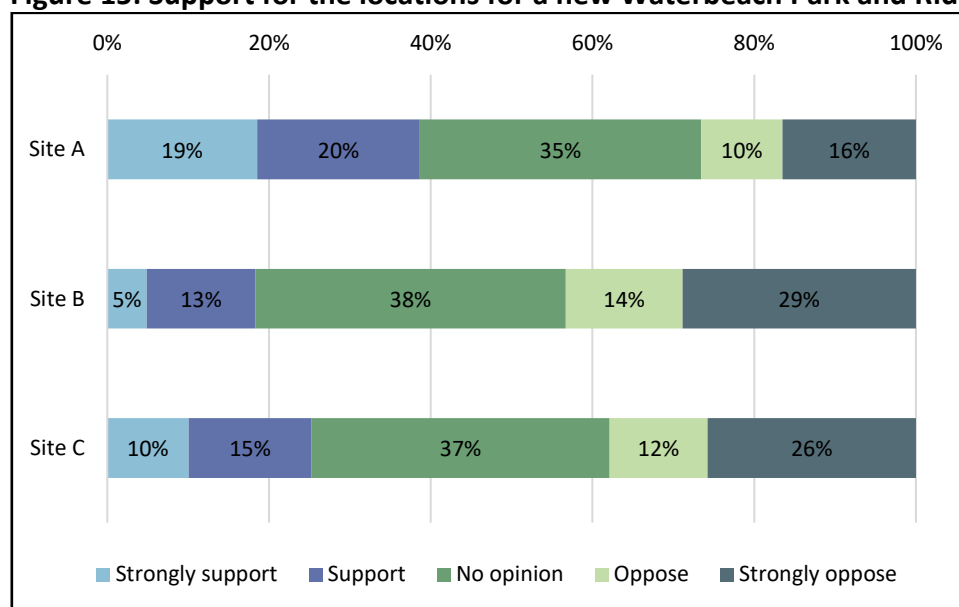
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Location of the Park and Ride sites were defined as follows:
- Site A is located to the east of the A10, to the north of Waterbeach New Town.
- Site B is located to the west of the A10 and Waterbeach New Town, off Green End.
- Site C is located to the west of the A10, to the north of Denny End Road and west of Waterbeach New Town.

Stakeholder response to Question 8

11 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders had 'no opinion' on all three new Waterbeach Park and Ride locations (8 stakeholders for 'Site A', 7 stakeholders for 'Site B', 6 stakeholders for 'Site C').**

- o 2 stakeholders supported 'Site A' (1 'strongly support' and 1 'support'). 1 stakeholder 'strongly opposed' 'Site A'.
- o 3 stakeholders 'supported' 'Site B'. 1 stakeholder 'opposed' 'Site B'.
- o 4 stakeholders supported 'Site C' (2 'strongly support' and 2 'support'). 1 stakeholder 'opposed' 'Site C'.

Differences in response

Figure 16: Differences in support for Waterbeach Park and Ride location 'Site A'
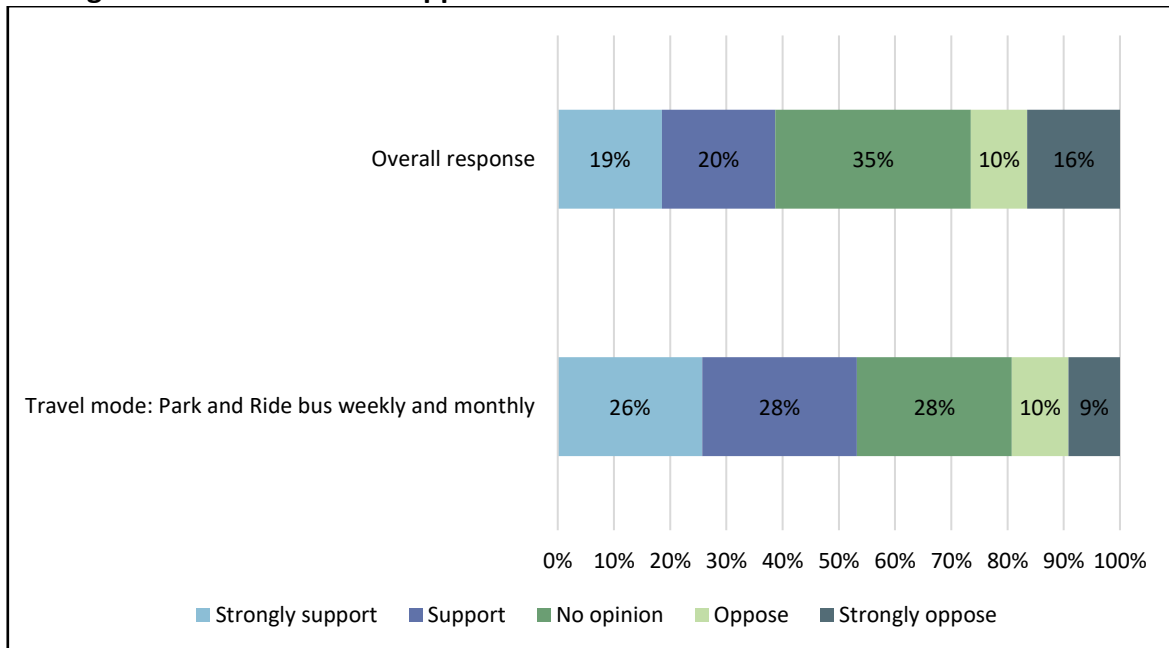
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **support** Waterbeach Park and Ride 'Site A' than the overall response if they indicated they used a Park and Ride bus weekly or monthly (53%).

Figure 17: Differences in support for Waterbeach Park and Ride location 'Site B'
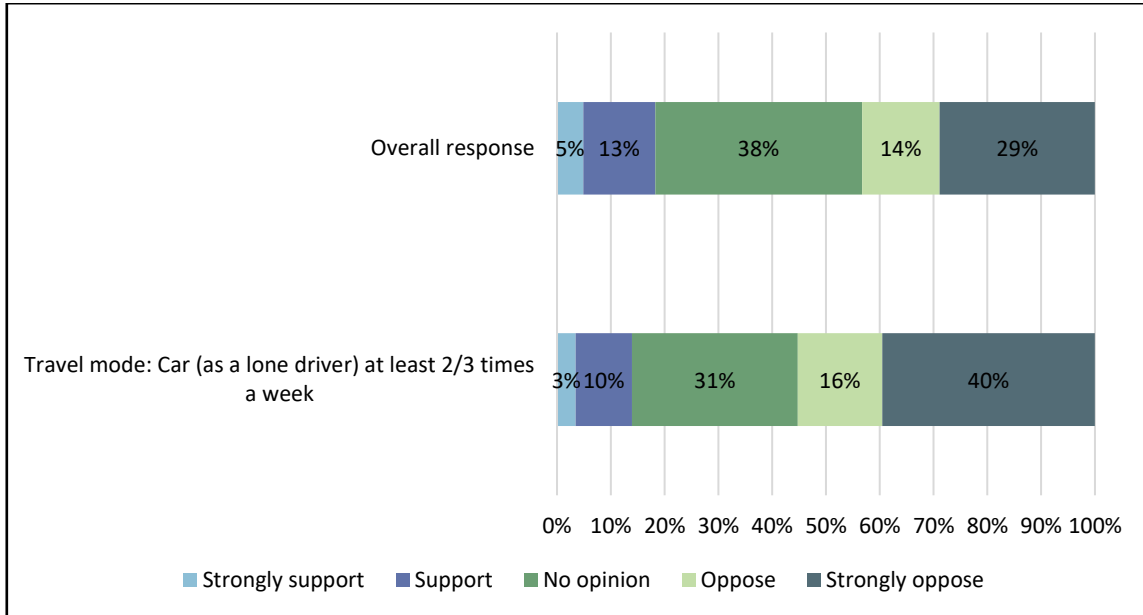
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **oppose** Waterbeach Park and Ride 'Site B' than the overall response if they indicated they used a car (as a lone driver) at least 2 to 3 times a week (55%).

Figure 18: Differences in support for Waterbeach Park and Ride location 'Site C'
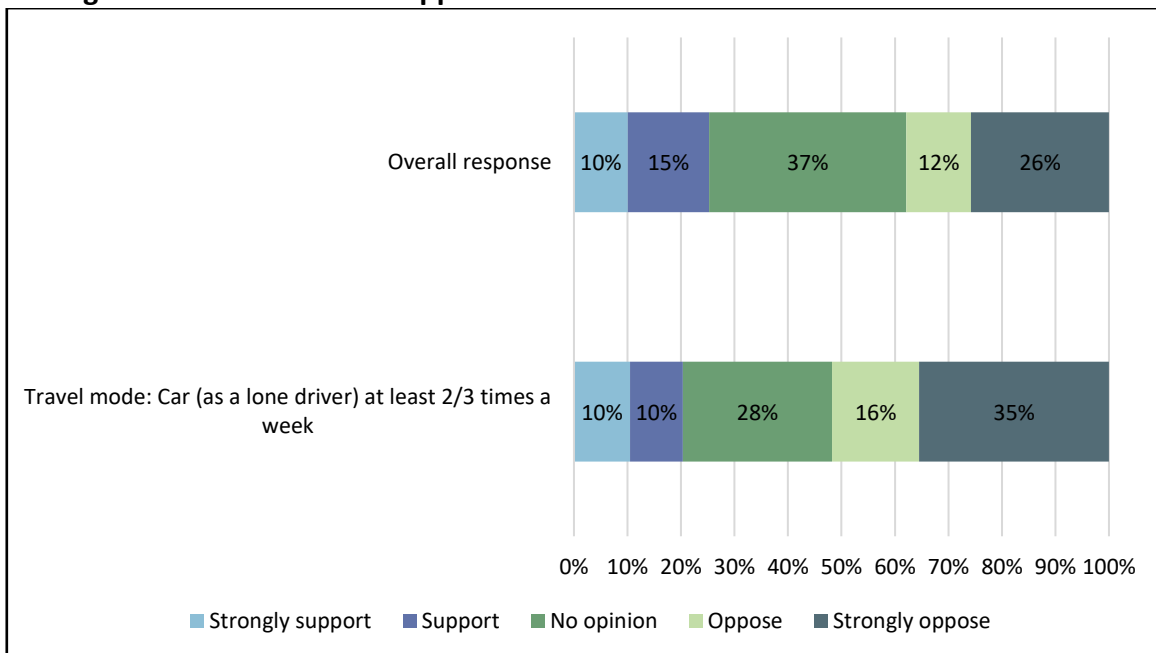
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **oppose** Waterbeach Park and Ride 'Site C' than the overall response if they indicated they used a car (as a lone driver) at least 2 to 3 times a week (52%).

Question 9: Specifically for Site A, how far do you support each of the access arrangement proposals?

388 respondents answered the question on how far they supported each of the access arrangement proposals for Site A.

- **The majority of respondents had 'no opinion' on 'access proposal 1' (55%).**
    - Just over a quarter of respondents opposed 'access proposal 1' (26%).
- **Over half of respondents had 'no opinion' on 'access proposal 2' (52%).**
    - Just over a quarter of respondents supported 'access proposal 2' (26%)

Figure 19: Support for the access arrangement proposals for Site A
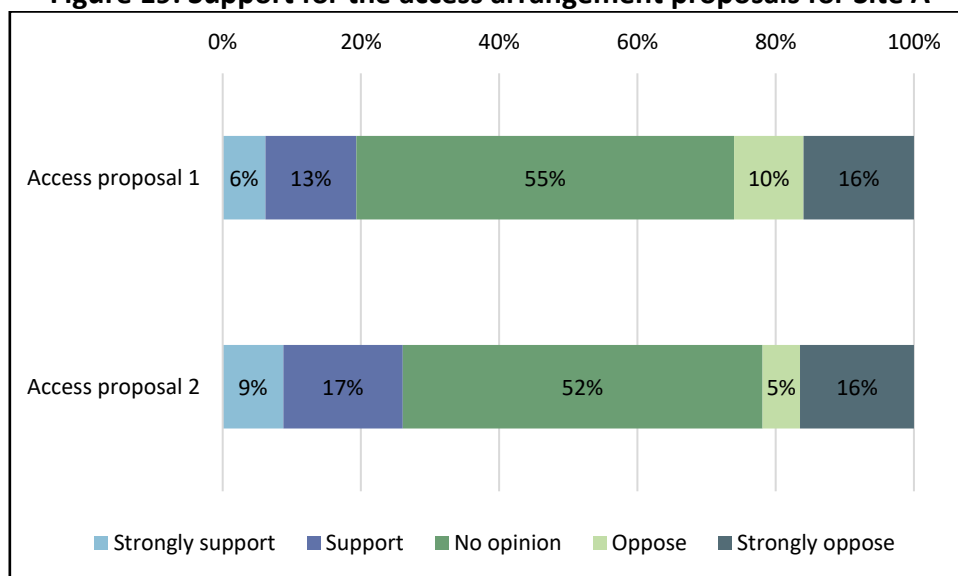
N.B. Figures in the graph may not exactly match the text in the report due to rounding

The Site A access proposals were defined as follows:
- Access proposal 1 - Buses and cars access via a new junction on the A10
- Access proposal 2 - Cars access via a new junction on the A10 and bus access from within Waterbeach New Town

Stakeholder response to Question 9

11 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders had 'no opinion' on both Site A access proposals (8 stakeholders for 'Access proposal 1', 7 stakeholders for 'Access proposal 2').**
    - 1 stakeholder 'supported' 'Access proposal 1'. 2 stakeholders opposed 'Access proposal 1' (1 'opposed' and 1 'strongly opposed').
    - 3 stakeholders supported 'Access proposal 2' (1 'strongly supported' and 2 'supported'). 1 stakeholder 'strongly opposed' 'Access proposal 2'.

Differences in response

Figure 20: Differences in support for Site A 'Access proposal 1'
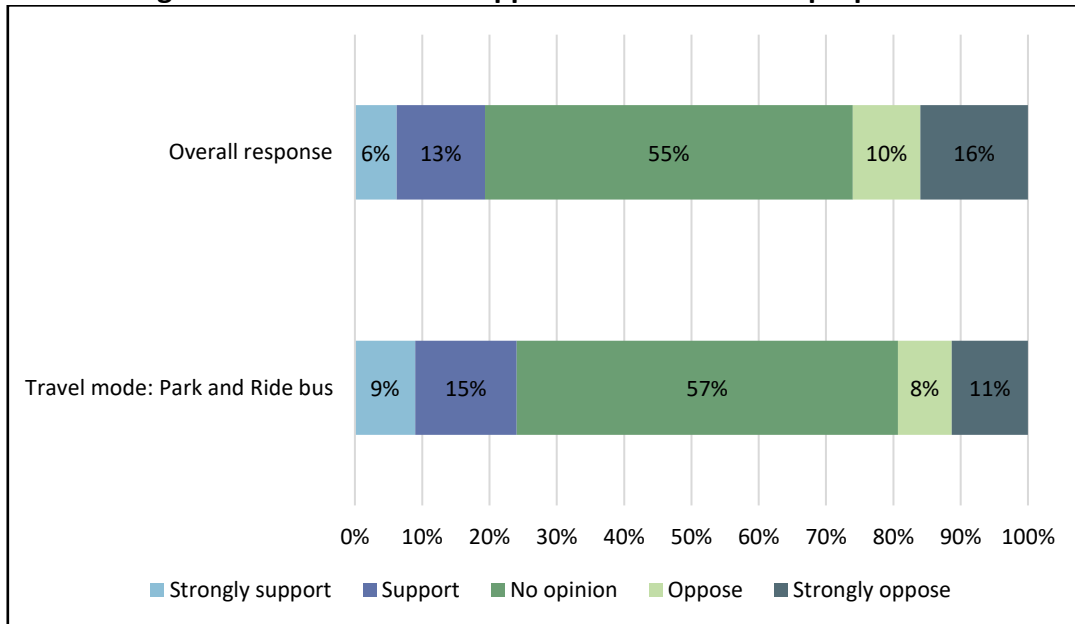
	Strongly support	Support	No opinion	Oppose	Strongly oppose
Overall response	6%	13%	55%	10%	16%
Travel mode: Park and Ride bus	9%	15%	57%	8%	11%

N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **support** 'Access proposal 1' for Site A than the overall response if they indicated they used a Park and Ride bus (24%).

Figure 21: Differences in support for site A 'access proposal 2'
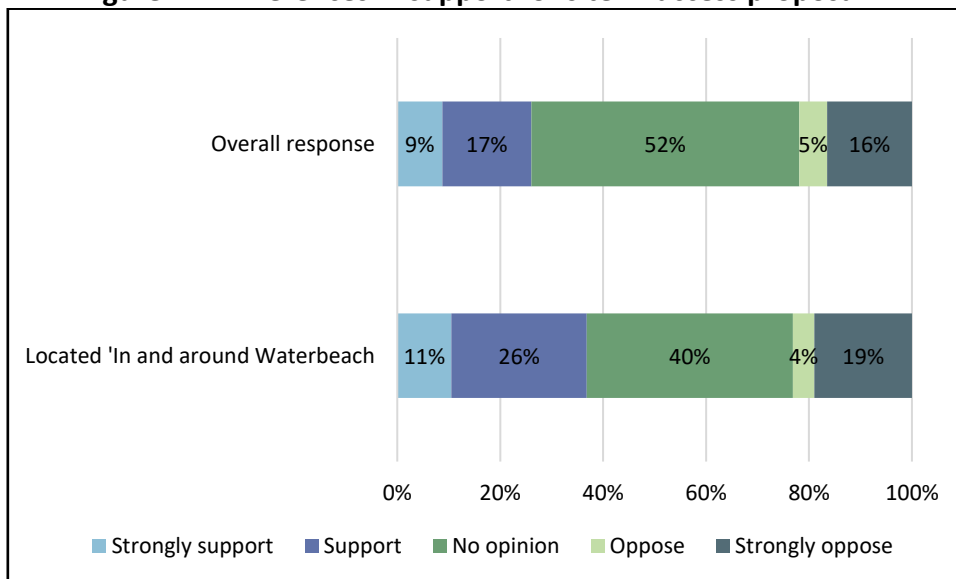
	Strongly support	Support	No opinion	Oppose	Strongly oppose
Overall response	9%	17%	52%	5%	16%
Located 'In and around Waterbeach	11%	26%	40%	4%	19%

N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **support** 'access proposal 2' for Site A than the overall response if they were located 'in or around Waterbeach' (37%).

Question 10: Do you support the access option for site B?

388 respondents answered the question on whether they support the access option for Site B.

- **Over half of respondents indicated, 'no', they did not support the access option for Site B (58%).**

Figure 22: Support for the access arrangement proposal for Site B

Yes, 42%

No, 58%
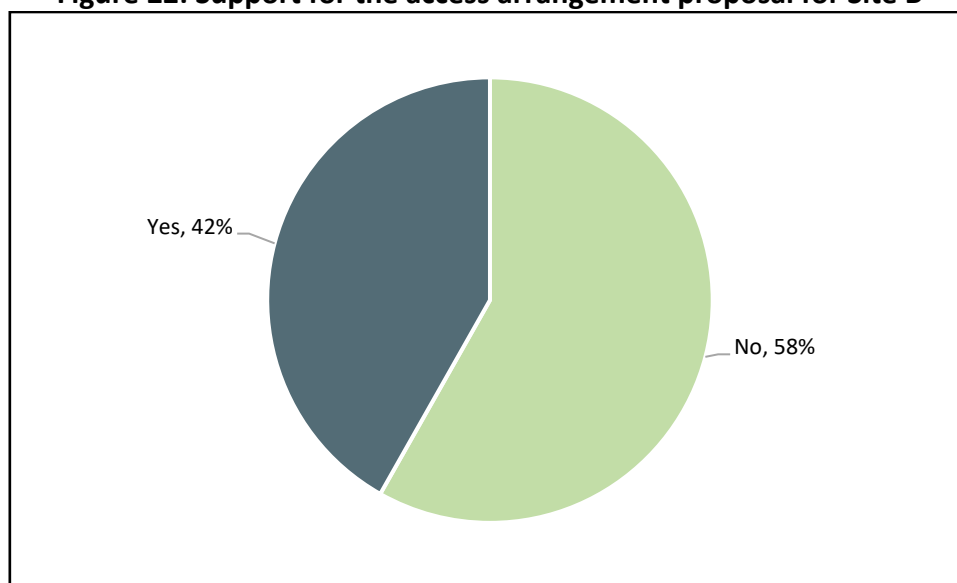
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

The Site B access proposal was defined as follows:
- Access for cars via Green End and access for buses from the new Waterbeach New Town southern roundabout.

Stakeholder response to Question 10

11 of the above respondents had indicated they were stakeholders.

- **6 stakeholders indicated, 'no', they didn't support the access option for Site B, while 5 stakeholders indicated, 'yes', they did support it.**

Figure 23: Differences in support for the access arrangement proposal for Site B
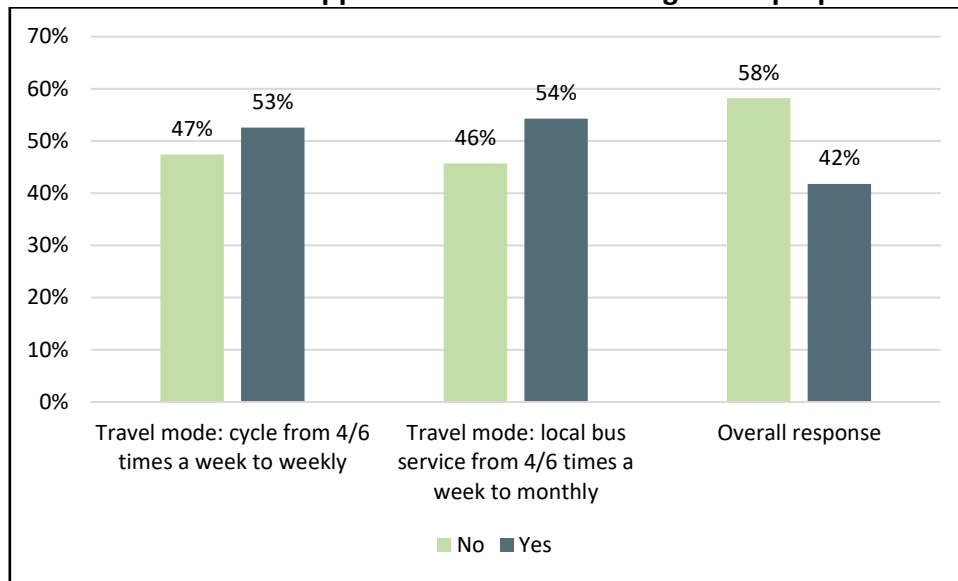
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **support** the access arrangement proposal for Site B than the overall response if they indicated they used a cycle from 4 to 6 times a week to weekly (53%) or used the local bus service from 4 to 6 times a week to monthly (54%).

Question 11: Specifically for Site C, how far do you support each of the access arrangement proposals?

388 respondents answered the question on how far they supported each of the access arrangement proposals for Site C.

- **Less than half of respondents had 'no opinion' on 'access proposal 1' (47%) and 'access proposal 2' (45%).**
  - o Under a third of respondents opposed 'access proposal 1' (31%).
  - o Over a third of respondents opposed 'access proposal 2' (36%).

Figure 24: Support for the access arrangement proposals for Site C
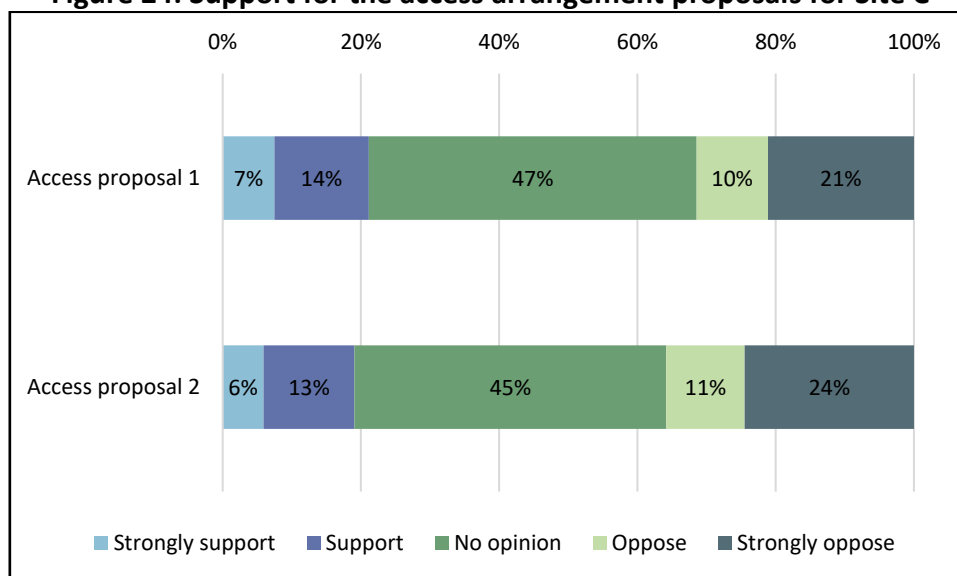
N.B. Figures in the graph may not exactly match the text in the report due to rounding

The Site C access proposals were defined as follows:
- Access proposal 1 - All vehicles access the site via the new Waterbeach New Town southern roundabout.
- Access proposal 2 - Buses access the site via the new Waterbeach New Town southern roundabout and all other motor vehicles access the site via a fourth arm on the A10/Denny End Road junction.

Stakeholder response to Question 11

11 of the above respondents had indicated they were stakeholders.

- **Less than half of stakeholders had 'no opinion' on 'Access proposal 1' (5 stakeholders).**
  - o 3 stakeholders 'supported' 'Access proposal 1'.
  - o 3 stakeholders opposed 'Access proposal 1' (1 'opposed' and 2 'strongly opposed').
- **The majority of stakeholders had 'no opinion' on 'Access proposal 2' (6 stakeholders).**

- o 3 stakeholders supported 'Access proposal 2' (1 'strongly supported' and 2 'supported'.
- o 2 stakeholders opposed 'Access proposal 2' (1 'oppose' and 1 'strongly opposed').

Differences in response

Figure 25: Differences in support for Site C 'Access proposal 1'
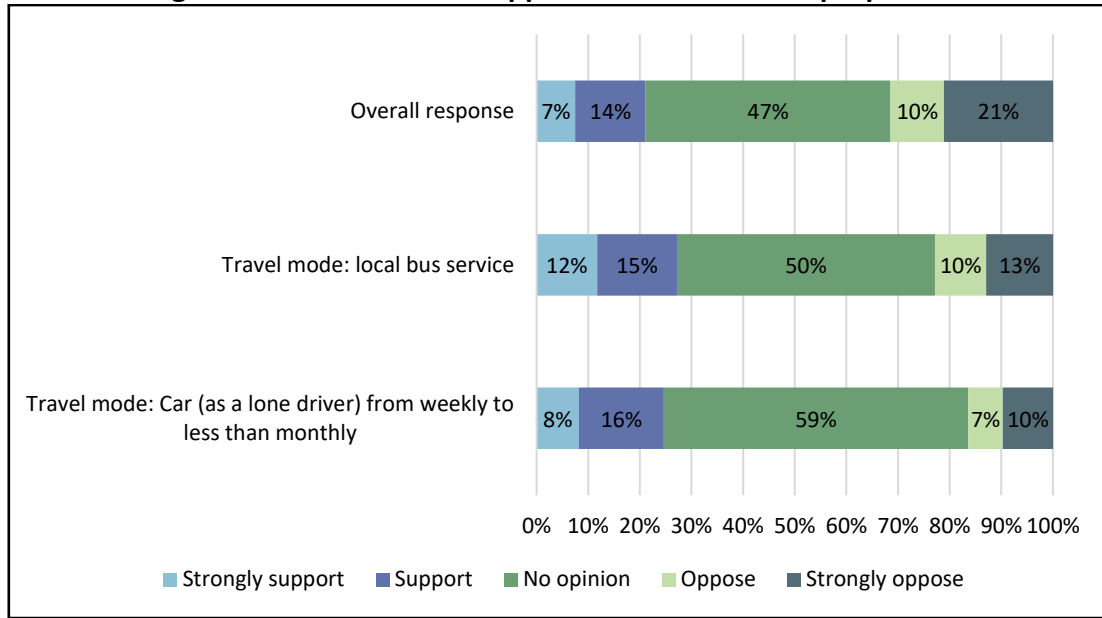
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents were more likely to **support** 'Access proposal 1' for Site C than the overall response if they indicated they used a local bus service (27%) or used a car (as a lone driver) from weekly to less than monthly (25%).

