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Cambridge South East Transport Study: Summary Report of Consultation Findings

Version 1

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Executive Summary

Between 9 February and 9 April 2018 the Greater Cambridge Partnership (GCP) held an extensive consultation on strategies to improve sustainable travel in the area to the south east of Cambridge.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- The 17 elements that were common to each of the proposed strategies were more supported than opposed. Most were supported by the majority of respondents with the exception of: the signalisation and right-turn ban (except buses) from Linton High Street, the measures to ease bus movements in Linton, the westbound bus lanes on approach to B1052, and closing the central reserve on Dean Road crossroads.
- Strategy 1 was the most supported of the three strategies and strategy 1 had the highest percentage of respondents who felt it would encourage them to switch transport mode away from a car. However nearly as many felt that none of the strategies would encourage modal shift.
- A great number of detailed comments were received. From these it was clear that travel safety in the area was a significant concern for the public, so improvements were felt to be needed. There is debate over which strategy would solve congestion issues quickly and how 'future-proof' they would be.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 22,000 consultation leaflets.

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

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 1,785 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

This report summarises the core 1785 responses to the consultation survey and the 129 additional written responses received.

Key findings

Elements common to all strategies

Quantitative

- Question 1 asked participants how far they supported each of the 17 proposed elements that were common to all the strategies in the Cambridge South East Study. 1727 respondents answered this question, however not every respondent left an answer for each element.
 - 1664 respondents answered the question on support for **the right-turn lane on Granham's Road junction**. The majority of respondents supported this element (69.4%). Few respondents opposed this element (3%).
 - 1663 respondents answered the question on support for **extra cycle storage at Babraham Road Park & Ride**. The majority of respondents supported this element (67.8%). Few respondents opposed it (2.3%).
 - 1640 respondents answered the question on support for the **Linton Greenway**. The majority of respondents supported this element (74.4%). Few respondents opposed the Linton Greenway (4.2%).
 - 1681 respondents answered the question on support for the **Haverhill Road and the Gog Farm Shop junction safety improvement**. The majority of respondents supported this element (87.6%). Few respondents opposed it (3%).
 - 1677 respondents answered the question on support for a **multi-user underpass at Wandlebury**. The majority of respondents supported this element (72.6%). Few respondents opposed it (8.1%).
 - 1652 respondents answered the question on support for a **signalised crossing at the Babraham Research Campus roundabout**. The majority of respondents supported this element (55%). Under a fifth of respondents opposed a signalised crossing at the Babraham Research Campus roundabout (14.5%).
 - 1643 respondents answered the question on support for an **eastbound bus lane at the A11**. The majority of respondents supported this element (51%). Under a fifth of respondents opposed an eastbound bus lane at the A11 (13.6%).
 - 1648 respondents answered the question on support for the **multi-user crossing of A11 via improved footbridge and underpass**. The majority of

- respondents supported this element (69%). Few respondents opposed a multi-user crossing of A11 via improved footbridge and underpass (3.4%).
- 1649 respondents answered the question on support for **signalising Hildersham crossroads with Toucan/Pegasus crossing**. The majority of respondents supported this element (53%). Few respondents opposed signalising Hildersham crossroads with Toucan/Pegasus crossing (9.6%).
 - 1666 respondents answered the question on support for **peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction**. The majority of respondents were supportive of this element (56.6%). Few respondents were opposed to this (9%).
 - 1668 respondents answered the question on support for **the Linton Village College junction signal upgrade**. The majority of respondents supported this element (63.5%). Few respondents opposed the Linton Village College junction signal upgrade (2.8%).
 - 1664 respondents answered the question on support for the **signalisation and right-turn ban (except buses) from Linton High Street**. Nearly two fifths of respondents supported this element (39.1%). Over a fifth opposed this element (23%).
 - 1658 respondents answered the question on support **for measures to ease bus movements in Linton**. Nearly half of respondents supported this element (48.8%). Few respondents opposed this element (6.4%).
 - 1613 respondents answered the question on support for **westbound bus lanes on approach to B1052**. Nearly two fifths of respondents supported this element (37.7%) and few respondents opposed it (11.1%).
 - 1648 respondents answered the question on support for **Bartlow Road roundabout and rural hub**. The majority of respondents supported this element (52.6%). Few respondents opposed this element (7%).
 - 1638 respondents answered the question on support **for closing the central reserve on Dean Road crossroads**. Nearly half of respondents supported this element (44.1%). Few respondents opposed this element (9.5%).
 - 1655 respondents answered the question on support for **speed reduction measures from Horseheath to Linton**. The majority of respondents supported this element (58%). Few respondents opposed this element (12.2%).
- Further analysis of the responses shows that:
 - **Multi-user crossing of A11 via improved footbridge and underpass:** Respondents who indicated they usually travel by 'bicycle' (75.7%) or indicated their usual workplace destination was 'Granta Park' (87.5%) were more supportive of this than the overall response.
 - **Signalise Hildersham crossroads with Toucan/Pegasus crossing:** Respondents who were located from 'Babraham to Linton' were more supportive of this element than the overall response (64.6%).