Question 12: Do you have any further comments on the various access options for either Site A, B or C ?

101 respondents left comments on the question asking if they had any further comments on the various access options for either Site A, B or C.

Summary of main themes

Site B	• Most of the respondents who discussed this theme were concerned about the access route for Site B increasing traffic in Landbeach, negatively impacting on nearby bridleways. and negatively impacting on the nearby community, Emmaus. Green End was also felt to be a difficult junction to navigate onto the A10. • A few of the respondents who discussed this theme indicated they felt Site B was "ok" or "satisfactory", highlighting it may be of benefit to Waterbeach and Waterbeach New Town residents. • A few of the respondents who discussed this theme queried why the survey question was a yes/no answer, indicating their desired response was more nuanced.
Site C	• Most of the respondents who discussed this theme were concerned about the access route for Site C, highlighting Denny Road had already had major redesign recently and a site entrance would worsen already high congestion in the area. • Some of the respondents who discussed this theme felt the location of Site C was too far south to remove congestion from the A10. • A few of the respondents who discussed this theme felt Site C was better located for the bus to access the busway and for Waterbeach residents.
Site A	• Most of the respondents who discussed this theme felt that Site A was the best located of the three options, being located to take traffic away from the A10 before areas of congestion and having the least environmental impact. • A few of the respondents who discussed this theme felt Site A was not accessible to Waterbeach residents.
Not needed	• Respondents who discussed this theme felt a new Park & Ride site was not needed, highlighting that the Milton Park & Ride site was nearby and not running at capacity, and that rail travel was a suitable alternative.
Survey issues	• Some of the respondents who discussed this theme indicated they couldn't find or had difficulty accessing information on the Park & Ride sites and access options.

	• Some of the respondents who discussed this theme queried why the survey question for Site B access was a yes/no answer, indicating their desired response was more nuanced.
Accessible by active travel	• Respondents who discussed this theme highlighted that the Park & Ride sites needed to be accessible by active travel methods. ○ Some of these respondents discussed the active travel access for Site C, highlighting it would be near to the planned active travel bridge over the A10 planned by Urban & Civic, would require active travel improvements to Denny Road that had been planned but not started, and that access option 1 would cause motorised traffic to cross the Mere Way active travel route.
Environmental impact	• Respondents who discussed this theme indicated they were concerned about the proposals negatively impacting on the environment. Of those respondents who discussed Sites, Site A was preferred as it was not located on the green belt/agricultural land.

Question 13: What facilities should be provided at the Park and Ride?

345 respondents answered the question on what facilities should be provided at the Park and Ride. Respondents could select multiple answers to this question.

- **The majority of respondents felt the Park and Ride should have 'shelter' (86%), 'toilets' (84%), 'cycle parking' (81%), 'seating' (79%), and 'Electric Vehicle charging' (74%).**

Figure 26: Facilities that should be provided at the Park and Ride
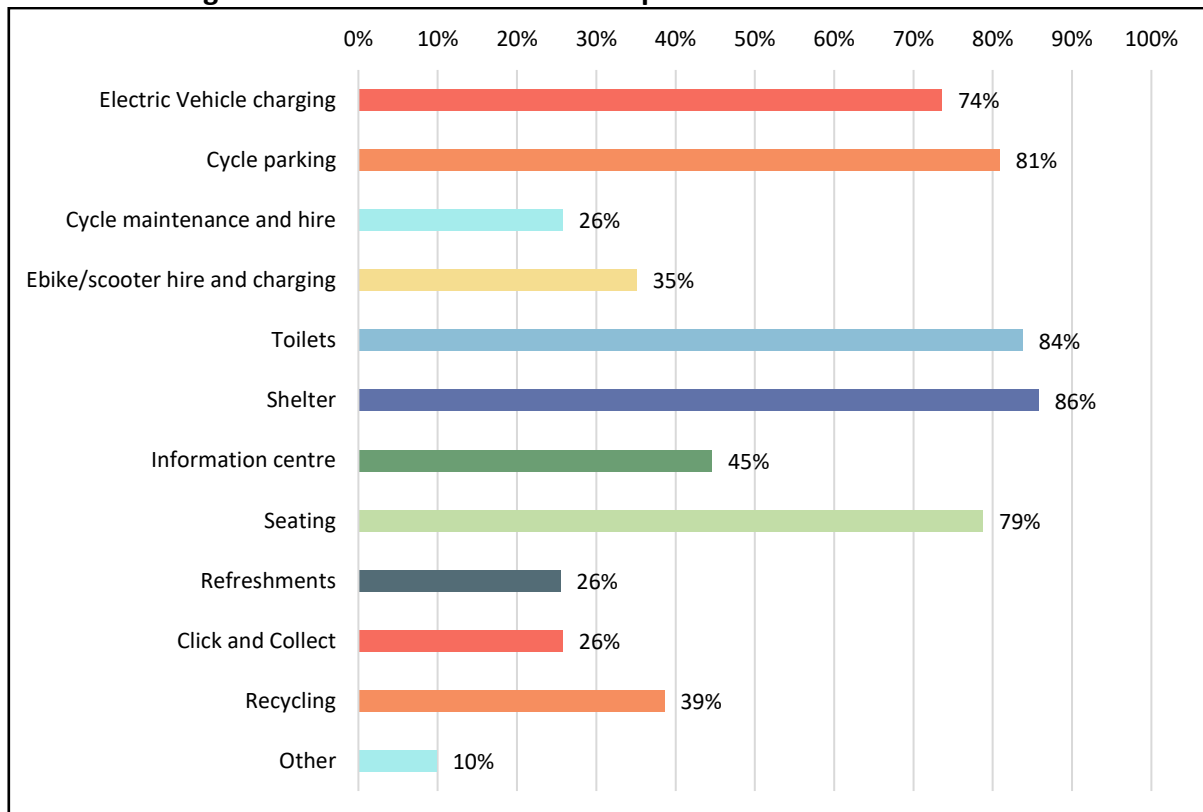
N.B. Figures in the graph may not exactly match the text in the report due to rounding

10% of respondents indicated there were 'other' facilities they would like to see provided at the Park and Ride. These suggestions included:
- Comments of opposition to the Park and Ride site and scheme as a whole.
- Horsebox parking.
- CCTV and lighting.
- Real-time passenger information.
- Secure cycle parking, including for overnight, suitable for non-standard bikes.
- Car parking.
- Consideration of those with mobility issues in relation to the design.
- Local travel information, for public transport and cycle routes.
- PV generation.
- Rubbish bins.
- Secure powered two-wheeler parking.
- That Cambridge North already had suitable facilities in place.

- Toilets 'that are open when the buses are running' (respondent indicated this was an issue at the Milton Park and Ride site).
- Shower facilities.

Question 14: Do you have any further comments on the Park and Ride options?

78 respondents left comments on the question asking if they had any further comments on the Park and Ride options.

Summary of main themes

Park and Ride service improvements	• Respondents who discussed this theme made comments requesting improvements to the Park and Ride service. These suggestions included: ○ Increased frequency of buses and longer operating times, particularly later services back to the Park and Ride site. ○ The need for toilets at the Park and Ride site, including baby changing facilities. ○ Safety improvements, such as increased lighting, CCTV, and police presence on site. ○ Real-time service information. ○ More rural bus services instead of the Park and Ride, that also linked to the nearest train station, along with tickets that covered both the bus service and rail network. ○ "Higher quality" buses. ○ Secure cycle parking (concreted in hoops and CCTV) with shelter. ○ Park and Ride services to run directly to Cambridge. ○ Permeable paving. ○ Alternative "lo-tech" payment facilities.
Not needed	• Respondents who discussed this theme felt the proposals as a whole were not needed, feeling there were suitable alternatives in place (rail travel and the Milton Park and Ride), the cost was too high and the money could be better spent on improving the A10 and creating more segregated active travel infrastructure.
Impact on Landbeach	• Respondents who discussed this theme were concerned about Sites B and C negatively impacting on Landbeach residents, due to the risk of increased congestion and proximity to residential areas, and nearby green belt/agricultural land.

	o Some of these respondents indicated they preferred Site A, feeling it was also better suited to removing congestion from the A10. o Some of these respondents felt the Park and Ride site should be located further north, closer to Ely. o A few of these respondents were opposed to the introduction of a new Park and Ride site, feeling the money could be better spent on creating more segregated active travel infrastructure. o A few of these respondents were concerned about the proposals, in particular those for Site B, negatively impacting on the nearby Emmaus community.
Site A	• Most of the respondents who discussed this theme felt that Site A was the best located of the three options, being located to take traffic away from the A10 before areas of congestion and having the least environmental impact. • A few of the respondents who discussed this theme were concerned about Site A's potential to have a negative impact on Denny Abbey. • A few of the respondents who discussed this theme felt Site A was not accessible to Waterbeach residents.
Milton Park and Ride	• Most of the respondents who discussed this theme indicated they wanted the Milton Park and Ride site to remain, with some concerned these proposals could result in its closure. • A few of the respondents who discussed this theme felt the new Park and Ride site should be located further north, closer to Ely, highlighting the current site proposals proximity to the Milton Park and Ride.
Environmental impact	• Respondents who discussed this theme indicated they were concerned about the proposals negatively impacting on the environment. Of those respondents who discussed Sites, Site A was preferred as it was not located on the green belt/agricultural land, although there was a few respondents who were concerned about a potential impact on Denny Abbey.

Question 15: 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.

94 respondents left comments on the question asking if they had any comments on whether the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010.

Summary of main themes

Disabilities and age	• Most respondents who discussed this theme said that those with limited mobility who are unable to drive (including older people) will not be able to use the services due to distance to stops/stations; with many commenting on, access to park and ride from Milton, the new location of the train station, and some mentioning access to the Western route from Landbeach. • Some respondents said that the proposals would have a positive impact on people with disabilities, mobility issues, and older people, by improving transport options.
Distance and access	• Most of the respondents who discussed this theme highlighted the difficulty in accessing the new services due to increased distance; affecting those with mobility issues / disabilities / older people; affecting those that are unable to drive (such as those on lower incomes, those with disabilities, older people, and younger people). • Some of the respondents who discussed this theme expressed concern over the lack of adequate bus stop provision in Milton, old Waterbeach village, and Landbeach. • Some of the respondents who discussed this theme were concerned about the relocation of the station in Waterbeach, which is now further away from old Waterbeach.

Local residents	• Respondents who discussed this theme commented that the plans would negatively affect local residents.
	    o Some of these respondents discussed the negative impact on the landscape (reduced green routes), noise pollution, and well-being/mental health.
	    o Some of these respondents expressed concerns over the safety of local residents, with potential for increased crime, anti-social behaviour and the need to navigate busy roads.

Drivers/non-drivers	• Most of the respondents who discussed this theme mentioned they were concerned about the increased difficulty in accessing the proposed services for those that do not have cars, disproportionately affecting those who

	have disabilities, who are older, younger, or on lower incomes.
	• Some of the respondents who discussed this theme said the plans would have a positive impact on those who are less likely to have a car/can't drive, with some giving special mention to the central route.
	• Some of the respondents who discussed this theme commented on the current poor public transport provision, making people more reliant on driving.
Environment	• Respondents who discussed this theme were concerned about the effect the proposal would have on the local environment and the green belt. Particular comments were made regarding the concern for the local ecosystem and wildlife.
Equestrians and women	• Respondents who discussed this theme commented on the potential lack of provision for horse-riders and highlighted that that majority of horse-riders are women. ◦ Some of these respondents expressed concern about the lack of consideration / impact on horse-riders of turning natural/green bridleways into tarmac roads.
Socio-economic	• Most of the respondents who discussed this theme commented that improved public transport would positively impact on people of lower socioeconomic status / lower income. • A few of the respondents who discussed this theme commented on the current poor public transport provision, and reduction of services disproportionately affecting lower socio-economic status/lower wage people.
Safety	• Most of the respondents who discussed this theme were concerned that ASB (anti-social behaviour), or crimes towards vehicles, or people (including violent crime; particularly those with protected characteristics) would increase. • Some of the respondents who discussed this theme noted that a lack of segregation between cycles, and the promotion of e-scooters and e-bikes, increases risk.
Young families and young people	• Some of the respondents who discussed this theme felt the services will be beneficial to young people due to a better provision of services (with particular mention of the revised central route). • Some of the respondents that discussed this theme felt that young families would be negatively impacted due to difficulty in accessing services.

Question 16: We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below.

97 respondents left comments on the question asking if they had any comments on the proposals.

Summary of main themes

Active travel improvements	- Respondents who discussed this theme had suggestions on active travel improvements. - Some of these respondents discussed the need for improvements to the A10 pedestrian bridge near Milton. These respondents felt it was currently unsafe and needed increased railing height, increased width, and improved approach gradients. - A few of these respondents discussed the need for more active travel provision broadly, including requests for the greenway to be completed. - A few of these respondents requested active travel provision be well lit and be accessible to those using non-standard bikes or mobility aids. - A few of these respondents felt active travel provision should also be accessible to equestrian users, with soft surface paths kept in place (both for equestrian users and to minimise the environmental impact) and benches that could also be used as horse mounting blocks.
Not needed	Respondents who discussed this theme felt the proposals as a whole were not needed, feeling there were suitable alternatives in place (rail travel, existing bus services, and the Milton Park and Ride), the cost was too high and the money could be better spent on improving the A10, improving the rail line, and creating more segregated active travel infrastructure.
Bus service improvements	- Most of the respondents who discussed this theme felt existing bus services could be utilised more effectively, increasing the frequency/reliability, increasing bus capacity, adding more village stops, ensuring information boards were accessible to those with visual or hearing impairments, ensuring buses were accessible to those with mobility aids/pushchairs/limited mobility, and linking up with other services including rail services. - Some of the respondents who discussed this theme were concerned about the cost of bus services and Park and

	Ride parking increasing, highlighting the need for costs to be low to zero to encourage usage.
Environmental impact	• Most of the respondents who discussed this theme indicated they were concerned about the proposals negatively impacting on the environment due to the development of green belt and agricultural land and risk of future housing development. There was also concern about the proposals' proximity to an active landfill site. • Some of the respondents who discussed this theme had suggestions for lessening the environmental impact from the proposals. These included; adding trees/hedgerows along the route; ensuring wildlife was able to cross the busway safely; reducing bus speeds to lessen carbon emissions; and keeping soft surfaces on active travel routes, particularly along Mere Way.
Improve the A10	• Respondents who discussed this theme felt the proposals would not solve congestion issues on the A10 and that this road needed to be upgraded to a dual carriageway. These respondents felt, with the A10 being dualled, the buses would have less congestion to use existing roads or a bus lane could be introduced alongside the upgrade.

Stakeholders responses

Background

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

- Anglia Learning
- Anglia Ruskin University
- Anglian Water
- Cambridge Past, Present & Future
- Cambridge University Hospitals NHS Foundation Trust
- Cambridgeshire County Council Strategic Assets (Justin Bainton at Carter Jonas)
- Camcycle
- Chivers Farms
- Cllr Gerald Hinkins, Landbeach Parish Councillor
- Cllr Judith Rippeth
- Cllr Paul Bearpark
- Corpus Christi College
- County farms
- CPRE (Campaign to Protect Rural England)
- East Cambridgeshire District Council
- Ely Cycling Campaign
- Ely Diocesan Board of Finance
- Environment Agency
- FCC Environment (UK) Ltd
- Federation of Cambridge Residents' Associations (FeCRA)
- Gonville and Caius College
- HiHub
- Histon & Impington Parish Council
- Histon & Impington Green Spaces CIO
- Historic England
- Horningsea Parish council
- Landbeach Parish Council
- Milton Cycling Campaign
- NFU
- Pell Frischmann
- South Cambridgeshire Green Party
- Sustrans
- The British Horse Society
- The Trails Trust, Registered Charity no. 1094139
- Tithe Barn Trust
- Trinity College Cambridge
- University of Cambridge
- Urban & Civic
- Waterbeach and District Bridleways Group
- Waterbeach Parish Council

All of the responses from these groups will be published alongside the results of the public consultation survey. The main themes were:

Summary of major themes

Revised central route	• Some of the stakeholders who discussed this theme were concerned about the revised central route negatively impacting on the environment, including parcelling farmland into smaller, less usable, areas. These stakeholders were also concerned about the route negatively impacting on Landbeach residents, as the route would introduce increased noise and light pollution as well as increasing congestion within the village. Some of these stakeholders also raised concerns these

	proposals could result in the loss of existing bus services, which were felt to serve Landbeach well.
	• Some of the stakeholders who discussed this theme indicated they preferred the revised central route option as they felt it would attract more bus and active travel usage, had a direct link to the Milton Park and Ride site, had more accessible bus stops (although a few stakeholders highlighted concerns it would not be accessible to Waterbeach residents), had a wider active travel route for more of the route, and impact less on greenbelt and agricultural land (although a few stakeholders requested slight alterations to the route to ensure agricultural disruption was minimised).
Park and Ride Site C	• Most of the stakeholders who discussed this theme were concerned about Park and Ride Site C, feeling it was not situated early enough on the A10 to reduce congestion, would cause more congestion on already congested junctions, was located on an archaeological site, would negatively impact on Landbeach residents, and was located in a flood risk zone.
	• A few of the stakeholders who discussed this theme indicated they preferred Site C as they felt it linked well with the busway proposals and had ease of access for Waterbeach New Town residents.
Western route	• Stakeholders who discussed this theme were concerned about the western route negatively impacting on the environment/green belt/agricultural land, being less accessible to Landbeach and Waterbeach residents due to the stop locations, negatively impacting on Impington residents due to the proximity to residential properties, and having a less direct active travel route.
Park and Ride Site B	• Most of the stakeholders who discussed this theme were concerned about Park and Ride Site B, feeling it was not situated early enough on the A10 to reduce congestion, would cause more congestion on already congested junctions, that the access route would be difficult or dangerous for buses to navigate, was located in a flood risk zone, may negatively impact on the nearby Emmaus community, and would negatively impact on the environment and rural nature of Landbeach
	• A few of the stakeholders who discussed this theme indicated they preferred Site B as they felt it had the least negative impact on the environment, was more contained so less likely to attract further development in the area, and may be beneficial to the nearby Emmaus community.
Park and Ride Site A	• Some of the stakeholders who discussed this theme had concerns about Site A as they felt it would negatively

	impact on Denny Abbey, contradict planning permissions for Waterbeach New Town (which required open countryside between the development and Denny Abbey), was located in a flood risk zone, and was located in close proximity to an active landfill site and a heavily used industrial area. • Some of the stakeholders who discussed this theme indicated they preferred Park and Ride Site A being as it was located the furthest north and they felt it would help reduced congestion on the A10 earliest, had an easy access route, and was more accessible to Waterbeach New Town residents.
Joined up planning	• Stakeholders who discussed this theme were concerned there was a lack of joined up planning with the Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council, South Cambridgeshire District Council, and Urban & Civic. 　○ Most of these stakeholders highlighted the duplication of active travel provision around Mere Way as an indication designs were not being approached holistically.

Email and social media responses

70 responses from 60 respondents were received regarding the consultation through emails and social media. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

Environmental concerns	• Most of the respondents who discussed this theme were concerned the proposals would have a negative impact on the environment, particularly on the green belt, nearby farmland (including concerns about drainage and access for farming equipment), and a nearby fishing lake. ○ Some of these respondents were concerned a busway would open up sections of the green belt to further development. • A few of the respondents who discussed this theme felt the negative impact on the environment could be mitigated by increased planting and providing crossing routes for wildlife.
Existing public transport options for Waterbeach	• Some of the respondents who discussed this theme questioned the need for a new busway as Waterbeach had a railway station and active bus services. • Some of the respondents who discussed this theme felt existing bus services and rail routes should be utilised more, as they were felt to already serve Waterbeach well but could easily be expanded (more frequent running times, larger buses, etc). • A few of the respondents who discussed this theme were concerned the proposals could result in the loss of some bus services in Waterbeach, with particular concern towards the accessibility of the new bus route to older residents and those with mobility issues.
A10 improvements	• Most of the respondents who discussed this theme felt that the A10 should become a dual carriageway, negating the need for these improvements. ○ A few respondents highlighted that dualling the A10 would not relieve congestion issues and that improvements should focus on making a bigger junction to the A14. • Some of the respondents who discussed this theme felt the busway should follow alongside the A10, ideally with works coinciding with any planned improvements to the A10, as it would result in a more direct route with less environmental impact.

Park & Ride site A	• Respondents who discussed this theme indicated they felt that site A for the Park & Ride proposals was most suitable as it was far enough north on the A10 to remove traffic before congestion begins.
Active travel improvements	• Some of the respondents who discussed this theme highlighted that there was a need for active travel improvements in the area, particularly on the A10 with respondents mentioning the difficulty crossing to/from Butt Lane when approaching the Cambridge Research Park roundabout, particularly with the number of pedestrians using this route. Some of these respondents felt an active travel route alongside the new busway would be most suitable. • There was debate among a few of the respondents who discussed this theme about the use of Mere Way as an active travel route, with some feeling it was a suitable and direct route while others felt there were safety issues and potential issues re-doing work Urban & Civic had already done.
Impact on local residents	• Most of the respondents who discussed this theme were concerned the proposals, particularly the revised central route, would negatively impact on local residents and the "quiet, rural nature" of the area.

Appendices

Appendix 1: Survey results

Respondent profile

Respondent type		Figure	% of total respondents
Total respondents:		377	100.00%
Age range:			
	Under 15	2	0.5%
	15-24	8	2.1%
	25-34	52	13.8%
	35-44	52	13.8%
	45-54	79	21.0%
	55-64	83	22.1%
	65-74	65	17.3%
	75 and above	19	5.1%
	Prefer not to say	16	4.3%
	Total		376
Do you consider yourself to have a disability or health condition that affects the way you travel?			
	Yes	38	10.2%
	No	300	80.2%
	Prefer not to say	36	9.6%
	Total		374
Sex			

	Male	210	56.5%
	Female	126	33.9%
	Prefer not to say	36	9.7%
		Total	372
Gender			
	Same as at birth	325	88.6%
	Differs from birth	1	0.3%
	Prefer not to say	41	11.2%
		Total	367
Ethnic group			
	Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	8	2.2%
	Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3	0.8%
	Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	5	1.4%
	Other ethnic group includes Arab or any other ethnic group	5	1.4%
	White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	337	94.1%
		Total	358
Location:			
	In or around Waterbeach	95	25.2%
		Total	377
Usual purpose for travelling in the area:			

	Work	210	56.6%
	Leisure	292	78.7%
	Education	43	11.6%
	Shopping	182	49.1%
	Other	37	10.0%
	Total		371
Car (as lone driver):			
	Daily	50	14.6%
	4-6 times/week	41	12.0%
	2-3 times/week	81	23.7%
	Weekly	74	21.6%
	Monthly	27	7.9%
	Less than monthly	33	9.6%
	Never	36	10.5%
	Total		342
Car (shared with other people):			
	Daily	19	6.0%
	4-6 times/week	35	11.0%
	2-3 times/week	80	25.2%
	Weekly	88	27.7%
	Monthly	32	10.1%
	Less than monthly	32	10.1%
	Never	32	10.1%
	Total		318
Motorbike:			
	Daily	0	0.0%
	4-6 times/week	1	0.4%
	2-3 times/week	2	0.8%
	Weekly	8	3.2%
	Monthly	2	0.8%

	Less than monthly	1	0.4%
	Never	238	94.4%
	Total	252	
Other motor vehicle:			
	Daily	3	1.3%
	4-6 times/week	1	0.4%
	2-3 times/week	0	0.0%
	Weekly	0	0.0%
	Monthly	3	1.3%
	Less than monthly	3	1.3%
	Never	227	95.8%
	Total	237	
On foot:			
	Daily	96	31.9%
	4-6 times/week	43	14.3%
	2-3 times/week	52	17.3%
	Weekly	37	12.3%
	Monthly	12	4.0%
	Less than monthly	19	6.3%
	Never	42	14.0%
	Total	301	
Cycle:			
	Daily	39	12.7%
	4-6 times/week	42	13.7%
	2-3 times/week	45	14.7%
	Weekly	48	15.7%
	Monthly	34	11.1%
	Less than monthly	26	8.5%
	Never	72	23.5%
	Total	306	

Scooter:			
	Daily	0	0.0%
	4-6 times/week	1	0.4%
	2-3 times/week	1	0.4%
	Weekly	3	1.2%
	Monthly	3	1.2%
	Less than monthly	12	4.8%
	Never	228	91.9%
	Total	248	
Park and Ride bus:			
	Daily	6	2.0%
	4-6 times/week	1	0.3%
	2-3 times/week	11	3.6%
	Weekly	28	9.2%
	Monthly	81	26.6%
	Less than monthly	85	27.9%
	Never	93	30.5%
	Total	305	
Local bus service:			
	Daily	7	2.5%
	4-6 times/week	4	1.4%
	2-3 times/week	9	3.2%
	Weekly	30	10.6%
	Monthly	38	13.4%
	Less than monthly	74	26.1%
	Never	122	43.0%
	Total	284	
Train:			
	Daily	7	2.3%
	4-6 times/week	8	2.6%

	2-3 times/week	19	6.2%
	Weekly	35	11.4%
	Monthly	80	26.0%
	Less than monthly	122	39.6%
	Never	37	12.0%
	Total	308	
Taxi:			
	Daily	0	0.0%
	4-6 times/week	0	0.0%
	2-3 times/week	1	0.4%
	Weekly	6	2.3%
	Monthly	23	8.6%
	Less than monthly	124	46.6%
	Never	112	42.1%
	Total	266	
Employment status:			
	In education	11	2.9%
	Employed	211	54.8%
	Self employed	48	12.5%
	Unemployed	3	0.8%
	A home-based worker	32	8.3%
	A stay-at-home parent, carer or similar	21	5.5%
	Retired	80	20.8%
	Prefer not to say	16	4.2%
	Total	385	

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	64 (16.5%)	84 (21.6%)	49 (12.6%)	78 (20.1%)	113 (29.1%)	388
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	4 (50%)	1 (12.5%)	0 (0%)	3 (37.5%)	0 (0%)	8
25-34	9 (17.3%)	13 (25%)	11 (21.2%)	10 (19.2%)	9 (17.3%)	52
35-44	8 (15.4%)	16 (30.8%)	5 (9.6%)	11 (21.2%)	12 (23.1%)	52
45-54	15 (19%)	17 (21.5%)	10 (12.7%)	11 (13.9%)	26 (32.9%)	79
55-64	13 (15.7%)	16 (19.3%)	8 (9.6%)	21 (25.3%)	25 (30.1%)	83
65-74	9 (13.8%)	12 (18.5%)	5 (7.7%)	15 (23.1%)	24 (36.9%)	65
75 and above	3 (15.8%)	5 (26.3%)	2 (10.5%)	4 (21.1%)	5 (26.3%)	19
Prefer not to say	1 (6.3%)	2 (12.5%)	1 (6.3%)	1 (6.3%)	11 (68.8%)	16
Disability or health condition that affects travel						
Yes	3 (7.9%)	8 (21.1%)	2 (5.3%)	7 (18.4%)	18 (47.4%)	38
No	57 (19%)	66 (22%)	35 (11.7%)	66 (22%)	76 (25.3%)	300
Prefer not to say	4 (11.1%)	7 (19.4%)	5 (13.9%)	3 (8.3%)	17 (47.2%)	36
Sex						
Male	38 (18.1%)	46 (21.9%)	19 (9%)	48 (22.9%)	59 (28.1%)	210
Female	17 (13.5%)	28 (22.2%)	18 (14.3%)	26 (20.6%)	37 (29.4%)	126
Prefer not to say	7 (19.4%)	7 (19.4%)	5 (13.9%)	2 (5.6%)	15 (41.7%)	36
Gender						
Same as at birth	53 (16.3%)	73 (22.5%)	36 (11.1%)	73 (22.5%)	90 (27.7%)	325
Differs from birth	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1

										Total
Prefer not to say	8	(19.5%)	7	(17.1%)	4	(9.8%)	2	(4.9%)	20	(48.8%)	41

Ethnic Group										
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	1	(12.5%)	0	(0%)	1	(12.5%)	0	(0%)	6	(75%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0	(0%)	2	(66.7%)	0	(0%)	0	(0%)	1	(33.3%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	2	(40%)	2	(40%)	0	(0%)	0	(0%)	1	(20%)	5
Other ethnic group includes Arab or any other ethnic group	0	(0%)	1	(20%)	1	(20%)	0	(0%)	3	(60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	58	(17.2%)	74	(22%)	36	(10.7%)	74	(22%)	95	(28.2%)	337

Location:										
In or around Waterbeach	22	(23.2%)	18	(18.9%)	15	(15.8%)	21	(22.1%)	19	(20%)	95

Stakeholder	0	(0%)	2	(18.2%)	7	(63.6%)	1	(9.1%)	1	(9.1%)	11

Usual purpose for travelling in the area:										
Work	39	18.6%	51	24.3%	23	11.0%	37	17.6%	60	28.6%	210
Leisure	52	17.8%	66	22.6%	30	10.3%	58	19.9%	86	29.5%	292
Education	10	23.3%	10	23.3%	2	4.7%	6	14.0%	15	34.9%	43
Shopping	30	16.5%	37	20.3%	21	11.5%	34	18.7%	60	33.0%	182
Other	2	5.4%	8	21.6%	4	10.8%	8	21.6%	15	40.5%	37

Car (as lone driver):											
Daily	7	14.0%	8	16.0%	6	12.0%	7	14.0%	22	44.0%	50
4-6 times/week	4	9.8%	9	22.0%	4	9.8%	5	12.2%	19	46.3%	41
2-3 times/week	12	14.8%	17	21.0%	9	11.1%	17	21.0%	26	32.1%	81
Weekly	13	17.6%	19	25.7%	8	10.8%	16	21.6%	18	24.3%	74
Monthly	8	29.6%	7	25.9%	2	7.4%	5	18.5%	5	18.5%	27
Less than monthly	7	21.2%	7	21.2%	6	18.2%	8	24.2%	5	15.2%	33
Never	6	16.7%	7	19.4%	4	11.1%	13	36.1%	6	16.7%	36
Car (shared with other people):											
Daily	5	26.3%	4	21.1%	0	0.0%	2	10.5%	8	42.1%	19
4-6 times/week	7	20.0%	6	17.1%	6	17.1%	5	14.3%	11	31.4%	35
2-3 times/week	14	17.5%	16	20.0%	12	15.0%	12	15.0%	26	32.5%	80
Weekly	16	18.2%	22	25.0%	8	9.1%	23	26.1%	19	21.6%	88
Monthly	8	25.0%	7	21.9%	2	6.3%	5	15.6%	10	31.3%	32
Less than monthly	4	12.5%	7	21.9%	4	12.5%	12	37.5%	5	15.6%	32
Never	6	18.8%	6	18.8%	3	9.4%	9	28.1%	8	25.0%	32
Motorbike:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
2-3 times/week	0	0.0%	1	50.0%	0	0.0%	0	0.0%	1	50.0%	2
Weekly	1	12.5%	1	12.5%	0	0.0%	0	0.0%	6	75.0%	8
Monthly	0	0.0%	1	50.0%	0	0.0%	0	0.0%	1	50.0%	2
Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	44	18.5%	54	22.7%	31	13.0%	53	22.3%	56	23.5%	238
Other motor vehicle:											
Daily	1	33.3%	0	0.0%	0	0.0%	1	33.3%	1	33.3%	3

4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	0	0.0%	2	66.7%	3
Less than monthly	0	0.0%	1	33.3%	0	0.0%	2	66.7%	0	0.0%	3
Never	44	19.4%	53	23.3%	29	12.8%	49	21.6%	52	22.9%	227
On foot:											
Daily	14	14.6%	19	19.8%	8	8.3%	24	25.0%	31	32.3%	96
4-6 times/week	7	16.3%	11	25.6%	2	4.7%	11	25.6%	12	27.9%	43
2-3 times/week	9	17.3%	11	21.2%	4	7.7%	14	26.9%	14	26.9%	52
Weekly	5	13.5%	11	29.7%	7	18.9%	4	10.8%	10	27.0%	37
Monthly	3	25.0%	1	8.3%	4	33.3%	2	16.7%	2	16.7%	12
Less than monthly	2	10.5%	8	42.1%	2	10.5%	3	15.8%	4	21.1%	19
Never	7	16.7%	8	19.0%	7	16.7%	5	11.9%	15	35.7%	42
Cycle:											
Daily	3	7.7%	10	25.6%	2	5.1%	14	35.9%	10	25.6%	39
4-6 times/week	15	35.7%	8	19.0%	5	11.9%	3	7.1%	11	26.2%	42
2-3 times/week	7	15.6%	14	31.1%	3	6.7%	9	20.0%	12	26.7%	45
Weekly	8	16.7%	12	25.0%	8	16.7%	10	20.8%	10	20.8%	48
Monthly	7	20.6%	4	11.8%	3	8.8%	10	29.4%	10	29.4%	34
Less than monthly	5	19.2%	8	30.8%	3	11.5%	4	15.4%	6	23.1%	26
Never	8	11.1%	15	20.8%	9	12.5%	13	18.1%	27	37.5%	72
Scooter:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	1	33.3%	0	0.0%	1	33.3%	0	0.0%	1	33.3%	3

Monthly	1	33.3%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	3
Less than monthly	2	16.7%	5	41.7%	0	0.0%	2	16.7%	3	25.0%	12
Never	42	18.4%	52	22.8%	29	12.7%	48	21.1%	57	25.0%	228
Park and Ride bus:											
Daily	2	33.3%	0	0.0%	1	16.7%	2	33.3%	1	16.7%	6
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
2-3 times/week	3	27.3%	3	27.3%	0	0.0%	2	18.2%	3	27.3%	11
Weekly	4	14.3%	14	50.0%	2	7.1%	5	17.9%	3	10.7%	28
Monthly	21	25.9%	14	17.3%	9	11.1%	20	24.7%	17	21.0%	81
Less than monthly	11	12.9%	18	21.2%	14	16.5%	23	27.1%	19	22.4%	85
Never	14	15.1%	21	22.6%	8	8.6%	14	15.1%	36	38.7%	93
Local bus service:											
Daily	3	42.9%	1	14.3%	0	0.0%	1	14.3%	2	28.6%	7
4-6 times/week	0	0.0%	0	0.0%	2	50.0%	1	25.0%	1	25.0%	4
2-3 times/week	3	33.3%	2	22.2%	1	11.1%	1	11.1%	2	22.2%	9
Weekly	4	13.3%	12	40.0%	3	10.0%	8	26.7%	3	10.0%	30
Monthly	10	26.3%	10	26.3%	2	5.3%	10	26.3%	6	15.8%	38
Less than monthly	13	17.6%	15	20.3%	8	10.8%	16	21.6%	22	29.7%	74
Never	17	13.9%	27	22.1%	18	14.8%	24	19.7%	36	29.5%	122
Train:											
Daily	1	14.3%	1	14.3%	0	0.0%	1	14.3%	4	57.1%	7
4-6 times/week	3	37.5%	1	12.5%	1	12.5%	2	25.0%	1	12.5%	8
2-3 times/week	6	31.6%	2	10.5%	4	21.1%	3	15.8%	4	21.1%	19
Weekly	3	8.6%	12	34.3%	5	14.3%	10	28.6%	5	14.3%	35
Monthly	17	21.3%	16	20.0%	6	7.5%	21	26.3%	20	25.0%	80
Less than monthly	21	17.2%	31	25.4%	15	12.3%	24	19.7%	31	25.4%	122
Never	5	13.5%	5	13.5%	6	16.2%	3	8.1%	18	48.6%	37

Taxi:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Weekly	1	16.7%	2	33.3%	1	16.7%	1	16.7%	1	16.7%	6
Monthly	1	4.3%	2	8.7%	3	13.0%	6	26.1%	11	47.8%	23
Less than monthly	23	18.5%	33	26.6%	10	8.1%	27	21.8%	31	25.0%	124
Never	22	19.6%	25	22.3%	18	16.1%	23	20.5%	24	21.4%	112
Employment status:											
In education	5	45.5%	1	9.1%	0	0.0%	3	27.3%	2	18.2%	11
Employed	38	18.0%	47	22.3%	30	14.2%	39	18.5%	57	27.0%	211
Self employed	8	16.7%	13	27.1%	4	8.3%	7	14.6%	16	33.3%	48
Unemployed	0	0.0%	2	66.7%	0	0.0%	0	0.0%	1	33.3%	3
A home-based worker	4	12.5%	8	25.0%	5	15.6%	8	25.0%	7	21.9%	32
A stay-at-home parent, carer or similar	3	14.3%	3	14.3%	2	9.5%	7	33.3%	6	28.6%	21
Retired	13	16.3%	15	18.8%	8	10.0%	20	25.0%	24	30.0%	80
Prefer not to say	1	6.3%	2	12.5%	1	6.3%	3	18.8%	9	56.3%	16

Question 2

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	97 (25%)	102 (26.3%)	40 (10.3%)	45 (11.6%)	104 (26.8%)	388
Age range:						
Under 15	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	3 (37.5%)	3 (37.5%)	0 (0%)	1 (12.5%)	1 (12.5%)	8
25-34	19 (36.5%)	17 (32.7%)	4 (7.7%)	2 (3.8%)	10 (19.2%)	52
35-44	13 (25%)	14 (26.9%)	5 (9.6%)	7 (13.5%)	13 (25%)	52
45-54	20 (25.3%)	19 (24.1%)	9 (11.4%)	10 (12.7%)	21 (26.6%)	79
55-64	21 (25.3%)	22 (26.5%)	5 (6%)	13 (15.7%)	22 (26.5%)	83
65-74	14 (21.5%)	17 (26.2%)	7 (10.8%)	8 (12.3%)	19 (29.2%)	65
75 and above	4 (21.1%)	4 (21.1%)	1 (5.3%)	2 (10.5%)	8 (42.1%)	19
Prefer not to say	1 (6.3%)	1 (6.3%)	3 (18.8%)	1 (6.3%)	10 (62.5%)	16
Disability or health condition that affects travel						
Yes	9 (23.7%)	8 (21.1%)	5 (13.2%)	1 (2.6%)	15 (39.5%)	38
No	80 (26.7%)	82 (27.3%)	23 (7.7%)	40 (13.3%)	75 (25%)	300
Prefer not to say	7 (19.4%)	6 (16.7%)	7 (19.4%)	3 (8.3%)	13 (36.1%)	36
Sex						
Male	59 (28.1%)	52 (24.8%)	16 (7.6%)	25 (11.9%)	58 (27.6%)	210
Female	28 (22.2%)	39 (31%)	13 (10.3%)	15 (11.9%)	31 (24.6%)	126
Prefer not to say	8 (22.2%)	5 (13.9%)	6 (16.7%)	3 (8.3%)	14 (38.9%)	36
Gender						
Same as at birth	86 (26.5%)	88 (27.1%)	29 (8.9%)	39 (12%)	83 (25.5%)	325
Differs from birth	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
Prefer not to say	8 (19.5%)	7 (17.1%)	4 (9.8%)	3 (7.3%)	19 (46.3%)	41

Ethnic Group										
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	2	(25%)	1	(12.5%)	1	(12.5%)	1	(12.5%)	3	(37.5%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0	(0%)	1	(33.3%)	0	(0%)	0	(0%)	2	(66.7%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	2	(40%)	1	(20%)	0	(0%)	1	(20%)	1	(20%)	5
Other ethnic group includes Arab or any other ethnic group	1	(20%)	0	(0%)	1	(20%)	1	(20%)	2	(40%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	88	(26.1%)	92	(27.3%)	30	(8.9%)	39	(11.6%)	88	(26.1%)	337
Location:										
In or around Waterbeach	23	(24.2%)	21	(22.1%)	7	(7.4%)	13	(13.7%)	31	(32.6%)	95
Stakeholder	1	(9.1%)	4	(36.4%)	5	(45.5%)	1	(9.1%)	0	(0%)	11
Usual purpose for travelling in the area:										
Work	54	25.7%	51	24.3%	20	9.5%	26	12.4%	59	28.1%	210
Leisure	78	26.7%	80	27.4%	24	8.2%	36	12.3%	74	25.3%	292
Education	12	27.9%	10	23.3%	2	4.7%	1	2.3%	18	41.9%	43
Shopping	47	25.8%	41	22.5%	16	8.8%	25	13.7%	53	29.1%	182
Other	7	18.9%	11	29.7%	3	8.1%	5	13.5%	11	29.7%	37

Car (as lone driver):										
Daily	7	14.0%	7	14.0%	4	8.0%	3	6.0%	29	58.0%	50
4-6 times/week	7	17.1%	8	19.5%	1	2.4%	10	24.4%	15	36.6%	41
2-3 times/week	23	28.4%	21	25.9%	7	8.6%	10	12.3%	20	24.7%	81
Weekly	15	20.3%	25	33.8%	8	10.8%	12	16.2%	14	18.9%	74
Monthly	11	40.7%	7	25.9%	1	3.7%	2	7.4%	6	22.2%	27
Less than monthly	15	45.5%	8	24.2%	5	15.2%	3	9.1%	2	6.1%	33
Never	10	27.8%	15	41.7%	5	13.9%	0	0.0%	6	16.7%	36
Car (shared with other people):										
Daily	4	21.1%	4	21.1%	1	5.3%	1	5.3%	9	47.4%	19
4-6 times/week	8	22.9%	2	5.7%	3	8.6%	1	2.9%	21	60.0%	35
2-3 times/week	23	28.8%	23	28.8%	5	6.3%	10	12.5%	19	23.8%	80
Weekly	19	21.6%	21	23.9%	9	10.2%	20	22.7%	19	21.6%	88
Monthly	10	31.3%	10	31.3%	3	9.4%	1	3.1%	8	25.0%	32
Less than monthly	12	37.5%	13	40.6%	1	3.1%	3	9.4%	3	9.4%	32
Never	5	15.6%	12	37.5%	4	12.5%	2	6.3%	9	28.1%	32
Motorbike:										
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	1	50.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	2
Weekly	3	37.5%	0	0.0%	0	0.0%	1	12.5%	4	50.0%	8
Monthly	2	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2
Less than monthly	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Never	63	26.5%	66	27.7%	21	8.8%	27	11.3%	61	25.6%	238
Other motor vehicle:										
Daily	0	0.0%	1	33.3%	0	0.0%	0	0.0%	2	66.7%	3

4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	0	0.0%	2	66.7%	3
Less than monthly	0	0.0%	2	66.7%	0	0.0%	0	0.0%	1	33.3%	3
Never	64	28.2%	62	27.3%	19	8.4%	25	11.0%	57	25.1%	227
On foot:										
Daily	28	29.2%	30	31.3%	7	7.3%	9	9.4%	22	22.9%	96
4-6 times/week	11	25.6%	14	32.6%	3	7.0%	8	18.6%	7	16.3%	43
2-3 times/week	12	23.1%	16	30.8%	3	5.8%	9	17.3%	12	23.1%	52
Weekly	9	24.3%	6	16.2%	3	8.1%	7	18.9%	12	32.4%	37
Monthly	3	25.0%	4	33.3%	2	16.7%	1	8.3%	2	16.7%	12
Less than monthly	8	42.1%	6	31.6%	2	10.5%	1	5.3%	2	10.5%	19
Never	8	19.0%	9	21.4%	4	9.5%	2	4.8%	19	45.2%	42
Cycle:										
Daily	9	23.1%	16	41.0%	4	10.3%	4	10.3%	6	15.4%	39
4-6 times/week	11	26.2%	15	35.7%	1	2.4%	4	9.5%	11	26.2%	42
2-3 times/week	18	40.0%	12	26.7%	5	11.1%	4	8.9%	6	13.3%	45
Weekly	20	41.7%	11	22.9%	5	10.4%	7	14.6%	5	10.4%	48
Monthly	7	20.6%	8	23.5%	2	5.9%	6	17.6%	11	32.4%	34
Less than monthly	6	23.1%	7	26.9%	2	7.7%	6	23.1%	5	19.2%	26
Never	14	19.4%	16	22.2%	7	9.7%	6	8.3%	29	40.3%	72
Scooter:										
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	2	66.7%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	3

Monthly	1	33.3%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	3
Less than monthly	7	58.3%	2	16.7%	1	8.3%	1	8.3%	1	8.3%	12
Never	60	26.3%	61	26.8%	20	8.8%	25	11.0%	62	27.2%	228
Park and Ride bus:											
Daily	1	16.7%	4	66.7%	1	16.7%	0	0.0%	0	0.0%	6
4-6 times/week	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	3	27.3%	3	27.3%	1	9.1%	1	9.1%	3	27.3%	11
Weekly	8	28.6%	12	42.9%	2	7.1%	1	3.6%	5	17.9%	28
Monthly	24	29.6%	14	17.3%	7	8.6%	14	17.3%	22	27.2%	81
Less than monthly	27	31.8%	24	28.2%	9	10.6%	9	10.6%	16	18.8%	85
Never	22	23.7%	23	24.7%	5	5.4%	10	10.8%	33	35.5%	93
Local bus service:											
Daily	1	14.3%	2	28.6%	2	28.6%	1	14.3%	1	14.3%	7
4-6 times/week	0	0.0%	2	50.0%	2	50.0%	0	0.0%	0	0.0%	4
2-3 times/week	3	33.3%	2	22.2%	1	11.1%	1	11.1%	2	22.2%	9
Weekly	15	50.0%	7	23.3%	3	10.0%	0	0.0%	5	16.7%	30
Monthly	9	23.7%	11	28.9%	4	10.5%	6	15.8%	8	21.1%	38
Less than monthly	23	31.1%	22	29.7%	4	5.4%	11	14.9%	14	18.9%	74
Never	27	22.1%	31	25.4%	9	7.4%	12	9.8%	43	35.2%	122
Train:											
Daily	1	14.3%	4	57.1%	0	0.0%	0	0.0%	2	28.6%	7
4-6 times/week	3	37.5%	3	37.5%	0	0.0%	0	0.0%	2	25.0%	8
2-3 times/week	4	21.1%	5	26.3%	1	5.3%	3	15.8%	6	31.6%	19
Weekly	7	20.0%	14	40.0%	4	11.4%	7	20.0%	3	8.6%	35
Monthly	26	32.5%	19	23.8%	7	8.8%	7	8.8%	21	26.3%	80
Less than monthly	32	26.2%	33	27.0%	10	8.2%	16	13.1%	31	25.4%	122
Never	13	35.1%	3	8.1%	5	13.5%	1	2.7%	15	40.5%	37

Taxi:										
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	1	16.7%	1	16.7%	1	16.7%	1	16.7%	2	33.3%	6
Monthly	6	26.1%	4	17.4%	2	8.7%	2	8.7%	9	39.1%	23
Less than monthly	32	25.8%	39	31.5%	10	8.1%	16	12.9%	27	21.8%	124
Never	34	30.4%	27	24.1%	9	8.0%	11	9.8%	31	27.7%	112
Employment status:										
In education	3	27.3%	5	45.5%	1	9.1%	0	0.0%	2	18.2%	11
Employed	53	25.1%	57	27.0%	22	10.4%	25	11.8%	54	25.6%	211
Self employed	14	29.2%	8	16.7%	6	12.5%	5	10.4%	15	31.3%	48
Unemployed	1	33.3%	1	33.3%	0	0.0%	0	0.0%	1	33.3%	3
A home-based worker	11	34.4%	11	34.4%	3	9.4%	0	0.0%	7	21.9%	32
A stay-at-home parent, carer or similar	2	9.5%	6	28.6%	3	14.3%	2	9.5%	8	38.1%	21
Retired	22	27.5%	21	26.3%	5	6.3%	10	12.5%	22	27.5%	80
Prefer not to say	1	6.3%	2	12.5%	2	12.5%	2	12.5%	9	56.3%	16

Question 3

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	140 (36.1%)	125 (32.2%)	43 (11.1%)	18 (4.6%)	62 (16%)	388
Age range:						
Under 15	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
15-24	6 (75%)	1 (12.5%)	1 (12.5%)	0 (0%)	0 (0%)	8
25-34	28 (53.8%)	13 (25%)	2 (3.8%)	1 (1.9%)	8 (15.4%)	52
35-44	20 (38.5%)	18 (34.6%)	5 (9.6%)	4 (7.7%)	5 (9.6%)	52
45-54	30 (38%)	21 (26.6%)	11 (13.9%)	4 (5.1%)	13 (16.5%)	79
55-64	28 (33.7%)	33 (39.8%)	7 (8.4%)	3 (3.6%)	12 (14.5%)	83
65-74	17 (26.2%)	22 (33.8%)	11 (16.9%)	5 (7.7%)	10 (15.4%)	65
75 and above	5 (26.3%)	8 (42.1%)	2 (10.5%)	1 (5.3%)	3 (15.8%)	19
Prefer not to say	3 (18.8%)	2 (12.5%)	2 (12.5%)	0 (0%)	9 (56.3%)	16
Disability or health condition that affects travel						
Yes	11 (28.9%)	9 (23.7%)	4 (10.5%)	5 (13.2%)	9 (23.7%)	38
No	120 (40%)	99 (33%)	32 (10.7%)	12 (4%)	37 (12.3%)	300
Prefer not to say	7 (19.4%)	10 (27.8%)	5 (13.9%)	1 (2.8%)	13 (36.1%)	36
Sex						
Male	90 (42.9%)	62 (29.5%)	24 (11.4%)	7 (3.3%)	27 (12.9%)	210
Female	38 (30.2%)	48 (38.1%)	11 (8.7%)	10 (7.9%)	19 (15.1%)	126
Prefer not to say	8 (22.2%)	8 (22.2%)	6 (16.7%)	1 (2.8%)	13 (36.1%)	36
Gender						
Same as at birth	126 (38.8%)	106 (32.6%)	35 (10.8%)	17 (5.2%)	41 (12.6%)	325
Differs from birth	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1

Prefer not to say	10	(24.4%)	7	(17.1%)	6	(14.6%)	0	(0%)	18	(43.9%)	41

Ethnic Group										
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	1	(12.5%)	3	(37.5%)	2	(25%)	0	(0%)	2	(25%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0	(0%)	2	(66.7%)	1	(33.3%)	0	(0%)	0	(0%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	3	(60%)	1	(20%)	1	(20%)	0	(0%)	0	(0%)	5
Other ethnic group includes Arab or any other ethnic group	1	(20%)	1	(20%)	0	(0%)	0	(0%)	3	(60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	129	(38.3%)	108	(32%)	35	(10.4%)	17	(5%)	48	(14.2%)	337

Location:										
In or around Waterbeach	34	(35.8%)	29	(30.5%)	14	(14.7%)	4	(4.2%)	14	(14.7%)	95

Stakeholder	1	(9.1%)	6	(54.5%)	2	(18.2%)	0	(0%)	2	(18.2%)	11

Usual purpose for travelling in the area:										
Work	86	41.0%	60	28.6%	22	10.5%	9	4.3%	33	15.7%	210
Leisure	116	39.7%	95	32.5%	29	9.9%	13	4.5%	39	13.4%	292
Education	15	34.9%	14	32.6%	6	14.0%	1	2.3%	7	16.3%	43
Shopping	59	32.4%	66	36.3%	24	13.2%	6	3.3%	27	14.8%	182

Other	8	21.6%	12	32.4%	5	13.5%	5	13.5%	7	18.9%	37
Car (as lone driver):											
Daily	9	18.0%	15	30.0%	7	14.0%	2	4.0%	17	34.0%	50
4-6 times/week	9	22.0%	13	31.7%	4	9.8%	2	4.9%	13	31.7%	41
2-3 times/week	31	38.3%	24	29.6%	10	12.3%	8	9.9%	8	9.9%	81
Weekly	26	35.1%	31	41.9%	8	10.8%	2	2.7%	7	9.5%	74
Monthly	17	63.0%	7	25.9%	0	0.0%	0	0.0%	3	11.1%	27
Less than monthly	20	60.6%	8	24.2%	3	9.1%	1	3.0%	1	3.0%	33
Never	17	47.2%	12	33.3%	4	11.1%	0	0.0%	3	8.3%	36
Car (shared with other people):											
Daily	5	26.3%	7	36.8%	0	0.0%	0	0.0%	7	36.8%	19
4-6 times/week	7	20.0%	6	17.1%	9	25.7%	1	2.9%	12	34.3%	35
2-3 times/week	25	31.3%	32	40.0%	6	7.5%	4	5.0%	13	16.3%	80
Weekly	40	45.5%	25	28.4%	10	11.4%	7	8.0%	6	6.8%	88
Monthly	18	56.3%	7	21.9%	0	0.0%	1	3.1%	6	18.8%	32
Less than monthly	18	56.3%	11	34.4%	0	0.0%	1	3.1%	2	6.3%	32
Never	8	25.0%	15	46.9%	3	9.4%	1	3.1%	5	15.6%	32
Motorbike:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	1	50.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	2
Weekly	1	12.5%	3	37.5%	2	25.0%	0	0.0%	2	25.0%	8
Monthly	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	2
Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	102	42.9%	72	30.3%	16	6.7%	11	4.6%	37	15.5%	238

Other motor vehicle:											
Daily	0	0.0%	1	33.3%	1	33.3%	0	0.0%	1	33.3%	3
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	1	33.3%	0	0.0%	0	0.0%	0	0.0%	2	66.7%	3
Less than monthly	1	33.3%	1	33.3%	0	0.0%	1	33.3%	0	0.0%	3
Never	100	44.1%	68	30.0%	16	7.0%	9	4.0%	34	15.0%	227
On foot:											
Daily	38	39.6%	30	31.3%	9	9.4%	5	5.2%	14	14.6%	96
4-6 times/week	18	41.9%	11	25.6%	5	11.6%	5	11.6%	4	9.3%	43
2-3 times/week	23	44.2%	16	30.8%	4	7.7%	3	5.8%	6	11.5%	52
Weekly	15	40.5%	12	32.4%	4	10.8%	0	0.0%	6	16.2%	37
Monthly	7	58.3%	4	33.3%	1	8.3%	0	0.0%	0	0.0%	12
Less than monthly	10	52.6%	7	36.8%	0	0.0%	0	0.0%	2	10.5%	19
Never	8	19.0%	16	38.1%	3	7.1%	1	2.4%	14	33.3%	42
Cycle:											
Daily	17	43.6%	12	30.8%	4	10.3%	3	7.7%	3	7.7%	39
4-6 times/week	25	59.5%	10	23.8%	3	7.1%	0	0.0%	4	9.5%	42
2-3 times/week	26	57.8%	15	33.3%	1	2.2%	1	2.2%	2	4.4%	45
Weekly	26	54.2%	12	25.0%	6	12.5%	3	6.3%	1	2.1%	48
Monthly	13	38.2%	11	32.4%	3	8.8%	2	5.9%	5	14.7%	34
Less than monthly	8	30.8%	10	38.5%	2	7.7%	1	3.8%	5	19.2%	26
Never	15	20.8%	25	34.7%	6	8.3%	4	5.6%	22	30.6%	72

Scooter:										
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	2	66.7%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	3
Monthly	1	33.3%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	3
Less than monthly	10	83.3%	1	8.3%	0	0.0%	0	0.0%	1	8.3%	12
Never	93	40.8%	72	31.6%	17	7.5%	10	4.4%	36	15.8%	228
Park and Ride bus:										
Daily	3	50.0%	2	33.3%	0	0.0%	0	0.0%	1	16.7%	6
4-6 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
2-3 times/week	4	36.4%	5	45.5%	1	9.1%	0	0.0%	1	9.1%	11
Weekly	14	50.0%	10	35.7%	2	7.1%	0	0.0%	2	7.1%	28
Monthly	30	37.0%	25	30.9%	11	13.6%	8	9.9%	7	8.6%	81
Less than monthly	37	43.5%	30	35.3%	5	5.9%	4	4.7%	9	10.6%	85
Never	35	37.6%	28	30.1%	5	5.4%	1	1.1%	24	25.8%	93
Local bus service:										
Daily	3	42.9%	2	28.6%	0	0.0%	0	0.0%	2	28.6%	7
4-6 times/week	2	50.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%	4
2-3 times/week	5	55.6%	2	22.2%	2	22.2%	0	0.0%	0	0.0%	9
Weekly	17	56.7%	9	30.0%	1	3.3%	0	0.0%	3	10.0%	30
Monthly	18	47.4%	12	31.6%	4	10.5%	2	5.3%	2	5.3%	38
Less than monthly	30	40.5%	25	33.8%	6	8.1%	5	6.8%	8	10.8%	74
Never	41	33.6%	37	30.3%	10	8.2%	6	4.9%	28	23.0%	122
Train:										
Daily	1	14.3%	4	57.1%	0	0.0%	0	0.0%	2	28.6%	7