- **Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dale Head Foods junction:** Respondents who were located 'east of Linton' (83.9%) and from 'Babraham to Linton' (64.8%) were more supportive of this element than the overall response. Respondents who indicated they were a 'local business owner/employer' were more opposed to this element than the overall response (21.5%), although the majority of these respondents supported it (50.6%).
- **Linton Village College junction signal upgrade:** Respondents who were located 'east of Linton' (90.3%) and from 'Babraham to Linton' (72.9%) were more supportive of the Linton Village College signal upgrade than the overall response.
- **Signalisation and right-turn ban (except buses) from Linton High Street:** Respondents who were located 'east of Linton' were more supportive of this element than the overall response (65.6%). Respondents who were located from 'Babraham to Linton' were more opposed to this element (42.1%) than they were supportive (34.5%).
- **Measures to ease bus movements Linton:** The majority of respondents 'east of Linton' and from 'Babraham to Linton' supported this element, with 68.4% of respondents 'east of Linton' and over half of respondents from 'Babraham to Linton' (56.8%) supporting measures to ease bus movements in Linton.
- **Westbound bus lanes on approach to B1052:** The majority of respondents from 'east of Linton' supported this element (55.6%). More respondents from 'Babraham to Linton' opposed this element than the overall response (17%), however more of these respondents supported it (41%). More respondents who indicated they were a 'local business owner/employer' opposed this element than the overall response (21.4%), however more of these respondents supported it (30.4%).
- **Bartlow Road roundabout and rural hub:** Respondents from 'east of Linton' (76.9%) and from 'Babraham to Linton' (62.4%) were more supportive of Bartlow Road roundabout and rural hub than the overall response.
- **Dean Road crossroads – close central reserve:** The majority of respondents from 'east of Linton' (57.5%) and from 'Babraham to Linton' (53.8%) supported this element. However more respondents 'east of Linton' opposed this element than the overall response, over a quarter of these respondents (27.5%).
- **Speed reduction measures – Horseheath to Linton:** More respondents 'east of Linton' (68.9%) and from 'Babraham to Linton' (67.4%) supported this element than the overall response. However more respondents from 'east of Linton' opposed this element than the overall response (23.4%). More

respondents aged '25-34' opposed this element than the overall response (24%). However more of these respondents supported this element (40.7%). More respondents aged '65-74' (70.4%) and '75 and above' (67.9%) supported this element than the overall response.

Qualitative

Question 2 asked respondents if they had any comments on these elements. 845 respondents answered this question. The main themes were about: concerns about the signalisation and right-turn ban (except buses) from Linton High Street, improvements to Bartlow Road roundabout and development of the rural hub, the effect of these elements on congestion, the safety and usage of Dean Road crossroads, the need for speed reduction measures between Horseheath to Linton, the safety of travelling in the area, improvements to cycle paths and routes, the need for safety improvements at the Haverhill Road and the Gog Farm Shop junction, the potential issues with signalling Hildersham crossroads with a Toucan/Pegasus crossing, the potential increase in congestion from adding an eastbound bus lane at the A11, the potential issues around bus lanes, and about the need for the dual carriageway to be extended.