4-6 times/week	5	62.5%	1	12.5%	0	0.0%	0	0.0%	2	25.0%	8
2-3 times/week	7	36.8%	7	36.8%	1	5.3%	0	0.0%	4	21.1%	19
Weekly	16	45.7%	13	37.1%	3	8.6%	0	0.0%	3	8.6%	35
Monthly	37	46.3%	18	22.5%	10	12.5%	6	7.5%	9	11.3%	80
Less than monthly	49	40.2%	42	34.4%	8	6.6%	6	4.9%	17	13.9%	122
Never	12	32.4%	8	21.6%	4	10.8%	1	2.7%	12	32.4%	37
Taxi:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
Weekly	3	50.0%	1	16.7%	1	16.7%	0	0.0%	1	16.7%	6
Monthly	7	30.4%	7	30.4%	2	8.7%	1	4.3%	6	26.1%	23
Less than monthly	57	46.0%	36	29.0%	5	4.0%	8	6.5%	18	14.5%	124
Never	45	40.2%	38	33.9%	11	9.8%	2	1.8%	16	14.3%	112
Employment status:											
In education	7	63.6%	2	18.2%	0	0.0%	0	0.0%	2	18.2%	11
Employed	88	41.7%	59	28.0%	22	10.4%	10	4.7%	32	15.2%	211
Self employed	15	31.3%	18	37.5%	6	12.5%	2	4.2%	7	14.6%	48
Unemployed	1	33.3%	1	33.3%	0	0.0%	0	0.0%	1	33.3%	3
A home-based worker	16	50.0%	9	28.1%	4	12.5%	1	3.1%	2	6.3%	32
A stay-at-home parent, carer or similar	5	23.8%	8	38.1%	3	14.3%	2	9.5%	3	14.3%	21
Retired	22	27.5%	30	37.5%	12	15.0%	6	7.5%	10	12.5%	80
Prefer not to say	3	18.8%	3	18.8%	0	0.0%	1	6.3%	9	56.3%	16

Question 4

	Cycle Parking	Cycle hire	Car parking	Taxi/drop off/pick up	Shelter	Seating	Refreshments	CCTV	Lighting	Real-time passenger inform	Wayfinding	Other	Total
Total	270 (76.1%)	56 (15.8%)	122 (34.4%)	113 (31.8%)	304 (85.6%)	269 (75.8%)	47 (13.2%)	214 (60.3%)	262 (73.8%)	300 (84.5%)	219 (61.7%)	37 (10.4%)	355
Age range:													
Under 15	2 (100%)	0 (0%)	1 (50%)	0 (0%)	2 (100%)	2 (100%)	0 (0%)	1 (50%)	2 (100%)	2 (100%)	1 (50%)	0 (0%)	2
15-24	7 (100%)	2 (28.6%)	3 (42.9%)	2 (28.6%)	7 (100%)	7 (100%)	2 (28.6%)	5 (71.4%)	4 (57.1%)	7 (100%)	5 (71.4%)	0 (0%)	7
25-34	38 (76%)	12 (24%)	14 (28%)	10 (20%)	43 (86%)	40 (80%)	8 (16%)	29 (58%)	36 (72%)	41 (82%)	28 (56%)	3 (6%)	50
35-44	35 (71.4%)	8 (16.3%)	12 (24.5%)	12 (24.5%)	38 (77.6%)	37 (75.5%)	6 (12.2%)	28 (57.1%)	39 (79.6%)	39 (79.6%)	33 (67.3%)	5 (10.2%)	49
45-54	57 (81.4%)	9 (12.9%)	25 (35.7%)	23 (32.9%)	60 (85.7%)	52 (74.3%)	11 (15.7%)	48 (68.6%)	53 (75.7%)	56 (80%)	48 (68.6%)	5 (7.1%)	70
55-64	57 (73.1%)	11 (14.1%)	27 (34.6%)	30 (38.5%)	67 (85.9%)	58 (74.4%)	10 (12.8%)	45 (57.7%)	55 (70.5%)	69 (88.5%)	45 (57.7%)	8 (10.3%)	78
65-74	47 (77%)	9 (14.8%)	26 (42.6%)	23 (37.7%)	52 (85.2%)	45 (73.8%)	6 (9.8%)	41 (67.2%)	46 (75.4%)	53 (86.9%)	36 (59%)	8 (13.1%)	61
75 and abo	15 (83.3%)	1 (5.6%)	12 (66.7%)	9 (50%)	18 (100%)	16 (88.9%)	1 (5.6%)	10 (55.6%)	15 (83.3%)	18 (100%)	11 (61.1%)	0 (0%)	18
Prefer not	5 (50%)	0 (0%)	1 (10%)	2 (20%)	8 (80%)	5 (50%)	0 (0%)	3 (30%)	6 (60%)	7 (70%)	4 (40%)	4 (40%)	10
Disability or health condition that affects travel													
Yes	22 (62.9%)	5 (14.3%)	16 (45.7%)	10 (28.6%)	27 (77.1%)	23 (65.7%)	3 (8.6%)	20 (57.1%)	23 (65.7%)	26 (74.3%)	17 (48.6%)	4 (11.4%)	35
No	221 (79.8%)	41 (14.8%)	96 (34.7%)	91 (32.9%)	242 (87.4%)	216 (78%)	36 (13%)	173 (62.5%)	212 (76.5%)	240 (86.6%)	178 (64.3%)	21 (7.6%)	277
Prefer not	19 (61.3%)	6 (19.4%)	9 (29%)	10 (32.3%)	25 (80.6%)	22 (71%)	5 (16.1%)	16 (51.6%)	20 (64.5%)	25 (80.6%)	15 (48.4%)	7 (22.6%)	31
Sex													
Male	148 (75.5%)	27 (13.8%)	67 (34.2%)	65 (33.2%)	170 (86.7%)	147 (75%)	23 (11.7%)	125 (63.8%)	147 (75%)	167 (85.2%)	121 (61.7%)	15 (7.7%)	196
Female	90 (78.3%)	18 (15.7%)	40 (34.8%)	35 (30.4%)	97 (84.3%)	90 (78.3%)	16 (13.9%)	65 (56.5%)	84 (73%)	98 (85.2%)	69 (60%)	15 (13%)	115
Prefer not	21 (70%)	5 (16.7%)	13 (43.3%)	9 (30%)	24 (80%)	21 (70%)	4 (13.3%)	18 (60%)	21 (70%)	23 (76.7%)	17 (56.7%)	2 (6.7%)	30
Gender													
Same as at	233 (77.4%)	44 (14.6%)	107 (35.5%)	97 (32.2%)	258 (85.7%)	226 (75.1%)	36 (12%)	182 (60.5%)	225 (74.8%)	258 (85.7%)	181 (60.1%)	29 (9.6%)	301
Differs fro	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	0 (0%)	1
Prefer not	23 (65.7%)	6 (17.1%)	13 (37.1%)	10 (28.6%)	29 (82.9%)	28 (80%)	6 (17.1%)	23 (65.7%)	25 (71.4%)	26 (74.3%)	24 (68.6%)	4 (11.4%)	35
Ethnic Group													
Asian or As	3 (60%)	1 (20%)	3 (60%)	1 (20%)	4 (80%)	2 (40%)	0 (0%)	3 (60%)	2 (40%)	4 (80%)	2 (40%)	0 (0%)	5
Black, Blac	2 (66.7%)	0 (0%)	0 (0%)	0 (0%)	3 (100%)	2 (66.7%)	0 (0%)	0 (0%)	0 (0%)	3 (100%)	1 (33.3%)	0 (0%)	3
Mixed or N	5 (100%)	1 (20%)	4 (80%)	2 (40%)	5 (100%)	4 (80%)	0 (0%)	3 (60%)	4 (80%)	4 (80%)	3 (60%)	0 (0%)	5
Other ethn	1 (25%)	1 (25%)	3 (75%)	1 (25%)	2 (50%)	3 (75%)	1 (25%)	3 (75%)	3 (75%)	3 (75%)	3 (75%)	0 (0%)	4
White incl	243 (77.1%)	47 (14.9%)	107 (34%)	103 (32.7%)	269 (85.4%)	239 (75.9%)	40 (12.7%)	194 (61.6%)	238 (75.6%)	269 (85.4%)	194 (61.6%)	31 (9.8%)	315
Location:													
In or arou	68 (80%)	10 (11.8%)	25 (29.4%)	35 (41.2%)	75 (88.2%)	70 (82.4%)	10 (11.8%)	52 (61.2%)	68 (80%)	78 (91.8%)	57 (67.1%)	7 (8.2%)	85
Stakehold	6 (66.7%)	4 (44.4%)	1 (11.1%)	2 (22.2%)	8 (88.9%)	6 (66.7%)	3 (33.3%)	4 (44.4%)	6 (66.7%)	7 (77.8%)	7 (77.8%)	4 (44.4%)	9
Usual purpose for travelling in the area:													
Work	150 (78.5%)	31 (16.2%)	64 (33.5%)	61 (31.9%)	165 (86.4%)	150 (78.5%)	25 (13.1%)	120 (62.8%)	146 (76.4%)	163 (85.3%)	125 (65.4%)	14 (7.3%)	191
Leisure	215 (80.2%)	42 (15.7%)	95 (35.4%)	96 (35.8%)	235 (87.7%)	211 (78.7%)	38 (14.2%)	167 (62.3%)	204 (76.1%)	234 (87.3%)	173 (64.6%)	25 (9.3%)	268
Education	32 (82.1%)	9 (23.1%)	13 (33.3%)	12 (30.8%)	31 (79.5%)	31 (79.5%)	9 (23.1%)	25 (64.1%)	29 (74.4%)	31 (79.5%)	29 (74.4%)	5 (12.8%)	39
Shopping	136 (81%)	25 (14.9%)	60 (35.7%)	64 (38.1%)	145 (86.3%)	132 (78.6%)	21 (12.5%)	108 (64.3%)	128 (76.2%)	149 (88.7%)	109 (64.9%)	16 (9.5%)	168
Other	25 (73.5%)	3 (8.8%)	8 (23.5%)	10 (29.4%)	28 (82.4%)	25 (73.5%)	2 (5.9%)	18 (52.9%)	23 (67.6%)	27 (79.4%)	22 (64.7%)	7 (20.6%)	34

Car (as lone driver):

Daily	25 (58.1%)	2 (4.7%)	18 (41.9%)	17 (39.5%)	35 (81.4%)	32 (74.4%)	4 (9.3%)	28 (65.1%)	34 (79.1%)	31 (72.1%)	23 (53.5%)	6 (14%)	43
4-6 times/	23 (62.2%)	3 (8.1%)	13 (35.1%)	14 (37.8%)	27 (73%)	23 (62.2%)	2 (5.4%)	20 (54.1%)	21 (56.8%)	27 (73%)	20 (54.1%)	4 (10.8%)	37
2-3 times/	59 (80.8%)	11 (15.1%)	26 (35.6%)	21 (28.8%)	63 (86.3%)	57 (78.1%)	6 (8.2%)	45 (61.6%)	55 (75.3%)	64 (87.7%)	42 (57.5%)	6 (8.2%)	73
Weekly	52 (75.4%)	4 (5.8%)	24 (34.8%)	22 (31.9%)	62 (89.9%)	52 (75.4%)	6 (8.7%)	40 (58%)	55 (79.7%)	64 (92.8%)	38 (55.1%)	7 (10.1%)	69
Monthly	24 (92.3%)	10 (38.5%)	8 (30.8%)	8 (30.8%)	25 (96.2%)	22 (84.6%)	7 (26.9%)	19 (73.1%)	22 (84.6%)	25 (96.2%)	19 (73.1%)	3 (11.5%)	26
Less than	27 (81.8%)	8 (24.2%)	9 (27.3%)	12 (36.4%)	28 (84.8%)	26 (78.8%)	6 (18.2%)	22 (66.7%)	26 (78.8%)	29 (87.9%)	27 (81.8%)	4 (12.1%)	33
Never	30 (90.9%)	9 (27.3%)	8 (24.2%)	10 (30.3%)	31 (93.9%)	29 (87.9%)	9 (27.3%)	20 (60.6%)	25 (75.8%)	30 (90.9%)	22 (66.7%)	2 (6.1%)	33

Car (shared with other people):

Daily	11 (68.8%)	2 (12.5%)	5 (31.3%)	5 (31.3%)	11 (68.8%)	13 (81.3%)	2 (12.5%)	10 (62.5%)	12 (75%)	12 (75%)	9 (56.3%)	3 (18.8%)	16
4-6 times/	23 (85.2%)	5 (18.5%)	12 (44.4%)	10 (37%)	22 (81.5%)	17 (63%)	6 (22.2%)	12 (44.4%)	19 (70.4%)	19 (70.4%)	14 (51.9%)	2 (7.4%)	27
2-3 times/	57 (76%)	7 (9.3%)	33 (44%)	29 (38.7%)	65 (86.7%)	59 (78.7%)	7 (9.3%)	41 (54.7%)	55 (73.3%)	64 (85.3%)	46 (61.3%)	10 (13.3%)	75
Weekly	66 (79.5%)	9 (10.8%)	25 (30.1%)	28 (33.7%)	75 (90.4%)	64 (77.1%)	8 (9.6%)	51 (61.4%)	57 (68.7%)	74 (89.2%)	48 (57.8%)	4 (4.8%)	83
Monthly	23 (76.7%)	6 (20%)	9 (30%)	7 (23.3%)	26 (86.7%)	23 (76.7%)	3 (10%)	18 (60%)	25 (83.3%)	27 (90%)	20 (66.7%)	6 (20%)	30
Less than	27 (87.1%)	10 (32.3%)	9 (29%)	8 (25.8%)	30 (96.8%)	27 (87.1%)	8 (25.8%)	22 (71%)	25 (80.6%)	28 (90.3%)	25 (80.6%)	3 (9.7%)	31
Never	22 (71%)	4 (12.9%)	12 (38.7%)	11 (35.5%)	23 (74.2%)	21 (67.7%)	5 (16.1%)	19 (61.3%)	21 (67.7%)	26 (83.9%)	12 (38.7%)	2 (6.5%)	31

Motorbike:

Daily	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
4-6 times/	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
2-3 times/	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	1 (50%)	1 (50%)	0 (0%)	2
Weekly	6 (85.7%)	1 (14.3%)	2 (28.6%)	2 (28.6%)	6 (85.7%)	4 (57.1%)	0 (0%)	1 (14.3%)	4 (57.1%)	5 (71.4%)	3 (42.9%)	1 (14.3%)	7
Monthly	2 (100%)	0 (0%)	1 (50%)	1 (50%)	2 (100%)	2 (100%)	0 (0%)	2 (100%)	2 (100%)	2 (100%)	2 (100%)	0 (0%)	2
Less than	1 (100%)	0 (0%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1
Never	171 (78.8%)	38 (17.5%)	71 (32.7%)	72 (33.2%)	187 (86.2%)	169 (77.9%)	34 (15.7%)	136 (62.7%)	166 (76.5%)	190 (87.6%)	135 (62.2%)	19 (8.8%)	217

Other motor vehicle:

Daily	1 (50%)	0 (0%)	0 (0%)	1 (50%)	1 (50%)	1 (50%)	0 (0%)	2 (100%)	1 (50%)	1 (50%)	1 (50%)	0 (0%)	2
4-6 times/	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
2-3 times/	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Weekly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
Less than	1 (33.3%)	0 (0%)	2 (66.7%)	1 (33.3%)	3 (100%)	2 (66.7%)	0 (0%)	2 (66.7%)	2 (66.7%)	3 (100%)	1 (33.3%)	0 (0%)	3
Never	169 (80.9%)	37 (17.7%)	70 (33.5%)	70 (33.5%)	180 (86.1%)	164 (78.5%)	33 (15.8%)	130 (62.2%)	160 (76.6%)	184 (88%)	132 (63.2%)	19 (9.1%)	209

On foot:

Daily	68 (78.2%)	13 (14.9%)	24 (27.6%)	27 (31%)	73 (83.9%)	68 (78.2%)	12 (13.8%)	58 (66.7%)	64 (73.6%)	75 (86.2%)	61 (70.1%)	11 (12.6%)	87
4-6 times/	30 (73.2%)	4 (9.8%)	11 (26.8%)	17 (41.5%)	35 (85.4%)	30 (73.2%)	3 (7.3%)	25 (61%)	33 (80.5%)	36 (87.8%)	23 (56.1%)	5 (12.2%)	41
2-3 times/	43 (89.6%)	9 (18.8%)	14 (29.2%)	17 (35.4%)	44 (91.7%)	38 (79.2%)	8 (16.7%)	32 (66.7%)	39 (81.3%)	42 (87.5%)	32 (66.7%)	5 (10.4%)	48
Weekly	29 (87.9%)	8 (24.2%)	17 (51.5%)	13 (39.4%)	28 (84.8%)	27 (81.8%)	4 (12.1%)	15 (45.5%)	26 (78.8%)	30 (90.9%)	22 (66.7%)	1 (3%)	33
Monthly	11 (91.7%)	0 (0%)	2 (16.7%)	1 (8.3%)	12 (100%)	11 (91.7%)	1 (8.3%)	8 (66.7%)	10 (83.3%)	12 (100%)	7 (58.3%)	0 (0%)	12
Less than	15 (78.9%)	5 (26.3%)	8 (42.1%)	6 (31.6%)	17 (89.5%)	17 (89.5%)	3 (15.8%)	12 (63.2%)	13 (68.4%)	16 (84.2%)	11 (57.9%)	3 (15.8%)	19
Never	20 (52.6%)	4 (10.5%)	17 (44.7%)	8 (21.1%)	30 (78.9%)	24 (63.2%)	6 (15.8%)	17 (44.7%)	24 (63.2%)	28 (73.7%)	13 (34.2%)	3 (7.9%)	38

Cycle:

Daily	31 (91.2%)	11 (32.4%)	9 (26.5%)	11 (32.4%)	32 (94.1%)	26 (76.5%)	7 (20.6%)	23 (67.6%)	26 (76.5%)	33 (97.1%)	28 (82.4%)	1 (2.9%)	34
4-6 times/	35 (85.4%)	6 (14.6%)	10 (24.4%)	13 (31.7%)	37 (90.2%)	31 (75.6%)	4 (9.8%)	26 (63.4%)	34 (82.9%)	38 (92.7%)	27 (65.9%)	1 (2.4%)	41
2-3 times/	39 (86.7%)	11 (24.4%)	16 (35.6%)	15 (33.3%)	39 (86.7%)	38 (84.4%)	8 (17.8%)	27 (60%)	35 (77.8%)	42 (93.3%)	28 (62.2%)	6 (13.3%)	45
Weekly	40 (87%)	3 (6.5%)	15 (32.6%)	12 (26.1%)	42 (91.3%)	34 (73.9%)	4 (8.7%)	28 (60.9%)	40 (87%)	43 (93.5%)	34 (73.9%)	3 (6.5%)	46
Monthly	26 (86.7%)	4 (13.3%)	9 (30%)	10 (33.3%)	25 (83.3%)	22 (73.3%)	4 (13.3%)	19 (63.3%)	19 (63.3%)	21 (70%)	21 (70%)	1 (3.3%)	30
Less than	18 (78.3%)	3 (13%)	8 (34.8%)	8 (34.8%)	22 (95.7%)	22 (95.7%)	3 (13%)	15 (65.2%)	21 (91.3%)	20 (87%)	16 (69.6%)	2 (8.7%)	23
Never	37 (57.8%)	10 (15.6%)	30 (46.9%)	21 (32.8%)	48 (75%)	44 (68.8%)	10 (15.6%)	35 (54.7%)	40 (62.5%)	50 (78.1%)	23 (35.9%)	11 (17.2%)	64

Scooter:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
4-6 times/	1 (100%)	0 (0%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1
2-3 times/	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Weekly	2 (66.7%)	1 (33.3%)	2 (66.7%)	0 (0%)	3 (100%)	2 (66.7%)	0 (0%)	1 (33.3%)	2 (66.7%)	2 (66.7%)	0 (0%)	0 (0%)	3
Monthly	3 (100%)	2 (66.7%)	2 (66.7%)	2 (66.7%)	3 (100%)	3 (100%)	1 (33.3%)	3 (100%)	3 (100%)	3 (100%)	2 (66.7%)	0 (0%)	3
Less than	11 (100%)	4 (36.4%)	2 (18.2%)	4 (36.4%)	11 (100%)	10 (90.9%)	2 (18.2%)	8 (72.7%)	10 (90.9%)	11 (100%)	11 (100%)	0 (0%)	11
Never	163 (78.4%)	33 (15.9%)	67 (32.2%)	70 (33.7%)	179 (86.1%)	161 (77.4%)	31 (14.9%)	128 (61.5%)	155 (74.5%)	182 (87.5%)	129 (62%)	20 (9.6%)	208

Park and Ride bus:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	6 (100%)	2 (33.3%)	3 (50%)	2 (33.3%)	6 (100%)	6 (100%)	4 (66.7%)	5 (83.3%)	5 (83.3%)	6 (100%)	4 (66.7%)	0 (0%)	6
4-6 times/	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	0 (0%)	1
2-3 times/	9 (90%)	2 (20%)	6 (60%)	5 (50%)	10 (100%)	10 (100%)	2 (20%)	9 (90%)	9 (90%)	10 (100%)	8 (80%)	2 (20%)	10
Weekly	27 (96.4%)	3 (10.7%)	9 (32.1%)	8 (28.6%)	24 (85.7%)	23 (82.1%)	2 (7.1%)	16 (57.1%)	22 (78.6%)	26 (92.9%)	18 (64.3%)	1 (3.6%)	28
Monthly	58 (77.3%)	8 (10.7%)	25 (33.3%)	24 (32%)	63 (84%)	54 (72%)	8 (10.7%)	39 (52%)	51 (68%)	66 (88%)	48 (64%)	5 (6.7%)	75
Less than	62 (76.5%)	12 (14.8%)	32 (39.5%)	26 (32.1%)	71 (87.7%)	65 (80.2%)	8 (9.9%)	50 (61.7%)	63 (77.8%)	72 (88.9%)	49 (60.5%)	9 (11.1%)	81
Never	59 (72.8%)	16 (19.8%)	21 (25.9%)	26 (32.1%)	68 (84%)	56 (69.1%)	15 (18.5%)	49 (60.5%)	59 (72.8%)	65 (80.2%)	47 (58%)	10 (12.3%)	81

Local bus service:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	6 (100%)	1 (16.7%)	2 (33.3%)	1 (16.7%)	6 (100%)	6 (100%)	3 (50%)	4 (66.7%)	5 (83.3%)	6 (100%)	3 (50%)	0 (0%)	6
4-6 times/	4 (100%)	0 (0%)	1 (25%)	2 (50%)	4 (100%)	4 (100%)	0 (0%)	4 (100%)	4 (100%)	4 (100%)	3 (75%)	0 (0%)	4
2-3 times/	6 (66.7%)	2 (22.2%)	3 (33.3%)	0 (0%)	8 (88.9%)	5 (55.6%)	0 (0%)	5 (55.6%)	8 (88.9%)	8 (88.9%)	5 (55.6%)	0 (0%)	9
Weekly	26 (89.7%)	5 (17.2%)	9 (31%)	11 (37.9%)	25 (86.2%)	19 (65.5%)	2 (6.9%)	20 (69%)	26 (89.7%)	28 (96.6%)	23 (79.3%)	2 (6.9%)	29
Monthly	27 (73%)	8 (21.6%)	13 (35.1%)	10 (27%)	30 (81.1%)	29 (78.4%)	5 (13.5%)	22 (59.5%)	28 (75.7%)	33 (89.2%)	23 (62.2%)	5 (13.5%)	37
Less than	57 (82.6%)	13 (18.8%)	22 (31.9%)	22 (31.9%)	63 (91.3%)	57 (82.6%)	9 (13%)	43 (62.3%)	55 (79.7%)	62 (89.9%)	41 (59.4%)	8 (11.6%)	69
Never	77 (71.3%)	13 (12%)	38 (35.2%)	37 (34.3%)	90 (83.3%)	78 (72.2%)	16 (14.8%)	60 (55.6%)	72 (66.7%)	86 (79.6%)	61 (56.5%)	10 (9.3%)	108

Train:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	5 (100%)	0 (0%)	1 (20%)	1 (20%)	5 (100%)	5 (100%)	2 (40%)	3 (60%)	5 (100%)	5 (100%)	4 (80%)	0 (0%)	5
4-6 times/	6 (75%)	0 (0%)	1 (12.5%)	1 (12.5%)	8 (100%)	6 (75%)	1 (12.5%)	5 (62.5%)	6 (75%)	7 (87.5%)	4 (50%)	1 (12.5%)	8
2-3 times/	15 (78.9%)	5 (26.3%)	6 (31.6%)	4 (21.1%)	17 (89.5%)	13 (68.4%)	4 (21.1%)	14 (73.7%)	15 (78.9%)	16 (84.2%)	13 (68.4%)	2 (10.5%)	19
Weekly	28 (84.8%)	7 (21.2%)	7 (21.2%)	12 (36.4%)	27 (81.8%)	26 (78.8%)	3 (9.1%)	25 (75.8%)	26 (78.8%)	30 (90.9%)	26 (78.8%)	3 (9.1%)	33
Monthly	61 (81.3%)	12 (16%)	17 (22.7%)	23 (30.7%)	65 (86.7%)	54 (72%)	9 (12%)	39 (52%)	52 (69.3%)	65 (86.7%)	43 (57.3%)	9 (12%)	75
Less than	83 (74.1%)	18 (16.1%)	45 (40.2%)	38 (33.9%)	100 (89.3%)	90 (80.4%)	18 (16.1%)	64 (57.1%)	87 (77.7%)	98 (87.5%)	72 (64.3%)	9 (8%)	112
Never	21 (65.6%)	4 (12.5%)	14 (43.8%)	10 (31.3%)	22 (68.8%)	20 (62.5%)	1 (3.1%)	20 (62.5%)	20 (62.5%)	22 (68.8%)	15 (46.9%)	6 (18.8%)	32

Taxi:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
4-6 times/	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
2-3 times/	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1 (100%)	0 (0%)	1
Weekly	4 (80%)	0 (0%)	2 (40%)	2 (40%)	5 (100%)	4 (80%)	0 (0%)	5 (100%)	4 (80%)	4 (80%)	4 (80%)	0 (0%)	5
Monthly	14 (66.7%)	4 (19%)	4 (19%)	10 (47.6%)	16 (76.2%)	12 (57.1%)	0 (0%)	11 (52.4%)	16 (76.2%)	18 (85.7%)	13 (61.9%)	4 (19%)	21
Less than	85 (73.9%)	17 (14.8%)	35 (30.4%)	36 (31.3%)	100 (87%)	89 (77.4%)	15 (13%)	63 (54.8%)	80 (69.6%)	99 (86.1%)	70 (60.9%)	13 (11.3%)	115
Never	86 (83.5%)	20 (19.4%)	35 (34%)	32 (31.1%)	90 (87.4%)	83 (80.6%)	19 (18.4%)	71 (68.9%)	83 (80.6%)	91 (88.3%)	67 (65%)	8 (7.8%)	103