The Strategies

Quantitative

- Question 3 asked respondents how far they supported each of the three proposed strategies. 1684 respondents answered this question. All three strategies were supported by the majority of respondents who left an answer.
 - Strategy 1 had the most support of the three strategies with over three fifths of respondents (64.1%) supporting it and nearly a quarter opposing it (22.7%).
 - Over half of respondents supported strategy 2 (53.8%) and over a quarter of respondents opposed strategy 2 (25.4%).
 - Over half of respondents supported Strategy 3 (51.5%), with 28.4% opposing it.
- Further analysis of the responses showed that:
 - For strategy 1: respondents located 'west of Babraham' had more opposition to strategy 1 than the overall response, with 31.7% of these respondents opposing it. However, the majority of these respondents supported it (62.4%). Respondents who indicated their usual workplace destination was 'Cambridge Biomedical Campus' (77.5%) and 'Granta Park' (80.2%) were more supportive of strategy 1 than the overall response. Respondents who indicated they were aged '25-34' (74.9%) and '35-44' (71.3%) were more supportive of strategy 1 than the overall response.
 - For strategy 2: Respondents who indicated their usual workplace destination was 'Cambridge Biomedical Campus' (63.1%) and 'Granta Park' (60.6%) were

more supportive of strategy 2 than the overall response. Respondents who indicated they were aged '25-34' (60.5%) were more supportive of strategy 2 than the overall response.

- For strategy 3: Respondents who indicated their usual workplace destination was 'Granta Park' were less opposed (21%) and more supportive (56.2%) of strategy 3 than the overall response.
- Question 4 asked respondents, if they currently drove to and from Cambridge, which strategy would most encourage them to switch to an alternative mode of transport. 1785 respondents answered this question.
 - Strategy 1 had the highest percentage of respondents who felt it would encourage them to switch transport, with over a quarter selecting this response (29.3%).
 - Few respondents chose strategy 3 (10.4%) and strategy 2 (8.7%).
 - Over a quarter of respondents felt that 'none' of the strategies would encourage them to switch (26.1%).

Qualitative

- Question 4 also asked respondents which mode/s of transport they would switch to. This question was framed as a free text response, allowing respondents to write in their choice. 894 respondents left comments.
 - For respondents who felt that strategy 1 would encourage them to switch to an alternative mode of transport, 403 respondents left comments. 54.6% felt they would move to some form of mass rapid transit system, 39.7% felt they would move to a bicycle, 34% felt they would move to a bus, 14.1% felt they would move to Park & Ride, and 7.4% indicated they would move to a rail service.
 - For respondents who felt strategy 2 would encourage them to switch to an alternative mode of transport, 114 respondents left comments. 53.5% felt they would move to a bus service, 29.8% felt they would move to Park & Ride, 21.1% felt they would move to bicycle, 6.1% felt they would move to a mass rapid transit system, and 6.1% felt they would move to a rail service.
 - For respondents who felt strategy 3 would encourage them to switch to an alternative mode of transport, 127 respondents left comments. 63% felt they would move to a bus, 30.7% felt they would move to Park & Ride, 24.4% felt they would move to a bicycle, 5.5% felt they would move to a mass rapid transit system, and 5.5% felt they would move to a rail service.
- Question 5 asked respondents if they felt any of the proposals would either positively or negatively affect or impact on any person/s or group/s covered in the Equality Act 2010. 720 respondents left comments. The main themes were about: disability, consideration for the needs on public transport and space required on

multi-user paths as well as concerns about restricting access to personal vehicles for those requiring it to travel; age, that older residents' needs needing to be considered in terms of price and locality of public transport and the space required for younger residents on public transport and multi-user paths.

- Question 6 asked respondents for further comments or views on the project or particular options. 991 respondents left comments. The main themes were about: the cost, benefits and futureproofing of strategy 1; the short term benefits and improved cost/benefit ratio of strategy 2; the need for a rail link between Haverhill and Cambridge; the other forms of mass rapid transit available besides buses; the growth and traffic from Haverhill; the need for bus service improvements including cost, pick up/drop off locations, reliability, and times of service; the cost of developing the strategies; the need for public transport links to villages and employment sites in the area; the strategies feeling to be short-term solutions; the limited benefit of strategy 3; the negative impact on the environment, particularly Gog Magog and Nine Wells; and about the need for a Park & Ride closer to Haverhill.