Employment status:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
In educatic	10 (100%)	1 (10%)	2 (20%)	2 (20%)	10 (100%)	10 (100%)	3 (30%)	6 (60%)	8 (80%)	10 (100%)	7 (70%)	1 (10%)	10
Employed	145 (74.7%)	31 (16%)	59 (30.4%)	53 (27.3%)	163 (84%)	141 (72.7%)	23 (11.9%)	119 (61.3%)	144 (74.2%)	159 (82%)	117 (60.3%)	19 (9.8%)	194
Self emplo	37 (84.1%)	8 (18.2%)	19 (43.2%)	21 (47.7%)	37 (84.1%)	38 (86.4%)	8 (18.2%)	29 (65.9%)	33 (75%)	38 (86.4%)	33 (75%)	3 (6.8%)	44
Unemploy	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	1 (50%)	0 (0%)	1 (50%)	1 (50%)	2 (100%)	0 (0%)	0 (0%)	2
A home-ba	24 (75%)	7 (21.9%)	8 (25%)	8 (25%)	27 (84.4%)	21 (65.6%)	4 (12.5%)	17 (53.1%)	26 (81.3%)	28 (87.5%)	27 (84.4%)	5 (15.6%)	32
A stay-at-h	15 (83.3%)	6 (33.3%)	6 (33.3%)	8 (44.4%)	16 (88.9%)	14 (77.8%)	7 (38.9%)	12 (66.7%)	14 (77.8%)	16 (88.9%)	11 (61.1%)	1 (5.6%)	18
Retired	60 (80%)	9 (12%)	37 (49.3%)	33 (44%)	69 (92%)	61 (81.3%)	9 (12%)	45 (60%)	59 (78.7%)	69 (92%)	44 (58.7%)	7 (9.3%)	75
Prefer not	7 (50%)	0 (0%)	2 (14.3%)	2 (14.3%)	9 (64.3%)	8 (57.1%)	0 (0%)	6 (42.9%)	7 (50%)	8 (57.1%)	5 (35.7%)	5 (35.7%)	14

Question 8

Site A

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	72 (18.6%)	78 (20.1%)	135 (34.8%)	39 (10.1%)	64 (16.5%)	388
Age range:						
Under 15	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	1 (12.5%)	2 (25%)	3 (37.5%)	2 (25%)	0 (0%)	8
25-34	7 (13.5%)	10 (19.2%)	20 (38.5%)	7 (13.5%)	8 (15.4%)	52
35-44	12 (23.1%)	8 (15.4%)	15 (28.8%)	3 (5.8%)	14 (26.9%)	52
45-54	10 (12.7%)	24 (30.4%)	26 (32.9%)	5 (6.3%)	14 (17.7%)	79
55-64	21 (25.3%)	20 (24.1%)	25 (30.1%)	10 (12%)	7 (8.4%)	83
65-74	13 (20%)	7 (10.8%)	26 (40%)	8 (12.3%)	11 (16.9%)	65
75 and above	5 (26.3%)	4 (21.1%)	5 (26.3%)	3 (15.8%)	2 (10.5%)	19
Prefer not to say	1 (6.3%)	2 (12.5%)	5 (31.3%)	1 (6.3%)	7 (43.8%)	16
Disability or health condition that affects travel						
Yes	4 (10.5%)	8 (21.1%)	11 (28.9%)	5 (13.2%)	10 (26.3%)	38
No	64 (21.3%)	64 (21.3%)	100 (33.3%)	30 (10%)	42 (14%)	300
Prefer not to say	3 (8.3%)	5 (13.9%)	14 (38.9%)	3 (8.3%)	11 (30.6%)	36
Sex						
Male	42 (20%)	43 (20.5%)	70 (33.3%)	25 (11.9%)	30 (14.3%)	210
Female	25 (19.8%)	28 (22.2%)	42 (33.3%)	11 (8.7%)	20 (15.9%)	126
Prefer not to say	4 (11.1%)	5 (13.9%)	12 (33.3%)	3 (8.3%)	12 (33.3%)	36
Gender						
Same as at birth	66 (20.3%)	73 (22.5%)	107 (32.9%)	34 (10.5%)	45 (13.8%)	325
Differs from birth	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1

Prefer not to say	4	(9.8%)	4	(9.8%)	12	(29.3%)	5	(12.2%)	16	(39%)	41

Ethnic Group											
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	1	(12.5%)	3	(37.5%)	1	(12.5%)	0	(0%)	3	(37.5%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1	(33.3%)	0	(0%)	2	(66.7%)	0	(0%)	0	(0%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	1	(20%)	2	(40%)	0	(0%)	1	(20%)	1	(20%)	5
Other ethnic group includes Arab or any other ethnic group	1	(20%)	0	(0%)	1	(20%)	0	(0%)	3	(60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	66	(19.6%)	69	(20.5%)	117	(34.7%)	36	(10.7%)	49	(14.5%)	337
Location:											
In or around Waterbeach	24	(25.3%)	23	(24.2%)	18	(18.9%)	14	(14.7%)	16	(16.8%)	95
Stakeholder	1	(9.1%)	1	(9.1%)	8	(72.7%)	0	(0%)	1	(9.1%)	11
Usual purpose for travelling in the area:											
Work	44	21.0%	41	19.5%	63	30.0%	24	11.4%	38	18.1%	210
Leisure	60	20.5%	61	20.9%	102	34.9%	29	9.9%	40	13.7%	292

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Education	6	14.0%	14	32.6%	11	25.6%	5	11.6%	7	16.3%	43
Shopping	42	23.1%	43	23.6%	54	29.7%	19	10.4%	24	13.2%	182
Other	8	21.6%	8	21.6%	9	24.3%	5	13.5%	7	18.9%	37
Car (as lone driver):											
Daily	7	14.0%	13	26.0%	9	18.0%	5	10.0%	16	32.0%	50
4-6 times/week	8	19.5%	7	17.1%	9	22.0%	6	14.6%	11	26.8%	41
2-3 times/week	23	28.4%	16	19.8%	28	34.6%	6	7.4%	8	9.9%	81
Weekly	16	21.6%	17	23.0%	25	33.8%	11	14.9%	5	6.8%	74
Monthly	7	25.9%	4	14.8%	10	37.0%	1	3.7%	5	18.5%	27
Less than monthly	1	3.0%	8	24.2%	20	60.6%	2	6.1%	2	6.1%	33
Never	6	16.7%	6	16.7%	15	41.7%	4	11.1%	5	13.9%	36
Car (shared with other people):											
Daily	2	10.5%	7	36.8%	3	15.8%	0	0.0%	7	36.8%	19
4-6 times/week	4	11.4%	6	17.1%	14	40.0%	2	5.7%	9	25.7%	35
2-3 times/week	17	21.3%	21	26.3%	22	27.5%	8	10.0%	12	15.0%	80
Weekly	23	26.1%	19	21.6%	30	34.1%	7	8.0%	9	10.2%	88
Monthly	6	18.8%	5	15.6%	14	43.8%	1	3.1%	6	18.8%	32
Less than monthly	3	9.4%	7	21.9%	13	40.6%	5	15.6%	4	12.5%	32
Never	5	15.6%	3	9.4%	10	31.3%	7	21.9%	7	21.9%	32
Motorbike:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%	2
Weekly	1	12.5%	2	25.0%	3	37.5%	1	12.5%	1	12.5%	8
Monthly	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	2
Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	45	18.9%	45	18.9%	82	34.5%	25	10.5%	41	17.2%	238

Other motor vehicle:										
Daily	1	33.3%	1	33.3%	0	0.0%	0	0.0%	1	33.3%	3
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%	3
Less than monthly	0	0.0%	0	0.0%	2	66.7%	1	33.3%	0	0.0%	3
Never	44	19.4%	43	18.9%	78	34.4%	23	10.1%	39	17.2%	227
On foot:										
Daily	20	20.8%	22	22.9%	33	34.4%	7	7.3%	14	14.6%	96
4-6 times/week	12	27.9%	8	18.6%	17	39.5%	4	9.3%	2	4.7%	43
2-3 times/week	5	9.6%	12	23.1%	21	40.4%	7	13.5%	7	13.5%	52
Weekly	5	13.5%	10	27.0%	10	27.0%	5	13.5%	7	18.9%	37
Monthly	2	16.7%	2	16.7%	5	41.7%	2	16.7%	1	8.3%	12
Less than monthly	2	10.5%	5	26.3%	9	47.4%	2	10.5%	1	5.3%	19
Never	10	23.8%	5	11.9%	8	19.0%	5	11.9%	14	33.3%	42
Cycle:										
Daily	2	5.1%	7	17.9%	21	53.8%	3	7.7%	6	15.4%	39
4-6 times/week	11	26.2%	5	11.9%	19	45.2%	2	4.8%	5	11.9%	42
2-3 times/week	7	15.6%	9	20.0%	22	48.9%	5	11.1%	2	4.4%	45
Weekly	10	20.8%	11	22.9%	17	35.4%	6	12.5%	4	8.3%	48
Monthly	9	26.5%	12	35.3%	7	20.6%	2	5.9%	4	11.8%	34
Less than monthly	4	15.4%	7	26.9%	4	15.4%	4	15.4%	7	26.9%	26
Never	16	22.2%	9	12.5%	19	26.4%	9	12.5%	19	26.4%	72
Scooter:										
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0

4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	1	33.3%	0	0.0%	0	0.0%	0	0.0%	2	66.7%	3
Monthly	1	33.3%	0	0.0%	2	66.7%	0	0.0%	0	0.0%	3
Less than monthly	3	25.0%	3	25.0%	5	41.7%	0	0.0%	1	8.3%	12
Never	43	18.9%	43	18.9%	78	34.2%	26	11.4%	38	16.7%	228
Park and Ride bus:											
Daily	1	16.7%	1	16.7%	1	16.7%	2	33.3%	1	16.7%	6
4-6 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
2-3 times/week	4	36.4%	1	9.1%	5	45.5%	1	9.1%	0	0.0%	11
Weekly	7	25.0%	8	28.6%	6	21.4%	3	10.7%	4	14.3%	28
Monthly	21	25.9%	22	27.2%	24	29.6%	8	9.9%	6	7.4%	81
Less than monthly	17	20.0%	12	14.1%	32	37.6%	12	14.1%	12	14.1%	85
Never	13	14.0%	20	21.5%	33	35.5%	5	5.4%	22	23.7%	93
Local bus service:											
Daily	3	42.9%	1	14.3%	0	0.0%	2	28.6%	1	14.3%	7
4-6 times/week	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4
2-3 times/week	3	33.3%	1	11.1%	3	33.3%	1	11.1%	1	11.1%	9
Weekly	5	16.7%	8	26.7%	9	30.0%	4	13.3%	4	13.3%	30
Monthly	8	21.1%	8	21.1%	16	42.1%	4	10.5%	2	5.3%	38
Less than monthly	12	16.2%	10	13.5%	33	44.6%	8	10.8%	11	14.9%	74
Never	22	18.0%	28	23.0%	36	29.5%	10	8.2%	26	21.3%	122
Train:											
Daily	1	14.3%	2	28.6%	0	0.0%	1	14.3%	3	42.9%	7
4-6 times/week	1	12.5%	3	37.5%	1	12.5%	0	0.0%	3	37.5%	8
2-3 times/week	7	36.8%	1	5.3%	2	10.5%	4	21.1%	5	26.3%	19
Weekly	8	22.9%	7	20.0%	11	31.4%	5	14.3%	4	11.4%	35

	Strongly support		Support		No opinion		Oppose		Strongly oppose		Total
Monthly	16	20.0%	16	20.0%	32	40.0%	8	10.0%	8	10.0%	80
Less than monthly	25	20.5%	25	20.5%	43	35.2%	11	9.0%	18	14.8%	122
Never	6	16.2%	7	18.9%	13	35.1%	2	5.4%	9	24.3%	37
Taxi:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
Weekly	1	16.7%	1	16.7%	2	33.3%	1	16.7%	1	16.7%	6
Monthly	3	13.0%	4	17.4%	5	21.7%	4	17.4%	7	30.4%	23
Less than monthly	24	19.4%	23	18.5%	48	38.7%	13	10.5%	16	12.9%	124
Never	23	20.5%	24	21.4%	37	33.0%	10	8.9%	18	16.1%	112
Employment status:											
In education	2	18.2%	3	27.3%	3	27.3%	2	18.2%	1	9.1%	11
Employed	35	16.6%	46	21.8%	68	32.2%	24	11.4%	38	18.0%	211
Self employed	12	25.0%	12	25.0%	13	27.1%	5	10.4%	6	12.5%	48
Unemployed	0	0.0%	0	0.0%	2	66.7%	0	0.0%	1	33.3%	3
A home-based worker	4	12.5%	7	21.9%	15	46.9%	4	12.5%	2	6.3%	32
A stay-at-home parent, carer or similar	3	14.3%	5	23.8%	7	33.3%	3	14.3%	3	14.3%	21
Retired	19	23.8%	12	15.0%	32	40.0%	9	11.3%	8	10.0%	80
Prefer not to say	1	6.3%	3	18.8%	4	25.0%	1	6.3%	7	43.8%	16

Site B

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	19 (4.9%)	52 (13.4%)	149 (38.4%)	56 (14.4%)	112 (28.9%)	388

Age range:										
Under 15	0	(0%)	1	(50%)	1	(50%)	0	(0%)	0	(0%)	2
15-24	2	(25%)	3	(37.5%)	2	(25%)	1	(12.5%)	0	(0%)	8
25-34	4	(7.7%)	7	(13.5%)	22	(42.3%)	9	(17.3%)	10	(19.2%)	52
35-44	2	(3.8%)	5	(9.6%)	18	(34.6%)	8	(15.4%)	19	(36.5%)	52
45-54	4	(5.1%)	15	(19%)	28	(35.4%)	10	(12.7%)	22	(27.8%)	79
55-64	5	(6%)	8	(9.6%)	28	(33.7%)	14	(16.9%)	28	(33.7%)	83
65-74	1	(1.5%)	8	(12.3%)	28	(43.1%)	9	(13.8%)	19	(29.2%)	65
75 and above	1	(5.3%)	2	(10.5%)	7	(36.8%)	4	(21.1%)	5	(26.3%)	19
Prefer not to say	0	(0%)	0	(0%)	7	(43.8%)	0	(0%)	9	(56.3%)	16
Disability or health condition that affects travel										
Yes	2	(5.3%)	3	(7.9%)	11	(28.9%)	6	(15.8%)	16	(42.1%)	38
No	16	(5.3%)	43	(14.3%)	115	(38.3%)	46	(15.3%)	80	(26.7%)	300
Prefer not to say	1	(2.8%)	3	(8.3%)	14	(38.9%)	2	(5.6%)	16	(44.4%)	36
Sex										
Male	10	(4.8%)	34	(16.2%)	79	(37.6%)	27	(12.9%)	60	(28.6%)	210
Female	7	(5.6%)	13	(10.3%)	45	(35.7%)	25	(19.8%)	36	(28.6%)	126
Prefer not to say	2	(5.6%)	1	(2.8%)	15	(41.7%)	3	(8.3%)	15	(41.7%)	36
Gender										
Same as at birth	17	(5.2%)	46	(14.2%)	121	(37.2%)	50	(15.4%)	91	(28%)	325
Differs from birth	0	(0%)	0	(0%)	1	(100%)	0	(0%)	0	(0%)	1
Prefer not to say	2	(4.9%)	2	(4.9%)	13	(31.7%)	5	(12.2%)	19	(46.3%)	41
Ethnic Group										
Asian or Asian British includes Indian, Pakistani, Bangladeshi,	0	(0%)	0	(0%)	4	(50%)	0	(0%)	4	(50%)	8

Chinese or any other Asian background										
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0	(0%)	0	(0%)	2	(66.7%)	0	(0%)	1	(33.3%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	0	(0%)	3	(60%)	0	(0%)	1	(20%)	1	(20%)	5
Other ethnic group includes Arab or any other ethnic group	1	(20%)	0	(0%)	1	(20%)	0	(0%)	3	(60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	17	(5%)	46	(13.6%)	126	(37.4%)	53	(15.7%)	95	(28.2%)	337
Location:											
In or around Waterbeach	4	(4.2%)	17	(17.9%)	22	(23.2%)	16	(16.8%)	36	(37.9%)	95
Stakeholder	0	(0%)	3	(27.3%)	7	(63.6%)	1	(9.1%)	0	(0%)	11
Usual purpose for travelling in the area:											
Work	9	4.3%	28	13.3%	76	36.2%	30	14.3%	67	31.9%	210
Leisure	13	4.5%	36	12.3%	117	40.1%	44	15.1%	82	28.1%	292
Education	2	4.7%	11	25.6%	11	25.6%	5	11.6%	14	32.6%	43
Shopping	4	2.2%	25	13.7%	67	36.8%	30	16.5%	56	30.8%	182
Other	1	2.7%	4	10.8%	9	24.3%	10	27.0%	13	35.1%	37

Car (as lone driver):											
Daily	1	2.0%	6	12.0%	12	24.0%	4	8.0%	27	54.0%	50
4-6 times/week	0	0.0%	4	9.8%	10	24.4%	9	22.0%	18	43.9%	41
2-3 times/week	5	6.2%	8	9.9%	31	38.3%	14	17.3%	23	28.4%	81
Weekly	3	4.1%	11	14.9%	31	41.9%	12	16.2%	17	23.0%	74
Monthly	4	14.8%	3	11.1%	11	40.7%	3	11.1%	6	22.2%	27
Less than monthly	2	6.1%	6	18.2%	19	57.6%	4	12.1%	2	6.1%	33
Never	3	8.3%	5	13.9%	16	44.4%	5	13.9%	7	19.4%	36
Car (shared with other people):											
Daily	2	10.5%	4	21.1%	2	10.5%	0	0.0%	11	57.9%	19
4-6 times/week	0	0.0%	4	11.4%	14	40.0%	2	5.7%	15	42.9%	35
2-3 times/week	2	2.5%	12	15.0%	29	36.3%	14	17.5%	23	28.8%	80
Weekly	5	5.7%	9	10.2%	35	39.8%	14	15.9%	25	28.4%	88
Monthly	2	6.3%	2	6.3%	15	46.9%	2	6.3%	11	34.4%	32
Less than monthly	5	15.6%	3	9.4%	14	43.8%	7	21.9%	3	9.4%	32
Never	2	6.3%	5	15.6%	12	37.5%	7	21.9%	6	18.8%	32
Motorbike:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%	2
Weekly	0	0.0%	1	12.5%	4	50.0%	1	12.5%	2	25.0%	8
Monthly	0	0.0%	1	50.0%	0	0.0%	0	0.0%	1	50.0%	2
Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	13	5.5%	27	11.3%	92	38.7%	38	16.0%	68	28.6%	238
Other motor vehicle:											
Daily	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	100.0%	3
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1

2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%	3
Less than monthly	0	0.0%	0	0.0%	2	66.7%	1	33.3%	0	0.0%	3
Never	14	6.2%	26	11.5%	87	38.3%	34	15.0%	66	29.1%	227
On foot:											
Daily	3	3.1%	11	11.5%	37	38.5%	16	16.7%	29	30.2%	96
4-6 times/week	0	0.0%	6	14.0%	19	44.2%	5	11.6%	13	30.2%	43
2-3 times/week	3	5.8%	4	7.7%	23	44.2%	9	17.3%	13	25.0%	52
Weekly	4	10.8%	4	10.8%	11	29.7%	7	18.9%	11	29.7%	37
Monthly	0	0.0%	1	8.3%	8	66.7%	1	8.3%	2	16.7%	12
Less than monthly	1	5.3%	6	31.6%	8	42.1%	1	5.3%	3	15.8%	19
Never	2	4.8%	5	11.9%	12	28.6%	6	14.3%	17	40.5%	42
Cycle:											
Daily	0	0.0%	6	15.4%	22	56.4%	4	10.3%	7	17.9%	39
4-6 times/week	5	11.9%	5	11.9%	15	35.7%	7	16.7%	10	23.8%	42
2-3 times/week	3	6.7%	3	6.7%	25	55.6%	5	11.1%	9	20.0%	45
Weekly	3	6.3%	8	16.7%	20	41.7%	9	18.8%	8	16.7%	48
Monthly	0	0.0%	3	8.8%	10	29.4%	9	26.5%	12	35.3%	34
Less than monthly	3	11.5%	7	26.9%	6	23.1%	1	3.8%	9	34.6%	26
Never	3	4.2%	7	9.7%	23	31.9%	10	13.9%	29	40.3%	72
Scooter:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	1	33.3%	0	0.0%	1	33.3%	0	0.0%	1	33.3%	3
Monthly	0	0.0%	1	33.3%	1	33.3%	0	0.0%	1	33.3%	3

Less than monthly	1	8.3%	2	16.7%	6	50.0%	2	16.7%	1	8.3%	12
Never	11	4.8%	26	11.4%	87	38.2%	35	15.4%	69	30.3%	228
Park and Ride bus:											
Daily	2	33.3%	2	33.3%	1	16.7%	0	0.0%	1	16.7%	6
4-6 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
2-3 times/week	1	9.1%	1	9.1%	6	54.5%	1	9.1%	2	18.2%	11
Weekly	3	10.7%	7	25.0%	7	25.0%	2	7.1%	9	32.1%	28
Monthly	7	8.6%	10	12.3%	27	33.3%	17	21.0%	20	24.7%	81
Less than monthly	4	4.7%	8	9.4%	41	48.2%	14	16.5%	18	21.2%	85
Never	1	1.1%	8	8.6%	34	36.6%	12	12.9%	38	40.9%	93
Local bus service:											
Daily	2	28.6%	2	28.6%	0	0.0%	0	0.0%	3	42.9%	7
4-6 times/week	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4
2-3 times/week	0	0.0%	2	22.2%	5	55.6%	2	22.2%	0	0.0%	9
Weekly	3	10.0%	7	23.3%	9	30.0%	5	16.7%	6	20.0%	30
Monthly	5	13.2%	6	15.8%	17	44.7%	3	7.9%	7	18.4%	38
Less than monthly	4	5.4%	8	10.8%	34	45.9%	12	16.2%	16	21.6%	74
Never	2	1.6%	10	8.2%	44	36.1%	20	16.4%	46	37.7%	122
Train:											
Daily	0	0.0%	2	28.6%	0	0.0%	2	28.6%	3	42.9%	7
4-6 times/week	0	0.0%	2	25.0%	1	12.5%	3	37.5%	2	25.0%	8
2-3 times/week	2	10.5%	2	10.5%	5	26.3%	3	15.8%	7	36.8%	19
Weekly	0	0.0%	6	17.1%	13	37.1%	9	25.7%	7	20.0%	35
Monthly	7	8.8%	8	10.0%	34	42.5%	9	11.3%	22	27.5%	80
Less than monthly	8	6.6%	15	12.3%	47	38.5%	19	15.6%	33	27.0%	122
Never	2	5.4%	2	5.4%	15	40.5%	3	8.1%	15	40.5%	37

Taxi:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
Weekly	1	16.7%	1	16.7%	3	50.0%	0	0.0%	1	16.7%	6
Monthly	1	4.3%	2	8.7%	8	34.8%	3	13.0%	9	39.1%	23
Less than monthly	4	3.2%	14	11.3%	48	38.7%	23	18.5%	35	28.2%	124
Never	9	8.0%	16	14.3%	43	38.4%	12	10.7%	32	28.6%	112
Employment status:											
In education	2	18.2%	2	18.2%	4	36.4%	1	9.1%	2	18.2%	11
Employed	13	6.2%	29	13.7%	78	37.0%	31	14.7%	60	28.4%	211
Self employed	2	4.2%	3	6.3%	16	33.3%	9	18.8%	18	37.5%	48
Unemployed	0	0.0%	1	33.3%	1	33.3%	0	0.0%	1	33.3%	3
A home-based worker	1	3.1%	5	15.6%	16	50.0%	5	15.6%	5	15.6%	32
A stay-at-home parent, carer or similar	0	0.0%	4	19.0%	7	33.3%	4	19.0%	6	28.6%	21
Retired	4	5.0%	12	15.0%	35	43.8%	10	12.5%	19	23.8%	80
Prefer not to say	0	0.0%	0	0.0%	4	25.0%	1	6.3%	11	68.8%	16

Site C

	Strongly support		Support		No opinion		Oppose		Strongly oppose		Total
Total	39	(10.1%)	59	(15.2%)	143	(36.9%)	47	(12.1%)	100	(25.8%)	388
Age range:											
Under 15	0	(0%)	0	(0%)	1	(50%)	1	(50%)	0	(0%)	2
15-24	2	(25%)	4	(50%)	2	(25%)	0	(0%)	0	(0%)	8
25-34	8	(15.4%)	7	(13.5%)	24	(46.2%)	3	(5.8%)	10	(19.2%)	52

35-44	9	(17.3%)	6	(11.5%)	14	(26.9%)	9	(17.3%)	14	(26.9%)	52
45-54	7	(8.9%)	15	(19%)	28	(35.4%)	9	(11.4%)	20	(25.3%)	79
55-64	8	(9.6%)	11	(13.3%)	27	(32.5%)	12	(14.5%)	25	(30.1%)	83
65-74	2	(3.1%)	9	(13.8%)	28	(43.1%)	9	(13.8%)	17	(26.2%)	65
75 and above	1	(5.3%)	3	(15.8%)	7	(36.8%)	3	(15.8%)	5	(26.3%)	19
Prefer not to say	0	(0%)	2	(12.5%)	5	(31.3%)	0	(0%)	9	(56.3%)	16
Disability or health condition that affects travel											
Yes	3	(7.9%)	4	(10.5%)	11	(28.9%)	8	(21.1%)	12	(31.6%)	38
No	30	(10%)	47	(15.7%)	112	(37.3%)	37	(12.3%)	74	(24.7%)	300
Prefer not to say	3	(8.3%)	6	(16.7%)	13	(36.1%)	0	(0%)	14	(38.9%)	36
Sex											
Male	21	(10%)	33	(15.7%)	79	(37.6%)	23	(11%)	54	(25.7%)	210
Female	12	(9.5%)	21	(16.7%)	43	(34.1%)	19	(15.1%)	31	(24.6%)	126
Prefer not to say	2	(5.6%)	3	(8.3%)	13	(36.1%)	4	(11.1%)	14	(38.9%)	36
Gender											
Same as at birth	32	(9.8%)	54	(16.6%)	117	(36%)	41	(12.6%)	81	(24.9%)	325
Differs from birth	0	(0%)	0	(0%)	1	(100%)	0	(0%)	0	(0%)	1
Prefer not to say	4	(9.8%)	2	(4.9%)	13	(31.7%)	5	(12.2%)	17	(41.5%)	41
Ethnic Group											
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	2	(25%)	0	(0%)	3	(37.5%)	0	(0%)	3	(37.5%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0	(0%)	0	(0%)	2	(66.7%)	0	(0%)	1	(33.3%)	3

										Total
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	1	(20%)	2	(40%)	0	(0%)	1	(20%)	1	(20%)	5
Other ethnic group includes Arab or any other ethnic group	1	(20%)	0	(0%)	1	(20%)	0	(0%)	3	(60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	29	(8.6%)	53	(15.7%)	126	(37.4%)	45	(13.4%)	84	(24.9%)	337
Location:											
In or around Waterbeach	10	(10.5%)	21	(22.1%)	22	(23.2%)	12	(12.6%)	30	(31.6%)	95
Stakeholder	2	(18.2%)	2	(18.2%)	6	(54.5%)	1	(9.1%)	0	(0%)	11
Usual purpose for travelling in the area:											
Work	23	11.0%	34	16.2%	69	32.9%	25	11.9%	59	28.1%	210
Leisure	24	8.2%	44	15.1%	117	40.1%	34	11.6%	73	25.0%	292
Education	6	14.0%	9	20.9%	11	25.6%	7	16.3%	10	23.3%	43
Shopping	13	7.1%	25	13.7%	68	37.4%	24	13.2%	52	28.6%	182
Other	3	8.1%	4	10.8%	10	27.0%	10	27.0%	10	27.0%	37
Car (as lone driver):											
Daily	6	12.0%	6	12.0%	10	20.0%	6	12.0%	22	44.0%	50
4-6 times/week	4	9.8%	3	7.3%	10	24.4%	8	19.5%	16	39.0%	41
2-3 times/week	8	9.9%	8	9.9%	28	34.6%	14	17.3%	23	28.4%	81
Weekly	6	8.1%	16	21.6%	28	37.8%	10	13.5%	14	18.9%	74
Monthly	4	14.8%	4	14.8%	13	48.1%	0	0.0%	6	22.2%	27

Less than monthly	3	9.1%	7	21.2%	18	54.5%	3	9.1%	2	6.1%	33
Never	3	8.3%	8	22.2%	18	50.0%	2	5.6%	5	13.9%	36
Car (shared with other people):											
Daily	3	15.8%	4	21.1%	2	10.5%	0	0.0%	10	52.6%	19
4-6 times/week	2	5.7%	2	5.7%	14	40.0%	3	8.6%	14	40.0%	35
2-3 times/week	6	7.5%	15	18.8%	27	33.8%	13	16.3%	19	23.8%	80
Weekly	11	12.5%	7	8.0%	35	39.8%	13	14.8%	22	25.0%	88
Monthly	2	6.3%	2	6.3%	16	50.0%	3	9.4%	9	28.1%	32
Less than monthly	4	12.5%	8	25.0%	14	43.8%	3	9.4%	3	9.4%	32
Never	3	9.4%	9	28.1%	10	31.3%	4	12.5%	6	18.8%	32
Motorbike:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%	2
Weekly	1	12.5%	0	0.0%	4	50.0%	1	12.5%	2	25.0%	8
Monthly	0	0.0%	0	0.0%	0	0.0%	1	50.0%	1	50.0%	2
Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	23	9.7%	40	16.8%	90	37.8%	29	12.2%	56	23.5%	238
Other motor vehicle:											
Daily	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	100.0%	3
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%	3
Less than monthly	0	0.0%	0	0.0%	2	66.7%	1	33.3%	0	0.0%	3
Never	24	10.6%	39	17.2%	85	37.4%	24	10.6%	55	24.2%	227

On foot:											
Daily	8	8.3%	15	15.6%	37	38.5%	13	13.5%	23	24.0%	96
4-6 times/week	2	4.7%	4	9.3%	19	44.2%	8	18.6%	10	23.3%	43
2-3 times/week	6	11.5%	9	17.3%	21	40.4%	4	7.7%	12	23.1%	52
Weekly	3	8.1%	7	18.9%	12	32.4%	4	10.8%	11	29.7%	37
Monthly	0	0.0%	2	16.7%	7	58.3%	0	0.0%	3	25.0%	12
Less than monthly	2	10.5%	5	26.3%	8	42.1%	1	5.3%	3	15.8%	19
Never	4	9.5%	4	9.5%	12	28.6%	8	19.0%	14	33.3%	42
Cycle:											
Daily	3	7.7%	6	15.4%	22	56.4%	3	7.7%	5	12.8%	39
4-6 times/week	6	14.3%	6	14.3%	16	38.1%	5	11.9%	9	21.4%	42
2-3 times/week	4	8.9%	8	17.8%	23	51.1%	1	2.2%	9	20.0%	45
Weekly	6	12.5%	9	18.8%	20	41.7%	6	12.5%	7	14.6%	48
Monthly	1	2.9%	5	14.7%	9	26.5%	7	20.6%	12	35.3%	34
Less than monthly	5	19.2%	7	26.9%	5	19.2%	3	11.5%	6	23.1%	26
Never	7	9.7%	6	8.3%	23	31.9%	11	15.3%	25	34.7%	72
Scooter:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	2	66.7%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	3
Monthly	1	33.3%	0	0.0%	1	33.3%	0	0.0%	1	33.3%	3
Less than monthly	2	16.7%	2	16.7%	6	50.0%	0	0.0%	2	16.7%	12
Never	21	9.2%	37	16.2%	86	37.7%	29	12.7%	55	24.1%	228
Park and Ride bus:											
Daily	1	16.7%	3	50.0%	2	33.3%	0	0.0%	0	0.0%	6
4-6 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1

2-3 times/week	1	9.1%	1	9.1%	7	63.6%	0	0.0%	2	18.2%	11
Weekly	7	25.0%	7	25.0%	7	25.0%	2	7.1%	5	17.9%	28
Monthly	7	8.6%	11	13.6%	27	33.3%	18	22.2%	18	22.2%	81
Less than monthly	12	14.1%	13	15.3%	33	38.8%	11	12.9%	16	18.8%	85
Never	4	4.3%	10	10.8%	36	38.7%	8	8.6%	35	37.6%	93
Local bus service:											
Daily	1	14.3%	2	28.6%	1	14.3%	1	14.3%	2	28.6%	7
4-6 times/week	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4
2-3 times/week	2	22.2%	1	11.1%	4	44.4%	1	11.1%	1	11.1%	9
Weekly	6	20.0%	10	33.3%	9	30.0%	2	6.7%	3	10.0%	30
Monthly	6	15.8%	4	10.5%	16	42.1%	5	13.2%	7	18.4%	38
Less than monthly	9	12.2%	18	24.3%	29	39.2%	5	6.8%	13	17.6%	74
Never	6	4.9%	11	9.0%	46	37.7%	20	16.4%	39	32.0%	122
Train:											
Daily	2	28.6%	1	14.3%	0	0.0%	1	14.3%	3	42.9%	7
4-6 times/week	0	0.0%	3	37.5%	3	37.5%	0	0.0%	2	25.0%	8
2-3 times/week	4	21.1%	3	15.8%	4	21.1%	2	10.5%	6	31.6%	19
Weekly	5	14.3%	8	22.9%	14	40.0%	5	14.3%	3	8.6%	35
Monthly	9	11.3%	11	13.8%	32	40.0%	7	8.8%	21	26.3%	80
Less than monthly	13	10.7%	17	13.9%	44	36.1%	21	17.2%	27	22.1%	122
Never	2	5.4%	3	8.1%	14	37.8%	3	8.1%	15	40.5%	37
Taxi:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
Weekly	2	33.3%	1	16.7%	2	33.3%	0	0.0%	1	16.7%	6
Monthly	1	4.3%	4	17.4%	7	30.4%	4	17.4%	7	30.4%	23

Less than monthly	8	6.5%	19	15.3%	52	41.9%	18	14.5%	27	21.8%	124
Never	16	14.3%	20	17.9%	37	33.0%	10	8.9%	29	25.9%	112
Employment status:											
In education	1	9.1%	4	36.4%	4	36.4%	1	9.1%	1	9.1%	11
Employed	28	13.3%	31	14.7%	73	34.6%	27	12.8%	52	24.6%	211
Self employed	3	6.3%	9	18.8%	15	31.3%	6	12.5%	15	31.3%	48
Unemployed	0	0.0%	1	33.3%	1	33.3%	0	0.0%	1	33.3%	3
A home-based worker	2	6.3%	4	12.5%	16	50.0%	6	18.8%	4	12.5%	32
A stay-at-home parent, carer or similar	1	4.8%	3	14.3%	8	38.1%	4	19.0%	5	23.8%	21
Retired	5	6.3%	13	16.3%	35	43.8%	9	11.3%	18	22.5%	80
Prefer not to say	0	0.0%	1	6.3%	4	25.0%	1	6.3%	10	62.5%	16

Question 9

Access proposal 1

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	24 (6.2%)	51 (13.1%)	212 (54.6%)	39 (10.1%)	62 (16%)	388
			Age range:			
Under 15	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
15-24	1 (12.5%)	3 (37.5%)	4 (50%)	0 (0%)	0 (0%)	8
25-34	2 (3.8%)	6 (11.5%)	32 (61.5%)	6 (11.5%)	6 (11.5%)	52
35-44	4 (7.7%)	5 (9.6%)	25 (48.1%)	6 (11.5%)	12 (23.1%)	52
45-54	4 (5.1%)	15 (19%)	40 (50.6%)	7 (8.9%)	13 (16.5%)	79
55-64	9 (10.8%)	15 (18.1%)	43 (51.8%)	8 (9.6%)	8 (9.6%)	83
65-74	2 (3.1%)	3 (4.6%)	37 (56.9%)	10 (15.4%)	13 (20%)	65
75 and above	2 (10.5%)	2 (10.5%)	12 (63.2%)	1 (5.3%)	2 (10.5%)	19
Prefer not to say	0 (0%)	1 (6.3%)	8 (50%)	0 (0%)	7 (43.8%)	16
		Disability or health condition that affects travel				
Yes	0 (0%)	4 (10.5%)	20 (52.6%)	3 (7.9%)	11 (28.9%)	38
No	24 (8%)	42 (14%)	163 (54.3%)	31 (10.3%)	40 (13.3%)	300
Prefer not to say	0 (0%)	4 (11.1%)	19 (52.8%)	3 (8.3%)	10 (27.8%)	36
			Sex			
Male	14 (6.7%)	32 (15.2%)	112 (53.3%)	24 (11.4%)	28 (13.3%)	210
Female	8 (6.3%)	14 (11.1%)	73 (57.9%)	11 (8.7%)	20 (15.9%)	126
Prefer not to say	2 (5.6%)	3 (8.3%)	16 (44.4%)	3 (8.3%)	12 (33.3%)	36
			Gender			
Same as at birth	22 (6.8%)	46 (14.2%)	181 (55.7%)	33 (10.2%)	43 (13.2%)	325
Differs from birth	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1

Prefer not to say	2 (4.9%)	3 (7.3%)	15 (36.6%)	5 (12.2%)	16 (39%)	41
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	1 (12.5%)	0 (0%)	6 (75%)	0 (0%)	1 (12.5%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	3 (100%)	0 (0%)	0 (0%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	1 (20%)	2 (40%)	1 (20%)	1 (20%)	0 (0%)	5
Other ethnic group includes Arab or any other ethnic group	0 (0%)	1 (20%)	1 (20%)	0 (0%)	3 (60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	22 (6.5%)	45 (13.4%)	182 (54%)	37 (11%)	51 (15.1%)	337
Location:						
In or around Waterbeach	7 (7.4%)	13 (13.7%)	44 (46.3%)	14 (14.7%)	17 (17.9%)	95

Stakeholder	0	(0%)	1	(9.1%)	8	(72.7%)	1	(9.1%)	1	(9.1%)	11
Usual purpose for travelling in the area:											
Work	14	6.7%	26	12.4%	110	52.4%	27	12.9%	33	15.7%	210
Leisure	20	6.8%	42	14.4%	162	55.5%	31	10.6%	37	12.7%	292
Education	3	7.0%	12	27.9%	16	37.2%	7	16.3%	5	11.6%	43
Shopping	12	6.6%	28	15.4%	98	53.8%	20	11.0%	24	13.2%	182
Other	2	5.4%	3	8.1%	19	51.4%	5	13.5%	8	21.6%	37
Car (as lone driver):											
Daily	1	2.0%	7	14.0%	20	40.0%	7	14.0%	15	30.0%	50
4-6 times/week	1	2.4%	5	12.2%	17	41.5%	5	12.2%	13	31.7%	41
2-3 times/week	9	11.1%	9	11.1%	44	54.3%	11	13.6%	8	9.9%	81
Weekly	5	6.8%	9	12.2%	51	68.9%	4	5.4%	5	6.8%	74
Monthly	3	11.1%	4	14.8%	14	51.9%	2	7.4%	4	14.8%	27
Less than monthly	1	3.0%	6	18.2%	22	66.7%	3	9.1%	1	3.0%	33
Never	3	8.3%	5	13.9%	21	58.3%	3	8.3%	4	11.1%	36
Car (shared with other people):											
Daily	1	5.3%	2	10.5%	6	31.6%	2	10.5%	8	42.1%	19
4-6 times/week	1	2.9%	3	8.6%	20	57.1%	3	8.6%	8	22.9%	35
2-3 times/week	5	6.3%	10	12.5%	47	58.8%	7	8.8%	11	13.8%	80
Weekly	9	10.2%	13	14.8%	48	54.5%	11	12.5%	7	8.0%	88
Monthly	4	12.5%	3	9.4%	17	53.1%	2	6.3%	6	18.8%	32
Less than monthly	1	3.1%	4	12.5%	18	56.3%	5	15.6%	4	12.5%	32
Never	0	0.0%	5	15.6%	16	50.0%	3	9.4%	8	25.0%	32
Motorbike:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1

2-3 times/week	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%	2
Weekly	0	0.0%	1	12.5%	5	62.5%	1	12.5%	1	12.5%	8
Monthly	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	2
Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	12	5.0%	36	15.1%	126	52.9%	25	10.5%	39	16.4%	238
Other motor vehicle:											
Daily	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%	3
4-6 times/week	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	0	0.0%	2	66.7%	3
Less than monthly	0	0.0%	0	0.0%	3	100.0%	0	0.0%	0	0.0%	3
Never	13	5.7%	34	15.0%	119	52.4%	25	11.0%	36	15.9%	227
On foot:											
Daily	7	7.3%	14	14.6%	48	50.0%	13	13.5%	14	14.6%	96
4-6 times/week	1	2.3%	6	14.0%	29	67.4%	5	11.6%	2	4.7%	43
2-3 times/week	3	5.8%	6	11.5%	29	55.8%	6	11.5%	8	15.4%	52
Weekly	0	0.0%	6	16.2%	21	56.8%	4	10.8%	6	16.2%	37
Monthly	0	0.0%	1	8.3%	7	58.3%	3	25.0%	1	8.3%	12
Less than monthly	1	5.3%	4	21.1%	13	68.4%	0	0.0%	1	5.3%	19
Never	3	7.1%	5	11.9%	17	40.5%	4	9.5%	13	31.0%	42
Cycle:											
Daily	1	2.6%	6	15.4%	27	69.2%	1	2.6%	4	10.3%	39
4-6 times/week	5	11.9%	5	11.9%	20	47.6%	7	16.7%	5	11.9%	42
2-3 times/week	1	2.2%	5	11.1%	33	73.3%	4	8.9%	2	4.4%	45
Weekly	3	6.3%	7	14.6%	29	60.4%	6	12.5%	3	6.3%	48
Monthly	4	11.8%	4	11.8%	15	44.1%	5	14.7%	6	17.6%	34

Less than monthly	2	7.7%	8	30.8%	9	34.6%	1	3.8%	6	23.1%	26
Never	3	4.2%	9	12.5%	33	45.8%	6	8.3%	21	29.2%	72
Scooter:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	1	33.3%	0	0.0%	1	33.3%	0	0.0%	1	33.3%	3
Monthly	1	33.3%	0	0.0%	2	66.7%	0	0.0%	0	0.0%	3
Less than monthly	1	8.3%	2	16.7%	6	50.0%	2	16.7%	1	8.3%	12
Never	10	4.4%	36	15.8%	122	53.5%	23	10.1%	37	16.2%	228
Park and Ride bus:											
Daily	1	16.7%	2	33.3%	2	33.3%	1	16.7%	0	0.0%	6
4-6 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
2-3 times/week	1	9.1%	3	27.3%	5	45.5%	1	9.1%	1	9.1%	11
Weekly	2	7.1%	7	25.0%	13	46.4%	3	10.7%	3	10.7%	28
Monthly	10	12.3%	8	9.9%	47	58.0%	7	8.6%	9	11.1%	81
Less than monthly	5	5.9%	12	14.1%	52	61.2%	5	5.9%	11	12.9%	85
Never	3	3.2%	13	14.0%	42	45.2%	14	15.1%	21	22.6%	93
Local bus service:											
Daily	1	14.3%	3	42.9%	1	14.3%	1	14.3%	1	14.3%	7
4-6 times/week	0	0.0%	1	25.0%	3	75.0%	0	0.0%	0	0.0%	4
2-3 times/week	0	0.0%	2	22.2%	4	44.4%	2	22.2%	1	11.1%	9
Weekly	0	0.0%	4	13.3%	15	50.0%	6	20.0%	5	16.7%	30
Monthly	4	10.5%	6	15.8%	23	60.5%	1	2.6%	4	10.5%	38
Less than monthly	4	5.4%	10	13.5%	45	60.8%	7	9.5%	8	10.8%	74
Never	6	4.9%	17	13.9%	60	49.2%	14	11.5%	25	20.5%	122

Train:											
Daily	1	14.3%	2	28.6%	0	0.0%	1	14.3%	3	42.9%	7
4-6 times/week	0	0.0%	1	12.5%	3	37.5%	2	25.0%	2	25.0%	8
2-3 times/week	2	10.5%	2	10.5%	10	52.6%	3	15.8%	2	10.5%	19
Weekly	2	5.7%	6	17.1%	17	48.6%	6	17.1%	4	11.4%	35
Monthly	4	5.0%	10	12.5%	48	60.0%	10	12.5%	8	10.0%	80
Less than monthly	9	7.4%	21	17.2%	66	54.1%	8	6.6%	18	14.8%	122
Never	2	5.4%	3	8.1%	19	51.4%	2	5.4%	11	29.7%	37
Taxi:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
Weekly	1	16.7%	1	16.7%	2	33.3%	1	16.7%	1	16.7%	6
Monthly	0	0.0%	2	8.7%	10	43.5%	5	21.7%	6	26.1%	23
Less than monthly	7	5.6%	14	11.3%	72	58.1%	16	12.9%	15	12.1%	124
Never	6	5.4%	25	22.3%	56	50.0%	7	6.3%	18	16.1%	112
Employment status:											
In education	1	9.1%	3	27.3%	4	36.4%	2	18.2%	1	9.1%	11
Employed	12	5.7%	34	16.1%	109	51.7%	22	10.4%	34	16.1%	211
Self employed	4	8.3%	7	14.6%	22	45.8%	7	14.6%	8	16.7%	48
Unemployed	0	0.0%	0	0.0%	2	66.7%	0	0.0%	1	33.3%	3
A home-based worker	1	3.1%	4	12.5%	22	68.8%	3	9.4%	2	6.3%	32
A stay-at-home parent, carer or similar	1	4.8%	2	9.5%	12	57.1%	3	14.3%	3	14.3%	21
Retired	7	8.8%	5	6.3%	50	62.5%	9	11.3%	9	11.3%	80
Prefer not to say	0	0.0%	1	6.3%	7	43.8%	1	6.3%	7	43.8%	16

Access proposal 2

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	34 (8.8%)	67 (17.3%)	202 (52.1%)	21 (5.4%)	64 (16.5%)	388
			Age range:			
Under 15	0 (0%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	2
15-24	1 (12.5%)	4 (50%)	3 (37.5%)	0 (0%)	0 (0%)	8
25-34	3 (5.8%)	11 (21.2%)	31 (59.6%)	1 (1.9%)	6 (11.5%)	52
35-44	4 (7.7%)	9 (17.3%)	24 (46.2%)	4 (7.7%)	11 (21.2%)	52
45-54	7 (8.9%)	18 (22.8%)	38 (48.1%)	2 (2.5%)	14 (17.7%)	79
55-64	8 (9.6%)	18 (21.7%)	38 (45.8%)	7 (8.4%)	12 (14.5%)	83
65-74	7 (10.8%)	4 (6.2%)	38 (58.5%)	5 (7.7%)	11 (16.9%)	65
75 and above	3 (15.8%)	1 (5.3%)	11 (57.9%)	2 (10.5%)	2 (10.5%)	19
Prefer not to say	0 (0%)	0 (0%)	9 (56.3%)	0 (0%)	7 (43.8%)	16
			Disability or health condition that affects travel			
Yes	1 (2.6%)	4 (10.5%)	19 (50%)	3 (7.9%)	11 (28.9%)	38
No	30 (10%)	58 (19.3%)	154 (51.3%)	17 (5.7%)	41 (13.7%)	300
Prefer not to say	2 (5.6%)	3 (8.3%)	20 (55.6%)	0 (0%)	11 (30.6%)	36
			Sex			
Male	22 (10.5%)	35 (16.7%)	107 (51%)	14 (6.7%)	32 (15.2%)	210
Female	8 (6.3%)	25 (19.8%)	69 (54.8%)	6 (4.8%)	18 (14.3%)	126
Prefer not to say	3 (8.3%)	4 (11.1%)	16 (44.4%)	1 (2.8%)	12 (33.3%)	36
			Gender			
Same as at birth	29 (8.9%)	60 (18.5%)	173 (53.2%)	19 (5.8%)	44 (13.5%)	325
Differs from birth	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1
Prefer not to say	4 (9.8%)	4 (9.8%)	14 (34.1%)	2 (4.9%)	17 (41.5%)	41

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	0 (0%)	0 (0%)	6 (75%)	0 (0%)	2 (25%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	3 (100%)	0 (0%)	0 (0%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	1 (20%)	2 (40%)	1 (20%)	1 (20%)	0 (0%)	5
Other ethnic group includes Arab or any other ethnic group	0 (0%)	1 (20%)	1 (20%)	0 (0%)	3 (60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	31 (9.2%)	60 (17.8%)	174 (51.6%)	20 (5.9%)	52 (15.4%)	337
Location:						
In or around Waterbeach	10 (10.5%)	25 (26.3%)	38 (40%)	4 (4.2%)	18 (18.9%)	95

Stakeholder	1	(9.1%)	2	(18.2%)	7	(63.6%)	0	(0%)	1	(9.1%)		11
					Usual purpose for travelling in the area:							
Work	20	9.5%	40	19.0%	102	48.6%	13	6.2%	35	16.7%		210
Leisure	26	8.9%	52	17.8%	158	54.1%	15	5.1%	41	14.0%		292
Education	1	2.3%	14	32.6%	17	39.5%	4	9.3%	7	16.3%		43
Shopping	16	8.8%	37	20.3%	94	51.6%	10	5.5%	25	13.7%		182
Other	2	5.4%	6	16.2%	19	51.4%	3	8.1%	7	18.9%		37
					Car (as lone driver):							
Daily	2	4.0%	8	16.0%	22	44.0%	4	8.0%	14	28.0%		50
4-6 times/week	2	4.9%	7	17.1%	15	36.6%	4	9.8%	13	31.7%		41
2-3 times/week	8	9.9%	17	21.0%	43	53.1%	2	2.5%	11	13.6%		81
Weekly	7	9.5%	14	18.9%	44	59.5%	5	6.8%	4	5.4%		74
Monthly	6	22.2%	4	14.8%	13	48.1%	0	0.0%	4	14.8%		27
Less than monthly	3	9.1%	6	18.2%	20	60.6%	2	6.1%	2	6.1%		33
Never	3	8.3%	4	11.1%	22	61.1%	2	5.6%	5	13.9%		36
					Car (shared with other people):							
Daily	1	5.3%	6	31.6%	6	31.6%	0	0.0%	6	31.6%		19
4-6 times/week	0	0.0%	5	14.3%	19	54.3%	2	5.7%	9	25.7%		35
2-3 times/week	7	8.8%	13	16.3%	44	55.0%	5	6.3%	11	13.8%		80
Weekly	12	13.6%	17	19.3%	44	50.0%	5	5.7%	10	11.4%		88
Monthly	4	12.5%	4	12.5%	18	56.3%	0	0.0%	6	18.8%		32
Less than monthly	5	15.6%	8	25.0%	16	50.0%	0	0.0%	3	9.4%		32
Never	0	0.0%	6	18.8%	15	46.9%	2	6.3%	9	28.1%		32
					Motorbike:							
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!		0
4-6 times/week	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%		1
2-3 times/week	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%		2

Weekly	0	0.0%	2	25.0%	4	50.0%	1	12.5%	1	12.5%	8
Monthly	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	2
Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	18	7.6%	49	20.6%	117	49.2%	11	4.6%	43	18.1%	238
Other motor vehicle:											
Daily	0	0.0%	1	33.3%	1	33.3%	0	0.0%	1	33.3%	3
4-6 times/week	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	0	0.0%	2	66.7%	3
Less than monthly	0	0.0%	0	0.0%	3	100.0%	0	0.0%	0	0.0%	3
Never	19	8.4%	48	21.1%	110	48.5%	11	4.8%	39	17.2%	227
On foot:											
Daily	13	13.5%	16	16.7%	48	50.0%	6	6.3%	13	13.5%	96
4-6 times/week	1	2.3%	9	20.9%	27	62.8%	3	7.0%	3	7.0%	43
2-3 times/week	3	5.8%	11	21.2%	26	50.0%	4	7.7%	8	15.4%	52
Weekly	2	5.4%	9	24.3%	18	48.6%	2	5.4%	6	16.2%	37
Monthly	0	0.0%	4	33.3%	7	58.3%	0	0.0%	1	8.3%	12
Less than monthly	1	5.3%	3	15.8%	13	68.4%	0	0.0%	2	10.5%	19
Never	3	7.1%	8	19.0%	16	38.1%	1	2.4%	14	33.3%	42
Cycle:											
Daily	2	5.1%	4	10.3%	26	66.7%	2	5.1%	5	12.8%	39
4-6 times/week	8	19.0%	9	21.4%	18	42.9%	1	2.4%	6	14.3%	42
2-3 times/week	2	4.4%	8	17.8%	32	71.1%	1	2.2%	2	4.4%	45
Weekly	6	12.5%	8	16.7%	28	58.3%	3	6.3%	3	6.3%	48
Monthly	3	8.8%	10	29.4%	13	38.2%	1	2.9%	7	20.6%	34
Less than monthly	1	3.8%	7	26.9%	10	38.5%	1	3.8%	7	26.9%	26

Never	4	5.6%	13	18.1%	31	43.1%	4	5.6%	20	27.8%	72
					Scooter:						
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	1	33.3%	0	0.0%	1	33.3%	0	0.0%	1	33.3%	3
Monthly	2	66.7%	0	0.0%	1	33.3%	0	0.0%	0	0.0%	3
Less than monthly	3	25.0%	2	16.7%	6	50.0%	0	0.0%	1	8.3%	12
Never	13	5.7%	50	21.9%	114	50.0%	10	4.4%	41	18.0%	228
					Park and Ride bus:						
Daily	1	16.7%	2	33.3%	2	33.3%	0	0.0%	1	16.7%	6
4-6 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
2-3 times/week	2	18.2%	1	9.1%	8	72.7%	0	0.0%	0	0.0%	11
Weekly	2	7.1%	8	28.6%	13	46.4%	1	3.6%	4	14.3%	28
Monthly	14	17.3%	13	16.0%	42	51.9%	6	7.4%	6	7.4%	81
Less than monthly	8	9.4%	14	16.5%	50	58.8%	3	3.5%	10	11.8%	85
Never	3	3.2%	21	22.6%	39	41.9%	5	5.4%	25	26.9%	93
					Local bus service:						
Daily	1	14.3%	3	42.9%	1	14.3%	0	0.0%	2	28.6%	7
4-6 times/week	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4
2-3 times/week	1	11.1%	2	22.2%	4	44.4%	1	11.1%	1	11.1%	9
Weekly	6	20.0%	5	16.7%	13	43.3%	2	6.7%	4	13.3%	30
Monthly	5	13.2%	4	10.5%	24	63.2%	2	5.3%	3	7.9%	38
Less than monthly	4	5.4%	17	23.0%	41	55.4%	3	4.1%	9	12.2%	74
Never	6	4.9%	25	20.5%	57	46.7%	6	4.9%	28	23.0%	122
					Train:						

Daily	1	14.3%	2	28.6%	0	0.0%	1	14.3%	3	42.9%	7
4-6 times/week	1	12.5%	3	37.5%	3	37.5%	0	0.0%	1	12.5%	8
2-3 times/week	1	5.3%	4	21.1%	10	52.6%	0	0.0%	4	21.1%	19
Weekly	3	8.6%	9	25.7%	15	42.9%	4	11.4%	4	11.4%	35
Monthly	10	12.5%	15	18.8%	43	53.8%	4	5.0%	8	10.0%	80
Less than monthly	9	7.4%	24	19.7%	65	53.3%	3	2.5%	21	17.2%	122
Never	3	8.1%	3	8.1%	19	51.4%	2	5.4%	10	27.0%	37
Taxi:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
Weekly	1	16.7%	1	16.7%	2	33.3%	1	16.7%	1	16.7%	6
Monthly	3	13.0%	3	13.0%	9	39.1%	2	8.7%	6	26.1%	23
Less than monthly	12	9.7%	27	21.8%	63	50.8%	4	3.2%	18	14.5%	124
Never	6	5.4%	24	21.4%	58	51.8%	5	4.5%	19	17.0%	112
Employment status:											
In education	1	9.1%	5	45.5%	4	36.4%	0	0.0%	1	9.1%	11
Employed	17	8.1%	44	20.9%	103	48.8%	13	6.2%	34	16.1%	211
Self employed	6	12.5%	11	22.9%	20	41.7%	3	6.3%	8	16.7%	48
Unemployed	0	0.0%	0	0.0%	2	66.7%	0	0.0%	1	33.3%	3
A home-based worker	2	6.3%	4	12.5%	22	68.8%	3	9.4%	1	3.1%	32
A stay-at-home parent, carer or similar	0	0.0%	4	19.0%	12	57.1%	1	4.8%	4	19.0%	21
Retired	10	12.5%	9	11.3%	48	60.0%	4	5.0%	9	11.3%	80
Prefer not to say	0	0.0%	0	0.0%	8	50.0%	1	6.3%	7	43.8%	16