Introduction

Background

Between 9 February and 9 April 2018 the Greater Cambridge Partnership held an extensive public consultation on:

- New public transport links
- New and improved walking and cycling routes
- Road safety improvements along the A1307 between Haverhill and Cambridge.

The consultation adopted a multi-channel approach to promote and seek feedback through traditional and online, paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of more than 22,000 consultation leaflets.

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

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 1785 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

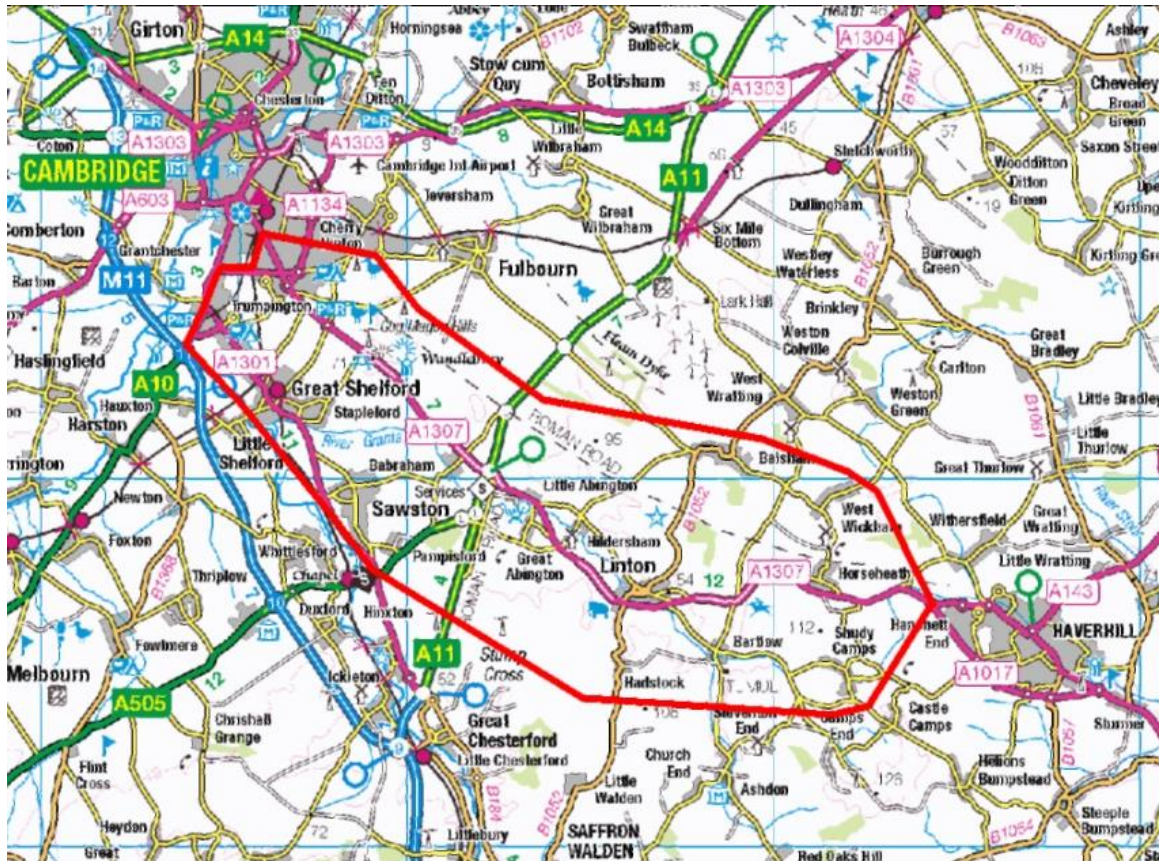
A sixteen page consultation leaflet was the principle paper-based mechanism for providing information about the consultation to people across the area. The leaflet included a questionnaire to invite comments on the level of support for each strategy proposed, for elements common to all strategies as well as other relevant information such as whether respondents would consider switching their mode of transport. The questionnaire sought profile information in order to facilitate further analysis. The leaflet was made available in other formats on request.

In addition to the leaflet a 24 page consultation brochure, further background information on the three strategies and the scheme as a whole was available at events and on request. The documents were made available online with links to the project webpage sent electronically at the commencement of the consultation to over 4500 interested parties. The availability of further online information and the online survey was referenced in the leaflet.

Other means of publicity included events, earned media from news releases and distribution via the Partnership's owned channels both on and offline e.g. leaflets at the County's Park & Ride sites and at local libraries. Paid for media included Park & Ride bus screens, advertising in local newspapers and on radio, and poster sites including city centre boards. Online promotion included targeted Facebook advertising across the wider

identified area. Twitter posts encouraging retweets via local people and organisations' feeds.

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



Consultation and Analysis Methodology

Background

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

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

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was identified as being residents of South Cambridgeshire and Cambridge, particularly those living within the A1307 and A1301 transport corridors or those who regularly travel along those routes. Specific types of organisations were also identified such as parish councils and residents groups. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express a preference between three strategies for improving public transport options between Cambridge and the area to the south east and to express how far they supported the 17 elements common to all three strategies) a sixteen page information document was produced and supplemented with additional information available online and at key locations.

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

Design of Consultation Questions

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

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

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

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

Diversity and Protected Characteristics

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

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

Analysis

The strategy for analysis of the consultation was as follows:

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

Data Integrity

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

Survey Findings

Respondent Profile

In total, 1785 residents responded to the consultation survey.

Respondent location

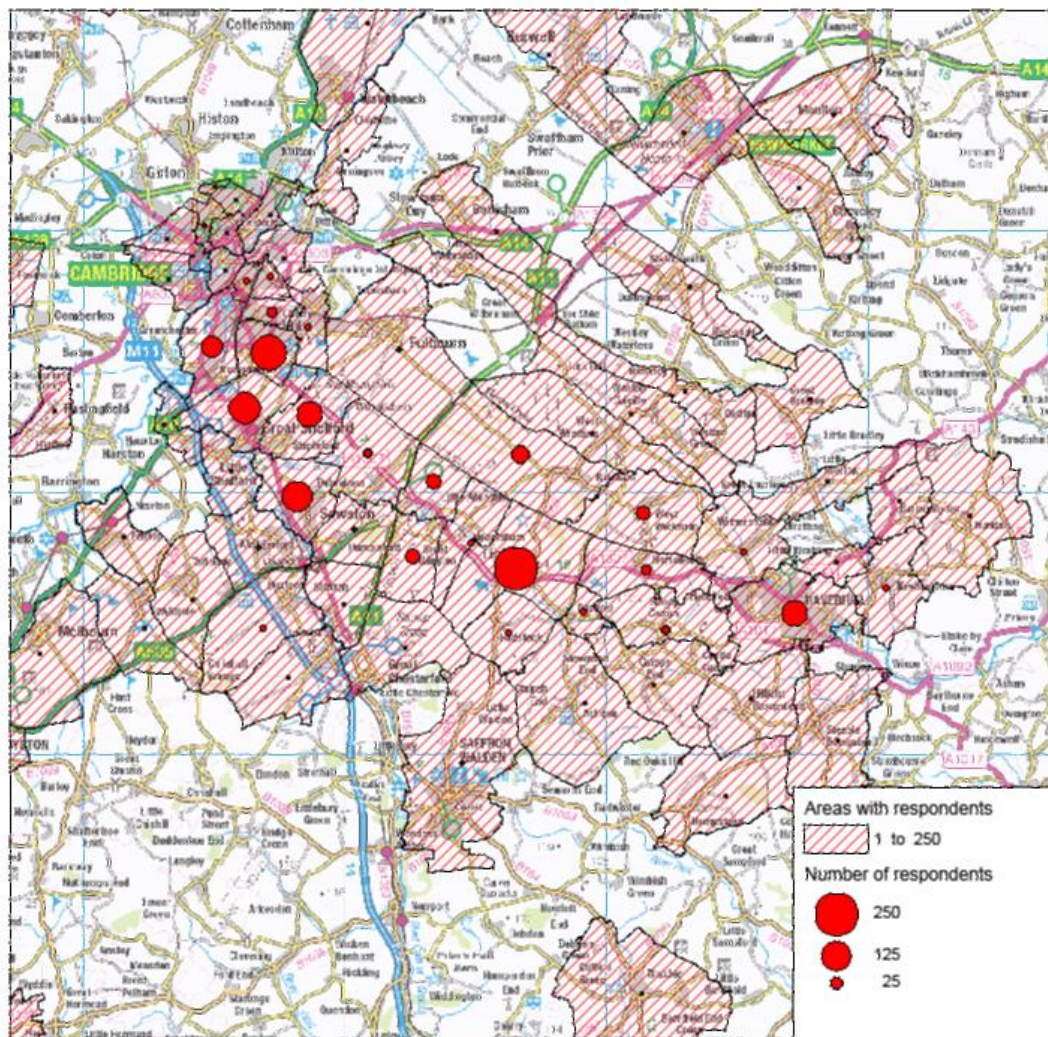
Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 1364 respondents entered recognisable postcodes, while nearly a quarter did not (421 respondents). Based on the postcode data provided most respondents resided in Linton (14.01%), Queen Edith's (9.64%), Great Shelford (7.9%) and Sawston (7.62%).