Question 10

	No		Yes		Total
Total	226	(58.2%)	162	(41.8%)	388
Age range:					
Under 15	0	(0%)	2	(100%)	2
15-24	2	(25%)	6	(75%)	8
25-34	30	(57.7%)	22	(42.3%)	52
35-44	28	(53.8%)	24	(46.2%)	52
45-54	43	(54.4%)	36	(45.6%)	79
55-64	52	(62.7%)	31	(37.3%)	83
65-74	43	(66.2%)	22	(33.8%)	65
75 and above	10	(52.6%)	9	(47.4%)	19
Prefer not to say	12	(75%)	4	(25%)	16
Disability or health condition that affects travel					
Yes	25	(65.8%)	13	(34.2%)	38
No	170	(56.7%)	130	(43.3%)	300
Prefer not to say	24	(66.7%)	12	(33.3%)	36
Sex					
Male	117	(55.7%)	93	(44.3%)	210
Female	77	(61.1%)	49	(38.9%)	126
Prefer not to say	25	(69.4%)	11	(30.6%)	36
Gender					
Same as at birth	186	(57.2%)	139	(42.8%)	325
Differs from birth	0	(0%)	1	(100%)	1
Prefer not to say	29	(70.7%)	12	(29.3%)	41

Ethnic Group				
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	3	(37.5%)	5	(62.5%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3	(100%)	0	(0%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	2	(40%)	3	(60%)	5
Other ethnic group includes Arab or any other ethnic group	3	(60%)	2	(40%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	197	(58.5%)	140	(41.5%)	337
Location:				
In or around Waterbeach	61	(64.2%)	34	(35.8%)	95
Stakeholder	6	(54.5%)	5	(45.5%)	11
Usual purpose for travelling in the area:				
Work	122	(58.1%)	88	(41.9%)	210
Leisure	170	(58.2%)	122	(41.8%)	292
Education	25	(58.1%)	18	(41.9%)	43
Shopping	112	(61.5%)	70	(38.5%)	182
Other	28	(75.7%)	9	(24.3%)	37
Car (as lone driver):				
Daily	35	(70%)	15	(30%)	50
4-6 times/week	34	(82.9%)	7	(17.1%)	41
2-3 times/week	50	(61.7%)	31	(38.3%)	81
Weekly	41	(55.4%)	33	(44.6%)	74
Monthly	10	(37%)	17	(63%)	27

Less than monthly	15	(45.5%)	18	(54.5%)	33
Never	16	(44.4%)	20	(55.6%)	36

Car (shared with other people):					
Daily	11	(57.9%)	8	(42.1%)	19
4-6 times/week	23	(65.7%)	12	(34.3%)	35
2-3 times/week	46	(57.5%)	34	(42.5%)	80
Weekly	52	(59.1%)	36	(40.9%)	88
Monthly	19	(59.4%)	13	(40.6%)	32
Less than monthly	16	(50%)	16	(50%)	32
Never	18	(56.3%)	14	(43.8%)	32

Motorbike:					
Daily	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	(100%)	0	(0%)	1
2-3 times/week	1	(50%)	1	(50%)	2
Weekly	5	(62.5%)	3	(37.5%)	8
Monthly	2	(100%)	0	(0%)	2
Less than monthly	0	(0%)	1	(100%)	1
Never	141	(59.2%)	97	(40.8%)	238

Other motor vehicle:					
Daily	2	(66.7%)	1	(33.3%)	3
4-6 times/week	1	(100%)	0	(0%)	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0
Monthly	2	(66.7%)	1	(33.3%)	3
Less than monthly	2	(66.7%)	1	(33.3%)	3
Never	131	(57.7%)	96	(42.3%)	227

On foot:					
Daily	59	(61.5%)	37	(38.5%)	96
4-6 times/week	23	(53.5%)	20	(46.5%)	43
2-3 times/week	31	(59.6%)	21	(40.4%)	52
Weekly	21	(56.8%)	16	(43.2%)	37
Monthly	8	(66.7%)	4	(33.3%)	12
Less than monthly	8	(42.1%)	11	(57.9%)	19
Never	30	(71.4%)	12	(28.6%)	42

Cycle:					
Daily	24	(61.5%)	15	(38.5%)	39
4-6 times/week	21	(50%)	21	(50%)	42
2-3 times/week	21	(46.7%)	24	(53.3%)	45
Weekly	22	(45.8%)	26	(54.2%)	48
Monthly	25	(73.5%)	9	(26.5%)	34
Less than monthly	12	(46.2%)	14	(53.8%)	26
Never	51	(70.8%)	21	(29.2%)	72

Scooter:					
Daily	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	(0%)	1	(100%)	1
2-3 times/week	1	(100%)	0	(0%)	1
Weekly	1	(33.3%)	2	(66.7%)	3
Monthly	2	(66.7%)	1	(33.3%)	3
Less than monthly	5	(41.7%)	7	(58.3%)	12
Never	139	(61%)	89	(39%)	228

Park and Ride bus:					
Daily	1	(16.7%)	5	(83.3%)	6
4-6 times/week	1	(100%)	0	(0%)	1

2-3 times/week	5	(45.5%)	6	(54.5%)	11
Weekly	12	(42.9%)	16	(57.1%)	28
Monthly	50	(61.7%)	31	(38.3%)	81
Less than monthly	47	(55.3%)	38	(44.7%)	85
Never	65	(69.9%)	28	(30.1%)	93

Local bus service:					
Daily	2	(28.6%)	5	(71.4%)	7
4-6 times/week	1	(25%)	3	(75%)	4
2-3 times/week	4	(44.4%)	5	(55.6%)	9
Weekly	14	(46.7%)	16	(53.3%)	30
Monthly	18	(47.4%)	20	(52.6%)	38
Less than monthly	40	(54.1%)	34	(45.9%)	74
Never	86	(70.5%)	36	(29.5%)	122

Train:					
Daily	5	(71.4%)	2	(28.6%)	7
4-6 times/week	3	(37.5%)	5	(62.5%)	8
2-3 times/week	8	(42.1%)	11	(57.9%)	19
Weekly	23	(65.7%)	12	(34.3%)	35
Monthly	47	(58.8%)	33	(41.3%)	80
Less than monthly	72	(59%)	50	(41%)	122
Never	23	(62.2%)	14	(37.8%)	37

Taxi:					
Daily	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	(0%)	1	(100%)	1
Weekly	2	(33.3%)	4	(66.7%)	6
Monthly	18	(78.3%)	5	(21.7%)	23

Less than monthly	73	(58.9%)	51	(41.1%)	124
Never	61	(54.5%)	51	(45.5%)	112
Employment status:					
In education	4	(36.4%)	7	(63.6%)	11
Employed	119	(56.4%)	92	(43.6%)	211
Self employed	30	(62.5%)	18	(37.5%)	48
Unemployed	2	(66.7%)	1	(33.3%)	3
A home-based worker	17	(53.1%)	15	(46.9%)	32
A stay-at-home parent, carer or similar	14	(66.7%)	7	(33.3%)	21
Retired	45	(56.3%)	35	(43.8%)	80
Prefer not to say	14	(87.5%)	2	(12.5%)	16

Question 11

Access proposal 1

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	29 (7.5%)	53 (13.7%)	184 (47.4%)	40 (10.3%)	82 (21.1%)	388
			Age range:			
Under 15	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
15-24	2 (25%)	2 (25%)	3 (37.5%)	1 (12.5%)	0 (0%)	8
25-34	4 (7.7%)	9 (17.3%)	28 (53.8%)	2 (3.8%)	9 (17.3%)	52
35-44	5 (9.6%)	9 (17.3%)	22 (42.3%)	6 (11.5%)	10 (19.2%)	52
45-54	6 (7.6%)	15 (19%)	36 (45.6%)	7 (8.9%)	15 (19%)	79
55-64	7 (8.4%)	9 (10.8%)	36 (43.4%)	12 (14.5%)	19 (22.9%)	83
65-74	5 (7.7%)	2 (3.1%)	32 (49.2%)	10 (15.4%)	16 (24.6%)	65
75 and above	0 (0%)	3 (15.8%)	13 (68.4%)	1 (5.3%)	2 (10.5%)	19
Prefer not to say	0 (0%)	0 (0%)	7 (43.8%)	0 (0%)	9 (56.3%)	16
			Disability or health condition that affects travel			
Yes	0 (0%)	7 (18.4%)	16 (42.1%)	2 (5.3%)	13 (34.2%)	38
No	29 (9.7%)	37 (12.3%)	144 (48%)	34 (11.3%)	56 (18.7%)	300
Prefer not to say	0 (0%)	5 (13.9%)	18 (50%)	2 (5.6%)	11 (30.6%)	36
			Sex			
Male	15 (7.1%)	32 (15.2%)	98 (46.7%)	20 (9.5%)	45 (21.4%)	210
Female	12 (9.5%)	13 (10.3%)	65 (51.6%)	15 (11.9%)	21 (16.7%)	126
Prefer not to say	1 (2.8%)	4 (11.1%)	14 (38.9%)	4 (11.1%)	13 (36.1%)	36
			Gender			
Same as at birth	28 (8.6%)	43 (13.2%)	160 (49.2%)	32 (9.8%)	62 (19.1%)	325
Differs from birth	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1

Prefer not to say	1	(2.4%)	5	(12.2%)	12	(29.3%)	6	(14.6%)	17	(41.5%)	41

Ethnic Group										
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	1	(12.5%)	0	(0%)	3	(37.5%)	0	(0%)	4	(50%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0	(0%)	0	(0%)	2	(66.7%)	0	(0%)	1	(33.3%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	1	(20%)	2	(40%)	0	(0%)	1	(20%)	1	(20%)	5
Other ethnic group includes Arab or any other ethnic group	0	(0%)	1	(20%)	1	(20%)	0	(0%)	3	(60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	26	(7.7%)	44	(13.1%)	165	(49%)	38	(11.3%)	64	(19%)	337

Location:										
In or around Waterbeach	10	(10.5%)	22	(23.2%)	32	(33.7%)	14	(14.7%)	17	(17.9%)	95
Stakeholder	0	(0%)	3	(27.3%)	5	(45.5%)	1	(9.1%)	2	(18.2%)	11
Usual purpose for travelling in the area:										

Work	21	10.0%	31	14.8%	87	41.4%	26	12.4%	45	21.4%	210
Leisure	20	6.8%	38	13.0%	150	51.4%	32	11.0%	52	17.8%	292
Education	3	7.0%	10	23.3%	14	32.6%	8	18.6%	8	18.6%	43
Shopping	12	6.6%	23	12.6%	86	47.3%	22	12.1%	39	21.4%	182
Other	2	5.4%	1	2.7%	18	48.6%	8	21.6%	8	21.6%	37
Car (as lone driver):											
Daily	5	10.0%	6	12.0%	14	28.0%	4	8.0%	21	42.0%	50
4-6 times/week	0	0.0%	5	12.2%	14	34.1%	6	14.6%	16	39.0%	41
2-3 times/week	9	11.1%	7	8.6%	37	45.7%	14	17.3%	14	17.3%	81
Weekly	5	6.8%	14	18.9%	45	60.8%	4	5.4%	6	8.1%	74
Monthly	5	18.5%	2	7.4%	14	51.9%	1	3.7%	5	18.5%	27
Less than monthly	1	3.0%	6	18.2%	20	60.6%	4	12.1%	2	6.1%	33
Never	2	5.6%	6	16.7%	19	52.8%	3	8.3%	6	16.7%	36
Car (shared with other people):											
Daily	2	10.5%	5	26.3%	4	21.1%	0	0.0%	8	42.1%	19
4-6 times/week	0	0.0%	3	8.6%	17	48.6%	1	2.9%	14	40.0%	35
2-3 times/week	8	10.0%	8	10.0%	38	47.5%	9	11.3%	17	21.3%	80
Weekly	6	6.8%	12	13.6%	44	50.0%	12	13.6%	14	15.9%	88
Monthly	2	6.3%	3	9.4%	18	56.3%	2	6.3%	7	21.9%	32
Less than monthly	2	6.3%	6	18.8%	18	56.3%	3	9.4%	3	9.4%	32
Never	2	6.3%	7	21.9%	12	37.5%	5	15.6%	6	18.8%	32
Motorbike:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%	2
Weekly	1	12.5%	0	0.0%	4	50.0%	1	12.5%	2	25.0%	8
Monthly	0	0.0%	0	0.0%	1	50.0%	1	50.0%	0	0.0%	2

Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	14	5.9%	37	15.5%	113	47.5%	26	10.9%	48	20.2%	238
Other motor vehicle:											
Daily	0	0.0%	1	33.3%	1	33.3%	0	0.0%	1	33.3%	3
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	0	0.0%	2	66.7%	3
Less than monthly	0	0.0%	0	0.0%	3	100.0%	0	0.0%	0	0.0%	3
Never	14	6.2%	37	16.3%	107	47.1%	25	11.0%	44	19.4%	227
On foot:											
Daily	7	7.3%	14	14.6%	42	43.8%	10	10.4%	23	24.0%	96
4-6 times/week	1	2.3%	7	16.3%	25	58.1%	4	9.3%	6	14.0%	43
2-3 times/week	2	3.8%	7	13.5%	22	42.3%	12	23.1%	9	17.3%	52
Weekly	0	0.0%	4	10.8%	21	56.8%	4	10.8%	8	21.6%	37
Monthly	2	16.7%	3	25.0%	6	50.0%	1	8.3%	0	0.0%	12
Less than monthly	2	10.5%	2	10.5%	13	68.4%	0	0.0%	2	10.5%	19
Never	3	7.1%	5	11.9%	16	38.1%	4	9.5%	14	33.3%	42
Cycle:											
Daily	2	5.1%	5	12.8%	21	53.8%	3	7.7%	8	20.5%	39
4-6 times/week	5	11.9%	7	16.7%	20	47.6%	5	11.9%	5	11.9%	42
2-3 times/week	1	2.2%	5	11.1%	31	68.9%	5	11.1%	3	6.7%	45
Weekly	4	8.3%	8	16.7%	25	52.1%	7	14.6%	4	8.3%	48
Monthly	1	2.9%	4	11.8%	14	41.2%	6	17.6%	9	26.5%	34
Less than monthly	6	23.1%	6	23.1%	7	26.9%	1	3.8%	6	23.1%	26
Never	4	5.6%	9	12.5%	31	43.1%	6	8.3%	22	30.6%	72

Scooter:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	1	33.3%	0	0.0%	0	0.0%	0	0.0%	2	66.7%	3
Monthly	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%	3
Less than monthly	1	8.3%	2	16.7%	7	58.3%	0	0.0%	2	16.7%	12
Never	14	6.1%	35	15.4%	109	47.8%	24	10.5%	46	20.2%	228
Park and Ride bus:											
Daily	1	16.7%	3	50.0%	1	16.7%	1	16.7%	0	0.0%	6
4-6 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
2-3 times/week	3	27.3%	0	0.0%	7	63.6%	0	0.0%	1	9.1%	11
Weekly	1	3.6%	7	25.0%	13	46.4%	4	14.3%	3	10.7%	28
Monthly	7	8.6%	7	8.6%	42	51.9%	14	17.3%	11	13.6%	81
Less than monthly	7	8.2%	14	16.5%	43	50.6%	8	9.4%	13	15.3%	85
Never	3	3.2%	13	14.0%	37	39.8%	7	7.5%	33	35.5%	93
Local bus service:											
Daily	1	14.3%	2	28.6%	1	14.3%	1	14.3%	2	28.6%	7
4-6 times/week	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4
2-3 times/week	4	44.4%	0	0.0%	4	44.4%	1	11.1%	0	0.0%	9
Weekly	2	6.7%	8	26.7%	14	46.7%	3	10.0%	3	10.0%	30
Monthly	5	13.2%	3	7.9%	20	52.6%	6	15.8%	4	10.5%	38
Less than monthly	7	9.5%	12	16.2%	38	51.4%	5	6.8%	12	16.2%	74
Never	4	3.3%	16	13.1%	54	44.3%	15	12.3%	33	27.0%	122
Train:											
Daily	1	14.3%	2	28.6%	0	0.0%	1	14.3%	3	42.9%	7
4-6 times/week	0	0.0%	3	37.5%	4	50.0%	0	0.0%	1	12.5%	8

2-3 times/week	4	21.1%	3	15.8%	2	10.5%	3	15.8%	7	36.8%	19
Weekly	5	14.3%	4	11.4%	16	45.7%	5	14.3%	5	14.3%	35
Monthly	6	7.5%	12	15.0%	40	50.0%	11	13.8%	11	13.8%	80
Less than monthly	8	6.6%	19	15.6%	63	51.6%	10	8.2%	22	18.0%	122
Never	2	5.4%	2	5.4%	17	45.9%	2	5.4%	14	37.8%	37
Taxi:										
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
Weekly	1	16.7%	2	33.3%	2	33.3%	0	0.0%	1	16.7%	6
Monthly	1	4.3%	1	4.3%	11	47.8%	4	17.4%	6	26.1%	23
Less than monthly	9	7.3%	16	12.9%	63	50.8%	15	12.1%	21	16.9%	124
Never	8	7.1%	21	18.8%	47	42.0%	10	8.9%	26	23.2%	112
Employment status:										
In education	1	9.1%	4	36.4%	3	27.3%	2	18.2%	1	9.1%	11
Employed	18	8.5%	34	16.1%	96	45.5%	22	10.4%	41	19.4%	211
Self employed	4	8.3%	5	10.4%	19	39.6%	7	14.6%	13	27.1%	48
Unemployed	0	0.0%	0	0.0%	2	66.7%	0	0.0%	1	33.3%	3
A home-based worker	1	3.1%	3	9.4%	19	59.4%	6	18.8%	3	9.4%	32
A stay-at-home parent, carer or similar	0	0.0%	4	19.0%	11	52.4%	1	4.8%	5	23.8%	21
Retired	7	8.8%	5	6.3%	47	58.8%	7	8.8%	14	17.5%	80
Prefer not to say	0	0.0%	0	0.0%	5	31.3%	3	18.8%	8	50.0%	16

Access proposal 2

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total

Total	23	(5.9%)	51	(13.1%)	175	(45.1%)	44	(11.3%)	95	(24.5%)	388

Age range:										
Under 15	0	(0%)	1	(50%)	1	(50%)	0	(0%)	0	(0%)	2
15-24	2	(25%)	3	(37.5%)	3	(37.5%)	0	(0%)	0	(0%)	8
25-34	1	(1.9%)	10	(19.2%)	26	(50%)	5	(9.6%)	10	(19.2%)	52
35-44	5	(9.6%)	8	(15.4%)	19	(36.5%)	7	(13.5%)	13	(25%)	52
45-54	6	(7.6%)	11	(13.9%)	34	(43%)	7	(8.9%)	21	(26.6%)	79
55-64	6	(7.2%)	9	(10.8%)	38	(45.8%)	11	(13.3%)	19	(22.9%)	83
65-74	1	(1.5%)	5	(7.7%)	31	(47.7%)	9	(13.8%)	19	(29.2%)	65
75 and above	1	(5.3%)	1	(5.3%)	10	(52.6%)	4	(21.1%)	3	(15.8%)	19
Prefer not to say	0	(0%)	1	(6.3%)	6	(37.5%)	0	(0%)	9	(56.3%)	16

Disability or health condition that affects travel										
Yes	1	(2.6%)	4	(10.5%)	15	(39.5%)	4	(10.5%)	14	(36.8%)	38
No	20	(6.7%)	40	(13.3%)	135	(45%)	37	(12.3%)	68	(22.7%)	300
Prefer not to say	1	(2.8%)	4	(11.1%)	18	(50%)	1	(2.8%)	12	(33.3%)	36

Sex										
Male	13	(6.2%)	27	(12.9%)	92	(43.8%)	23	(11%)	55	(26.2%)	210
Female	6	(4.8%)	18	(14.3%)	62	(49.2%)	15	(11.9%)	25	(19.8%)	126
Prefer not to say	2	(5.6%)	3	(8.3%)	13	(36.1%)	5	(13.9%)	13	(36.1%)	36

Gender										
Same as at birth	20	(6.2%)	43	(13.2%)	150	(46.2%)	36	(11.1%)	76	(23.4%)	325
Differs from birth	0	(0%)	0	(0%)	1	(100%)	0	(0%)	0	(0%)	1
Prefer not to say	2	(4.9%)	4	(9.8%)	12	(29.3%)	6	(14.6%)	17	(41.5%)	41

Ethnic Group										

Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	2	(25%)	0	(0%)	3	(37.5%)	0	(0%)	3	(37.5%)	8
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0	(0%)	0	(0%)	2	(66.7%)	0	(0%)	1	(33.3%)	3
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	2	(40%)	1	(20%)	0	(0%)	1	(20%)	1	(20%)	5
Other ethnic group includes Arab or any other ethnic group	0	(0%)	1	(20%)	1	(20%)	0	(0%)	3	(60%)	5
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	17	(5%)	43	(12.8%)	156	(46.3%)	42	(12.5%)	79	(23.4%)	337
Location:											
In or around Waterbeach	4	(4.2%)	19	(20%)	28	(29.5%)	17	(17.9%)	27	(28.4%)	95
Stakeholder	1	(9.1%)	2	(18.2%)	6	(54.5%)	1	(9.1%)	1	(9.1%)	11
Usual purpose for travelling in the area:											
Work	13	6.2%	27	12.9%	84	40.0%	29	13.8%	57	27.1%	210
Leisure	16	5.5%	38	13.0%	142	48.6%	34	11.6%	62	21.2%	292
Education	5	11.6%	9	20.9%	12	27.9%	8	18.6%	9	20.9%	43

Shopping	7	3.8%	24	13.2%	82	45.1%	23	12.6%	46	25.3%	182
Other	2	5.4%	1	2.7%	16	43.2%	9	24.3%	9	24.3%	37
Car (as lone driver):										
Daily	3	6.0%	3	6.0%	14	28.0%	6	12.0%	24	48.0%	50
4-6 times/week	1	2.4%	5	12.2%	15	36.6%	5	12.2%	15	36.6%	41
2-3 times/week	5	6.2%	7	8.6%	36	44.4%	17	21.0%	16	19.8%	81
Weekly	2	2.7%	12	16.2%	40	54.1%	6	8.1%	14	18.9%	74
Monthly	3	11.1%	3	11.1%	12	44.4%	3	11.1%	6	22.2%	27
Less than monthly	3	9.1%	7	21.2%	18	54.5%	2	6.1%	3	9.1%	33
Never	3	8.3%	7	19.4%	18	50.0%	2	5.6%	6	16.7%	36
Car (shared with other people):										
Daily	1	5.3%	5	26.3%	2	10.5%	0	0.0%	11	57.9%	19
4-6 times/week	0	0.0%	5	14.3%	15	42.9%	1	2.9%	14	40.0%	35
2-3 times/week	2	2.5%	6	7.5%	41	51.3%	8	10.0%	23	28.8%	80
Weekly	8	9.1%	12	13.6%	40	45.5%	13	14.8%	15	17.0%	88
Monthly	2	6.3%	2	6.3%	17	53.1%	3	9.4%	8	25.0%	32
Less than monthly	5	15.6%	7	21.9%	13	40.6%	4	12.5%	3	9.4%	32
Never	0	0.0%	7	21.9%	13	40.6%	4	12.5%	8	25.0%	32
Motorbike:										
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%	2
Weekly	1	12.5%	1	12.5%	3	37.5%	1	12.5%	2	25.0%	8
Monthly	0	0.0%	0	0.0%	1	50.0%	1	50.0%	0	0.0%	2
Less than monthly	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1
Never	13	5.5%	37	15.5%	103	43.3%	26	10.9%	59	24.8%	238

					Other motor vehicle:					
Daily	0	0.0%	0	0.0%	1	33.3%	0	0.0%	2	66.7%	3
4-6 times/week	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	1
2-3 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Weekly	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
Monthly	0	0.0%	0	0.0%	1	33.3%	0	0.0%	2	66.7%	3
Less than monthly	0	0.0%	0	0.0%	3	100.0%	0	0.0%	0	0.0%	3
Never	14	6.2%	37	16.3%	97	42.7%	25	11.0%	54	23.8%	227
					On foot:						
Daily	7	7.3%	12	12.5%	39	40.6%	11	11.5%	27	28.1%	96
4-6 times/week	0	0.0%	9	20.9%	24	55.8%	3	7.0%	7	16.3%	43
2-3 times/week	2	3.8%	9	17.3%	20	38.5%	11	21.2%	10	19.2%	52
Weekly	2	5.4%	7	18.9%	15	40.5%	4	10.8%	9	24.3%	37
Monthly	0	0.0%	0	0.0%	7	58.3%	3	25.0%	2	16.7%	12
Less than monthly	1	5.3%	2	10.5%	14	73.7%	0	0.0%	2	10.5%	19
Never	2	4.8%	5	11.9%	16	38.1%	4	9.5%	15	35.7%	42
					Cycle:						
Daily	3	7.7%	5	12.8%	19	48.7%	3	7.7%	9	23.1%	39
4-6 times/week	5	11.9%	6	14.3%	18	42.9%	7	16.7%	6	14.3%	42
2-3 times/week	2	4.4%	9	20.0%	28	62.2%	3	6.7%	3	6.7%	45
Weekly	5	10.4%	5	10.4%	23	47.9%	9	18.8%	6	12.5%	48
Monthly	0	0.0%	4	11.8%	13	38.2%	7	20.6%	10	29.4%	34
Less than monthly	3	11.5%	5	19.2%	7	26.9%	1	3.8%	10	38.5%	26
Never	2	2.8%	9	12.5%	31	43.1%	4	5.6%	26	36.1%	72
					Scooter:						
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1

2-3 times/week	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	1
Weekly	2	66.7%	0	0.0%	0	0.0%	0	0.0%	1	33.3%	3
Monthly	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%	3
Less than monthly	2	16.7%	1	8.3%	7	58.3%	0	0.0%	2	16.7%	12
Never	11	4.8%	35	15.4%	100	43.9%	25	11.0%	57	25.0%	228
Park and Ride bus:											
Daily	1	16.7%	3	50.0%	2	33.3%	0	0.0%	0	0.0%	6
4-6 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
2-3 times/week	1	9.1%	1	9.1%	6	54.5%	0	0.0%	3	27.3%	11
Weekly	4	14.3%	6	21.4%	10	35.7%	4	14.3%	4	14.3%	28
Monthly	5	6.2%	5	6.2%	42	51.9%	15	18.5%	14	17.3%	81
Less than monthly	5	5.9%	18	21.2%	38	44.7%	8	9.4%	16	18.8%	85
Never	2	2.2%	10	10.8%	36	38.7%	9	9.7%	36	38.7%	93
Local bus service:											
Daily	1	14.3%	2	28.6%	2	28.6%	0	0.0%	2	28.6%	7
4-6 times/week	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4
2-3 times/week	2	22.2%	0	0.0%	5	55.6%	1	11.1%	1	11.1%	9
Weekly	5	16.7%	4	13.3%	12	40.0%	5	16.7%	4	13.3%	30
Monthly	5	13.2%	3	7.9%	20	52.6%	5	13.2%	5	13.2%	38
Less than monthly	2	2.7%	16	21.6%	34	45.9%	5	6.8%	17	23.0%	74
Never	3	2.5%	14	11.5%	50	41.0%	17	13.9%	38	31.1%	122
Train:											
Daily	1	14.3%	2	28.6%	0	0.0%	1	14.3%	3	42.9%	7
4-6 times/week	1	12.5%	3	37.5%	3	37.5%	0	0.0%	1	12.5%	8
2-3 times/week	3	15.8%	1	5.3%	4	21.1%	3	15.8%	8	42.1%	19
Weekly	2	5.7%	3	8.6%	16	45.7%	7	20.0%	7	20.0%	35
Monthly	6	7.5%	9	11.3%	42	52.5%	9	11.3%	14	17.5%	80