These postcodes were also used to group respondents by parish (or ward in the case of Cambridge) and then into one of three categories; 'East of Linton' (covering 14.9% of respondents); 'Babraham to Linton', for respondents along the proposed route (covering 29.69% of respondents); and 'West of Babraham' (covering 31.54% of respondents).

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

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

Figure 1: Map to show areas of response



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

Respondent interest in project

1730 respondents answered the question on their interest in the project. Respondents could select multiple answers for this question. The majority of respondents indicated they were a resident in South Cambridgeshire (64.1%) and regularly travel in the area (55.72%). Nearly two fifths indicated they worked in the area (38.67%) and just over a fifth indicated they were a resident in Cambridge (23.41%). Fewer respondents indicated they were a resident elsewhere (10%), occasionally travel in the area (6.42%), were a local business owner/employer (5.55%) and study in the area (2.6%). 3.93% of respondents indicated their interest in the project as 'other' but further information was not gathered on this response.

Resident in Cambridge	405	23.41%
Resident in South Cambridgeshire	1109	64.10%
Resident elsewhere	173	10.00%
Local business owner/employer	96	5.55%
Regularly travel in the area	964	55.72%
Occasionally travel in the area	111	6.42%
Work in the area	669	38.67%
Study in the area	45	2.60%
Other	68	3.93%
	Total	1730

Respondent usual mode of travel in the area

1727 respondents answered the question on their usual mode of transport in the area being consulted upon. Respondents could select multiple answers for this question. The majority of respondents indicated they were a car driver (84.31%). Nearly two fifths of respondents indicated they travelled by bicycle (39.66%) or were a bus user (36.65%). Over a quarter of respondents indicated they travelled on foot (29.88%) and over a fifth were car passengers (22.42%). 5.1% of respondents indicated their usual mode of transport was 'other' but further information was not gathered on this response.

Car driver	1456	84.31%
Car passenger	384	22.24%
Van or lorry driver	37	2.14%
Bicycle	685	39.66%
Powered two wheeler	36	2.08%
Bus user	633	36.65%
On foot	516	29.88%
Other	88	5.10%
Not applicable	4	0.23%
	Total	1727

Respondent usual workplace if commuting in the area

971 respondents answered the question on where their usual workplace was located if they commuted in the area being consulted on. Respondents could select multiple answers for this question. Over a quarter of respondents indicated they usually work in Cambridge city centre (27.19%). Over a fifth (22.35%) indicated they usually work at the Cambridge Biomedical Campus (including Addenbrooke's Hospital). 34.19% of respondents indicated their usual workplace as 'other'. 'Other' responses included villages along the route, employment locations such as ARM in Fulbourn and the Science Park, as well as places outside of Cambridgeshire, such as Stevenage, Essex and London. It should be noted that there were numerous responses indicating areas in central Cambridge. 11.23% indicated they usually worked at Granta Park.