Less than monthly	5	4.1%	24	19.7%	52	42.6%	12	9.8%	29	23.8%	122
Never	2	5.4%	2	5.4%	17	45.9%	2	5.4%	14	37.8%	37
Taxi:											
Daily	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
4-6 times/week	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0
2-3 times/week	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1
Weekly	1	16.7%	1	16.7%	3	50.0%	0	0.0%	1	16.7%	6
Monthly	2	8.7%	0	0.0%	11	47.8%	4	17.4%	6	26.1%	23
Less than monthly	6	4.8%	14	11.3%	58	46.8%	16	12.9%	30	24.2%	124
Never	7	6.3%	24	21.4%	44	39.3%	10	8.9%	27	24.1%	112
Employment status:											
In education	1	9.1%	4	36.4%	4	36.4%	1	9.1%	1	9.1%	11
Employed	16	7.6%	29	13.7%	94	44.5%	23	10.9%	49	23.2%	211
Self employed	2	4.2%	7	14.6%	16	33.3%	8	16.7%	15	31.3%	48
Unemployed	0	0.0%	0	0.0%	2	66.7%	0	0.0%	1	33.3%	3
A home-based worker	1	3.1%	2	6.3%	20	62.5%	6	18.8%	3	9.4%	32
A stay-at-home parent, carer or similar	0	0.0%	3	14.3%	10	47.6%	1	4.8%	7	33.3%	21
Retired	4	5.0%	8	10.0%	43	53.8%	10	12.5%	15	18.8%	80
Prefer not to say	0	0.0%	0	0.0%	5	31.3%	2	12.5%	9	56.3%	16

Question 13

	Electric Vehicle charging	Cycle parking	Cycle maintenance and hire	Ebike/scooter hire and charging	Toilets	Shelter	Information centre	Seating	Refreshments	Click and Collect	Recycling	Other	Total
Total	254 (73.6%)	279 (80.9%)	89 (25.8%)	121 (35.1%)	289 (83.8%)	296 (85.8%)	154 (44.6%)	272 (78.8%)	88 (25.5%)	89 (25.8%)	133 (38.6%)	34 (9.9%)	345
						Age range:							
Under 15	2 (100%)	2 (100%)	1 (50%)	1 (50%)	1 (50%)	2 (100%)	1 (50%)	2 (100%)	1 (50%)	0 (0%)	2 (100%)	0 (0%)	2
15-24	6 (85.7%)	7 (100%)	2 (28.6%)	5 (71.4%)	7 (100%)	7 (100%)	4 (57.1%)	7 (100%)	5 (71.4%)	3 (42.9%)	6 (85.7%)	0 (0%)	7
25-34	31 (68.9%)	35 (77.8%)	18 (40%)	22 (48.9%)	35 (77.8%)	35 (77.8%)	14 (31.1%)	35 (77.8%)	15 (33.3%)	11 (24.4%)	20 (44.4%)	1 (2.2%)	45
35-44	32 (66.7%)	36 (75%)	14 (29.2%)	19 (39.6%)	39 (81.3%)	39 (81.3%)	18 (37.5%)	37 (77.1%)	14 (29.2%)	15 (31.3%)	23 (47.9%)	6 (12.5%)	48
45-54	48 (69.6%)	59 (85.5%)	17 (24.6%)	20 (29%)	63 (91.3%)	59 (85.5%)	30 (43.5%)	54 (78.3%)	17 (24.6%)	19 (27.5%)	25 (36.2%)	6 (8.7%)	69
55-64	62 (79.5%)	67 (85.9%)	15 (19.2%)	28 (35.9%)	63 (80.8%)	69 (88.5%)	37 (47.4%)	63 (80.8%)	18 (23.1%)	17 (21.8%)	21 (26.9%)	8 (10.3%)	78
65-74	47 (81%)	47 (81%)	14 (24.1%)	15 (25.9%)	52 (89.7%)	53 (91.4%)	31 (53.4%)	46 (79.3%)	11 (19%)	15 (25.9%)	23 (39.7%)	6 (10.3%)	58
75 and abo	14 (77.8%)	15 (83.3%)	3 (16.7%)	4 (22.2%)	18 (100%)	18 (100%)	12 (66.7%)	15 (83.3%)	3 (16.7%)	6 (33.3%)	7 (38.9%)	0 (0%)	18
Prefer not	5 (55.6%)	4 (44.4%)	1 (11.1%)	2 (22.2%)	5 (55.6%)	6 (66.7%)	1 (11.1%)	6 (66.7%)	0 (0%)	0 (0%)	2 (22.2%)	2 (22.2%)	9
					Disability or health condition that affects travel								
Yes	22 (66.7%)	24 (72.7%)	6 (18.2%)	8 (24.2%)	27 (81.8%)	26 (78.8%)	17 (51.5%)	22 (66.7%)	6 (18.2%)	9 (27.3%)	13 (39.4%)	3 (9.1%)	33
No	207 (76.1%)	228 (83.8%)	71 (26.1%)	99 (36.4%)	233 (85.7%)	240 (88.2%)	120 (44.1%)	220 (80.9%)	72 (26.5%)	69 (25.4%)	104 (38.2%)	22 (8.1%)	272
Prefer not	17 (60.7%)	19 (67.9%)	8 (28.6%)	8 (28.6%)	22 (78.6%)	21 (75%)	10 (35.7%)	22 (78.6%)	6 (21.4%)	7 (25%)	11 (39.3%)	4 (14.3%)	28
						Sex							
Male	141 (74.2%)	153 (80.5%)	45 (23.7%)	65 (34.2%)	161 (84.7%)	163 (85.8%)	83 (43.7%)	145 (76.3%)	47 (24.7%)	48 (25.3%)	70 (36.8%)	13 (6.8%)	190
Female	84 (73.7%)	96 (84.2%)	30 (26.3%)	39 (34.2%)	97 (85.1%)	100 (87.7%)	53 (46.5%)	95 (83.3%)	28 (24.6%)	28 (24.6%)	39 (34.2%)	15 (13.2%)	114
Prefer not	19 (70.4%)	20 (74.1%)	9 (33.3%)	9 (33.3%)	22 (81.5%)	22 (81.5%)	9 (33.3%)	22 (81.5%)	7 (25.9%)	8 (29.6%)	17 (63%)	1 (3.7%)	27
						Gender							
Same as a	220 (74.6%)	244 (82.7%)	71 (24.1%)	105 (35.6%)	249 (84.4%)	256 (86.8%)	131 (44.4%)	233 (79%)	75 (25.4%)	73 (24.7%)	105 (35.6%)	27 (9.2%)	295
Differs fro	1 (100%)	1 (100%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
Prefer not	22 (73.3%)	21 (70%)	10 (33.3%)	8 (26.7%)	25 (83.3%)	25 (83.3%)	12 (40%)	24 (80%)	7 (23.3%)	10 (33.3%)	17 (56.7%)	2 (6.7%)	30
						Ethnic Group							
Asian or As	6 (75%)	6 (75%)	1 (12.5%)	3 (37.5%)	7 (87.5%)	4 (50%)	4 (50%)	4 (50%)	3 (37.5%)	3 (37.5%)	4 (50%)	0 (0%)	8
Black, Blac	1 (50%)	0 (0%)	1 (50%)	1 (50%)	2 (100%)	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Mixed or M	3 (60%)	5 (100%)	0 (0%)	2 (40%)	5 (100%)	5 (100%)	4 (80%)	5 (100%)	2 (40%)	1 (20%)	3 (60%)	0 (0%)	5
Other eth	2 (66.7%)	1 (33.3%)	0 (0%)	2 (66.7%)	3 (100%)	2 (66.7%)	2 (66.7%)	3 (100%)	1 (33.3%)	1 (33.3%)	2 (66.7%)	0 (0%)	3
White incl	225 (74%)	250 (82.2%)	78 (25.7%)	103 (33.9%)	256 (84.2%)	266 (87.5%)	131 (43.1%)	241 (79.3%)	74 (24.3%)	76 (25%)	114 (37.5%)	29 (9.5%)	304
						Location:							
In or arou	73 (84.9%)	76 (88.4%)	21 (24.4%)	28 (32.6%)	77 (89.5%)	79 (91.9%)	42 (48.8%)	74 (86%)	22 (25.6%)	22 (25.6%)	38 (44.2%)	7 (8.1%)	86
Stakehold	6 (60%)	6 (60%)	4 (40%)	4 (40%)	5 (50%)	7 (70%)	5 (50%)	6 (60%)	4 (40%)	3 (30%)	4 (40%)	5 (50%)	10
					Usual purpose for travelling in the area:								
Work	144 (77.4%)	158 (84.9%)	49 (26.3%)	71 (38.2%)	159 (85.5%)	160 (86%)	80 (43%)	150 (80.6%)	54 (29%)	50 (26.9%)	74 (39.8%)	11 (5.9%)	186
Leisure	201 (76.1%)	223 (84.5%)	70 (26.5%)	96 (36.4%)	227 (86%)	232 (87.9%)	121 (45.8%)	213 (80.7%)	72 (27.3%)	72 (27.3%)	105 (39.8%)	24 (9.1%)	264
Education	30 (78.9%)	34 (89.5%)	10 (26.3%)	13 (34.2%)	35 (92.1%)	35 (92.1%)	21 (55.3%)	34 (89.5%)	16 (42.1%)	12 (31.6%)	18 (47.4%)	3 (7.9%)	38
Shopping	129 (77.7%)	144 (86.7%)	38 (22.9%)	57 (34.3%)	144 (86.7%)	150 (90.4%)	82 (49.4%)	138 (83.1%)	44 (26.5%)	42 (25.3%)	61 (36.7%)	13 (7.8%)	166
Other	21 (70%)	25 (83.3%)	7 (23.3%)	9 (30%)	24 (80%)	25 (83.3%)	17 (56.7%)	25 (83.3%)	7 (23.3%)	6 (20%)	10 (33.3%)	5 (16.7%)	30

Car (as lone driver):

													Total
Daily	29 (65.9%)	29 (65.9%)	3 (6.8%)	12 (27.3%)	34 (77.3%)	35 (79.5%)	18 (40.9%)	34 (77.3%)	9 (20.5%)	7 (15.9%)	10 (22.7%)	7 (15.9%)	44
4-6 times/	23 (69.7%)	23 (69.7%)	8 (24.2%)	11 (33.3%)	24 (72.7%)	27 (81.8%)	15 (45.5%)	25 (75.8%)	5 (15.2%)	8 (24.2%)	12 (36.4%)	3 (9.1%)	33
2-3 times/	53 (74.6%)	62 (87.3%)	18 (25.4%)	29 (40.8%)	66 (93%)	64 (90.1%)	39 (54.9%)	59 (83.1%)	22 (31%)	19 (26.8%)	25 (35.2%)	6 (8.5%)	71
Weekly	57 (80.3%)	59 (83.1%)	12 (16.9%)	19 (26.8%)	63 (88.7%)	65 (91.5%)	25 (35.2%)	52 (73.2%)	11 (15.5%)	19 (26.8%)	24 (33.8%)	5 (7%)	71
Monthly	24 (96%)	23 (92%)	10 (40%)	11 (44%)	23 (92%)	23 (92%)	11 (44%)	21 (84%)	9 (36%)	10 (40%)	13 (52%)	2 (8%)	25
Less than	23 (74.2%)	26 (83.9%)	13 (41.9%)	13 (41.9%)	25 (80.6%)	27 (87.1%)	15 (48.4%)	26 (83.9%)	13 (41.9%)	6 (19.4%)	18 (58.1%)	2 (6.5%)	31
Never	25 (80.6%)	28 (90.3%)	14 (45.2%)	14 (45.2%)	24 (77.4%)	26 (83.9%)	14 (45.2%)	25 (80.6%)	9 (29%)	11 (35.5%)	18 (58.1%)	2 (6.5%)	31

Car (shared with other people):

													Total
Daily	10 (62.5%)	12 (75%)	3 (18.8%)	4 (25%)	14 (87.5%)	12 (75%)	9 (56.3%)	13 (81.3%)	4 (25%)	5 (31.3%)	6 (37.5%)	2 (12.5%)	16
4-6 times/	17 (63%)	23 (85.2%)	7 (25.9%)	7 (25.9%)	20 (74.1%)	23 (85.2%)	11 (40.7%)	20 (74.1%)	6 (22.2%)	7 (25.9%)	7 (25.9%)	2 (7.4%)	27
2-3 times/	56 (76.7%)	60 (82.2%)	16 (21.9%)	28 (38.4%)	65 (89%)	63 (86.3%)	33 (45.2%)	60 (82.2%)	18 (24.7%)	15 (20.5%)	26 (35.6%)	7 (9.6%)	73
Weekly	64 (77.1%)	67 (80.7%)	16 (19.3%)	26 (31.3%)	71 (85.5%)	73 (88%)	36 (43.4%)	63 (75.9%)	21 (25.3%)	18 (21.7%)	33 (39.8%)	4 (4.8%)	83
Monthly	23 (79.3%)	23 (79.3%)	11 (37.9%)	10 (34.5%)	24 (82.8%)	27 (93.1%)	12 (41.4%)	23 (79.3%)	6 (20.7%)	8 (27.6%)	13 (44.8%)	2 (6.9%)	29
Less than	23 (79.3%)	26 (89.7%)	11 (37.9%)	12 (41.4%)	25 (86.2%)	28 (96.6%)	16 (55.2%)	25 (86.2%)	9 (31%)	11 (37.9%)	17 (58.6%)	4 (13.8%)	29
Never	18 (62.1%)	21 (72.4%)	10 (34.5%)	10 (34.5%)	24 (82.8%)	22 (75.9%)	8 (27.6%)	21 (72.4%)	7 (24.1%)	9 (31%)	16 (55.2%)	4 (13.8%)	29

Motorbike:

													Total
Daily	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
4-6 times/	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
2-3 times/	1 (100%)	0 (0%)	1 (100%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1
Weekly	6 (100%)	5 (83.3%)	1 (16.7%)	2 (33.3%)	6 (100%)	6 (100%)	3 (50%)	4 (66.7%)	0 (0%)	0 (0%)	1 (16.7%)	0 (0%)	6
Monthly	1 (50%)	2 (100%)	0 (0%)	0 (0%)	1 (50%)	2 (100%)	0 (0%)	2 (100%)	0 (0%)	0 (0%)	1 (50%)	0 (0%)	2
Less than	1 (100%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1
Never	161 (74.9%)	175 (81.4%)	58 (27%)	80 (37.2%)	179 (83.3%)	185 (86%)	91 (42.3%)	169 (78.6%)	57 (26.5%)	60 (27.9%)	97 (45.1%)	21 (9.8%)	215

Other motor vehicle:

													Total
Daily	1 (50%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	1 (50%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	1 (50%)	1 (50%)	2
4-6 times/	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
2-3 times/	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Weekly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (50%)	1 (50%)	2
Less than	3 (100%)	3 (100%)	0 (0%)	0 (0%)	3 (100%)	3 (100%)	2 (66.7%)	3 (100%)	0 (0%)	0 (0%)	1 (33.3%)	1 (33.3%)	3
Never	155 (75.2%)	169 (82%)	57 (27.7%)	79 (38.3%)	173 (84%)	178 (86.4%)	87 (42.2%)	163 (79.1%)	58 (28.2%)	59 (28.6%)	93 (45.1%)	19 (9.2%)	206

On foot:

													Total
Daily	72 (80.9%)	76 (85.4%)	21 (23.6%)	28 (31.5%)	75 (84.3%)	76 (85.4%)	35 (39.3%)	70 (78.7%)	23 (25.8%)	29 (32.6%)	39 (43.8%)	11 (12.4%)	89
4-6 times/	27 (73%)	32 (86.5%)	8 (21.6%)	12 (32.4%)	34 (91.9%)	35 (94.6%)	23 (62.2%)	32 (86.5%)	6 (16.2%)	7 (18.9%)	14 (37.8%)	2 (5.4%)	37
2-3 times/	37 (78.7%)	43 (91.5%)	19 (40.4%)	23 (48.9%)	40 (85.1%)	42 (89.4%)	17 (36.2%)	38 (80.9%)	11 (23.4%)	12 (25.5%)	26 (55.3%)	3 (6.4%)	47
Weekly	23 (71.9%)	28 (87.5%)	9 (28.1%)	11 (34.4%)	29 (90.6%)	28 (87.5%)	14 (43.8%)	27 (84.4%)	10 (31.3%)	9 (28.1%)	12 (37.5%)	3 (9.4%)	32
Monthly	11 (91.7%)	11 (91.7%)	4 (33.3%)	3 (25%)	11 (91.7%)	11 (91.7%)	6 (50%)	11 (91.7%)	2 (16.7%)	2 (16.7%)	4 (33.3%)	0 (0%)	12
Less than	10 (52.6%)	14 (73.7%)	5 (26.3%)	8 (42.1%)	15 (78.9%)	18 (94.7%)	8 (42.1%)	16 (84.2%)	5 (26.3%)	4 (21.1%)	8 (42.1%)	1 (5.3%)	19
Never	20 (60.6%)	18 (54.5%)	5 (15.2%)	8 (24.2%)	24 (72.7%)	25 (75.8%)	11 (33.3%)	21 (63.6%)	8 (24.2%)	6 (18.2%)	11 (33.3%)	3 (9.1%)	33

Cycle:

													Total
Daily	27 (79.4%)	32 (94.1%)	18 (52.9%)	16 (47.1%)	32 (94.1%)	30 (88.2%)	15 (44.1%)	25 (73.5%)	13 (38.2%)	13 (38.2%)	19 (55.9%)	0 (0%)	34
4-6 times/	29 (82.9%)	33 (94.3%)	8 (22.9%)	13 (37.1%)	30 (85.7%)	32 (91.4%)	19 (54.3%)	29 (82.9%)	9 (25.7%)	9 (25.7%)	13 (37.1%)	1 (2.9%)	35
2-3 times/	35 (81.4%)	41 (95.3%)	16 (37.2%)	17 (39.5%)	39 (90.7%)	41 (95.3%)	16 (37.2%)	39 (90.7%)	13 (30.2%)	12 (27.9%)	20 (46.5%)	4 (9.3%)	43
Weekly	38 (80.9%)	42 (89.4%)	13 (27.7%)	14 (29.8%)	43 (91.5%)	44 (93.6%)	23 (48.9%)	38 (80.9%)	9 (19.1%)	10 (21.3%)	18 (38.3%)	6 (12.8%)	47
Monthly	24 (75%)	27 (84.4%)	8 (25%)	15 (46.9%)	23 (71.9%)	25 (78.1%)	12 (37.5%)	23 (71.9%)	5 (15.6%)	10 (31.3%)	9 (28.1%)	1 (3.1%)	32
Less than	17 (73.9%)	19 (82.6%)	6 (26.1%)	9 (39.1%)	22 (95.7%)	22 (95.7%)	10 (43.5%)	22 (95.7%)	8 (34.8%)	10 (43.5%)	12 (52.2%)	2 (8.7%)	23
Never	37 (59.7%)	36 (58.1%)	7 (11.3%)	15 (24.2%)	47 (75.8%)	47 (75.8%)	23 (37.1%)	42 (67.7%)	13 (21%)	12 (19.4%)	23 (37.1%)	9 (14.5%)	62

Scooter:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
4-6 times/	1 (100%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1
2-3 times/	1 (100%)	1 (100%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	0 (0%)	1
Weekly	2 (100%)	2 (100%)	1 (50%)	1 (50%)	2 (100%)	2 (100%)	1 (50%)	1 (50%)	0 (0%)	1 (50%)	1 (50%)	0 (0%)	2
Monthly	3 (100%)	2 (66.7%)	2 (66.7%)	2 (66.7%)	3 (100%)	3 (100%)	0 (0%)	2 (66.7%)	0 (0%)	2 (66.7%)	3 (100%)	0 (0%)	3
Less than	8 (80%)	10 (100%)	4 (40%)	7 (70%)	8 (80%)	9 (90%)	4 (40%)	7 (70%)	4 (40%)	6 (60%)	7 (70%)	0 (0%)	10
Never	154 (74.8%)	166 (80.6%)	53 (25.7%)	72 (35%)	172 (83.5%)	177 (85.9%)	89 (43.2%)	162 (78.6%)	53 (25.7%)	50 (24.3%)	86 (41.7%)	21 (10.2%)	206

Park and Ride bus:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	5 (100%)	5 (100%)	1 (20%)	2 (40%)	5 (100%)	5 (100%)	4 (80%)	5 (100%)	3 (60%)	2 (40%)	2 (40%)	1 (20%)	5
4-6 times/	1 (100%)	1 (100%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
2-3 times/	7 (70%)	9 (90%)	4 (40%)	4 (40%)	9 (90%)	9 (90%)	5 (50%)	10 (100%)	4 (40%)	6 (60%)	7 (70%)	1 (10%)	10
Weekly	20 (74.1%)	25 (92.6%)	8 (29.6%)	6 (22.2%)	25 (92.6%)	25 (92.6%)	14 (51.9%)	24 (88.9%)	5 (18.5%)	8 (29.6%)	11 (40.7%)	2 (7.4%)	27
Monthly	60 (80%)	63 (84%)	18 (24%)	19 (25.3%)	66 (88%)	68 (90.7%)	38 (50.7%)	57 (76%)	17 (22.7%)	16 (21.3%)	32 (42.7%)	3 (4%)	75
Less than	59 (72.8%)	67 (82.7%)	18 (22.2%)	26 (32.1%)	69 (85.2%)	72 (88.9%)	29 (35.8%)	63 (77.8%)	12 (14.8%)	21 (25.9%)	28 (34.6%)	8 (9.9%)	81
Never	59 (74.7%)	60 (75.9%)	24 (30.4%)	39 (49.4%)	61 (77.2%)	63 (79.7%)	32 (40.5%)	58 (73.4%)	29 (36.7%)	20 (25.3%)	35 (44.3%)	9 (11.4%)	79

Local bus service:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	5 (100%)	5 (100%)	2 (40%)	2 (40%)	4 (80%)	5 (100%)	3 (60%)	5 (100%)	4 (80%)	2 (40%)	3 (60%)	0 (0%)	5
4-6 times/	4 (100%)	4 (100%)	1 (25%)	1 (25%)	4 (100%)	4 (100%)	4 (100%)	4 (100%)	0 (0%)	1 (25%)	2 (50%)	1 (25%)	4
2-3 times/	3 (42.9%)	5 (71.4%)	1 (14.3%)	2 (28.6%)	5 (71.4%)	5 (71.4%)	1 (14.3%)	5 (71.4%)	2 (28.6%)	1 (14.3%)	2 (28.6%)	0 (0%)	7
Weekly	24 (85.7%)	25 (89.3%)	7 (25%)	7 (25%)	27 (96.4%)	26 (92.9%)	14 (50%)	22 (78.6%)	5 (17.9%)	10 (35.7%)	12 (42.9%)	0 (0%)	28
Monthly	28 (77.8%)	31 (86.1%)	12 (33.3%)	9 (25%)	30 (83.3%)	35 (97.2%)	17 (47.2%)	30 (83.3%)	10 (27.8%)	10 (27.8%)	20 (55.6%)	2 (5.6%)	36
Less than	51 (73.9%)	56 (81.2%)	19 (27.5%)	27 (39.1%)	60 (87%)	64 (92.8%)	29 (42%)	59 (85.5%)	15 (21.7%)	21 (30.4%)	29 (42%)	7 (10.1%)	69
Never	77 (70%)	82 (74.5%)	28 (25.5%)	44 (40%)	87 (79.1%)	86 (78.2%)	40 (36.4%)	78 (70.9%)	29 (26.4%)	25 (22.7%)	44 (40%)	13 (11.8%)	110

Train:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	4 (100%)	4 (100%)	0 (0%)	2 (50%)	4 (100%)	4 (100%)	2 (50%)	4 (100%)	1 (25%)	3 (75%)	2 (50%)	0 (0%)	4
4-6 times/	4 (50%)	6 (75%)	1 (12.5%)	2 (25%)	5 (62.5%)	7 (87.5%)	4 (50%)	7 (87.5%)	2 (25%)	1 (12.5%)	4 (50%)	1 (12.5%)	8
2-3 times/	14 (82.4%)	13 (76.5%)	8 (47.1%)	8 (47.1%)	15 (88.2%)	14 (82.4%)	7 (41.2%)	14 (82.4%)	6 (35.3%)	7 (41.2%)	6 (35.3%)	0 (0%)	17
Weekly	28 (84.8%)	29 (87.9%)	10 (30.3%)	13 (39.4%)	28 (84.8%)	30 (90.9%)	17 (51.5%)	25 (75.8%)	8 (24.2%)	10 (30.3%)	17 (51.5%)	2 (6.1%)	33
Monthly	59 (86.8%)	62 (91.2%)	24 (35.3%)	29 (42.6%)	60 (88.2%)	62 (91.2%)	25 (36.8%)	56 (82.4%)	20 (29.4%)	14 (20.6%)	32 (47.1%)	3 (4.4%)	68
Less than	82 (73.2%)	91 (81.3%)	26 (23.2%)	37 (33%)	99 (88.4%)	100 (89.3%)	53 (47.3%)	88 (78.6%)	29 (25.9%)	35 (31.3%)	43 (38.4%)	10 (8.9%)	112
Never	19 (55.9%)	21 (61.8%)	7 (20.6%)	10 (29.4%)	22 (64.7%)	22 (64.7%)	12 (35.3%)	23 (67.6%)	5 (14.7%)	4 (11.8%)	12 (35.3%)	7 (20.6%)	34

Taxi:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Daily	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
4-6 times/	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
2-3 times/	1 (100%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1
Weekly	5 (100%)	3 (60%)	1 (20%)	2 (40%)	4 (80%)	5 (100%)	1 (20%)	4 (80%)	2 (40%)	3 (60%)	4 (80%)	0 (0%)	5
Monthly	14 (73.7%)	16 (84.2%)	5 (26.3%)	5 (26.3%)	14 (73.7%)	16 (84.2%)	7 (36.8%)	13 (68.4%)	3 (15.8%)	3 (15.8%)	7 (36.8%)	2 (10.5%)	19
Less than	87 (75.7%)	93 (80.9%)	27 (23.5%)	40 (34.8%)	92 (80%)	101 (87.8%)	45 (39.1%)	88 (76.5%)	27 (23.5%)	27 (23.5%)	44 (38.3%)	10 (8.7%)	115
Never	77 (75.5%)	84 (82.4%)	33 (32.4%)	42 (41.2%)	91 (89.2%)	88 (86.3%)	50 (49%)	82 (80.4%)	30 (29.4%)	31 (30.4%)	48 (47.1%)	11 (10.8%)	102

Employment status:

	1	2	3	4	5	6	7	8	9	10	11	12	Total
In educatio	9 (90%)	10 (100%)	3 (30%)	7 (70%)	9 (90%)	9 (90%)	6 (60%)	10 (100%)	6 (60%)	4 (40%)	7 (70%)	0 (0%)	10
Employed	132 (71%)	146 (78.5%)	50 (26.9%)	66 (35.5%)	152 (81.7%)	154 (82.8%)	73 (39.2%)	142 (76.3%)	46 (24.7%)	44 (23.7%)	71 (38.2%)	18 (9.7%)	186
Self emplo	36 (81.8%)	40 (90.9%)	10 (22.7%)	17 (38.6%)	39 (88.6%)	41 (93.2%)	22 (50%)	40 (90.9%)	11 (25%)	11 (25%)	16 (36.4%)	1 (2.3%)	44
Unemploy	1 (33.3%)	2 (66.7%)	0 (0%)	0 (0%)	3 (100%)	2 (66.7%)	1 (33.3%)	2 (66.7%)	1 (33.3%)	0 (0%)	1 (33.3%)	0 (0%)	3
A home-ba	24 (80%)	26 (86.7%)	8 (26.7%)	10 (33.3%)	25 (83.3%)	27 (90%)	12 (40%)	22 (73.3%)	9 (30%)	6 (20%)	11 (36.7%)	2 (6.7%)	30
A stay-at-h	15 (75%)	17 (85%)	7 (35%)	8 (40%)	16 (80%)	17 (85%)	8 (40%)	16 (80%)	8 (40%)	9 (45%)	9 (45%)	3 (15%)	20
Retired	58 (78.4%)	64 (86.5%)	16 (21.6%)	21 (28.4%)	71 (95.9%)	71 (95.9%)	43 (58.1%)	64 (86.5%)	17 (23%)	21 (28.4%)	26 (35.1%)	6 (8.1%)	74
Prefer not	5 (45.5%)	6 (54.5%)	2 (18.2%)	3 (27.3%)	7 (63.6%)	6 (54.5%)	3 (27.3%)	7 (63.6%)	2 (18.2%)	2 (18.2%)	5 (45.5%)	2 (18.2%)	11