Cambridge Biomedical Campus (including Addenbrooke's Hospital)	217	22.35%
Granta Park	109	11.23%
Babraham Research Campus	65	6.69%
Cambridge city centre	264	27.19%
Haverhill	41	4.22%
Linton	39	4.02%
Other	332	34.19%
Total	971	

Respondent age range

1710 respondents answered the question on their age range. Average working ages, from 15-24 to 55-64, were well represented.

Under 15	6	0.34%
15-24	39	2.18%
25-34	190	10.64%
35-44	323	18.10%
45-54	363	20.34%
55-64	299	16.75%
65-74	304	17.03%
75 and above	156	8.74%
Prefer not to say	30	1.68%
Total	1710	

Respondent employment status

1722 respondents answered the question about their employment status. Respondents could select multiple answers for this question. The majority of respondents indicated they were employed (57.84%). Over a quarter of respondents indicated they were retired (26.13%). 10.34% of respondents indicated they were self-employed.

In education	56	3.25%
Employed	996	57.84%
Self-employed	178	10.34%
Unemployed	5	0.29%
A home-based worker	50	2.90%
A stay at home parent, carer or similar	40	2.32%
Retired	450	26.13%
Prefer not to say	21	1.22%
Other	21	1.22%
	Total	1722

Respondent disability status

1686 respondents answered the question about whether they had a disability that influences the way they travel. 6.58% of respondents indicated they had a disability that influences the way they travel.

Yes	111	6.58%
No	1525	90%
Prefer not to say	50	3%
	Total	1686

Question 1: How far do you support any of the elements common to all strategies described in this leaflet?

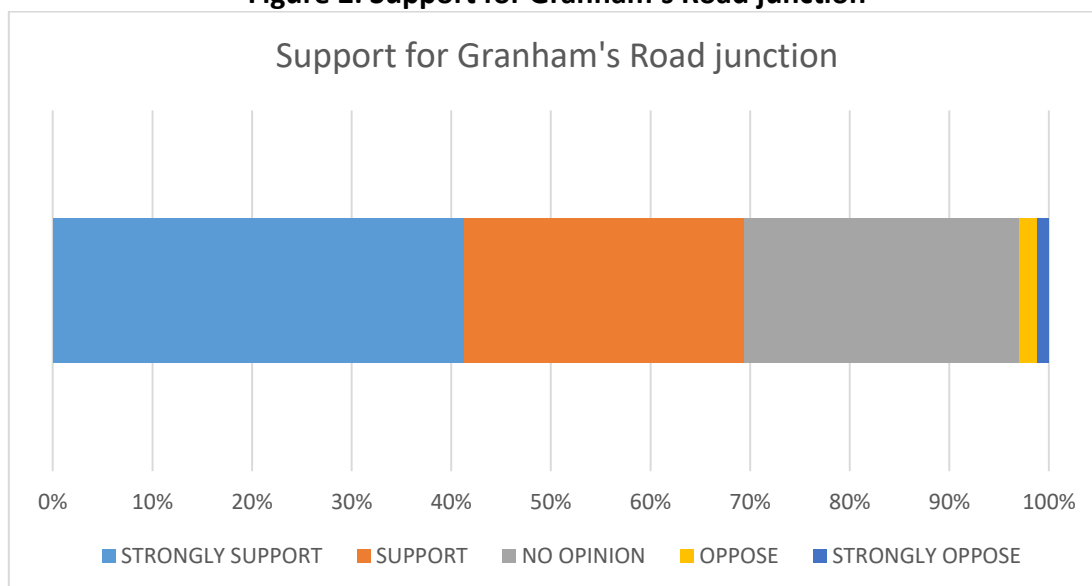
1727 respondents answered the question about their support for the elements common to all the strategies that are part of the consultation. Respondents were not required to leave an answer for all elements. Overall figures for each element are lower than the overall response as respondents chose to abstain answering some elements.

Granham’s Road junction – right-turn lane

1664 respondents answered the question on this element. The majority of respondents supported the right-turn lane on Granham’s Road junction (69.4%). Few respondents opposed this element (3%). Over a quarter of respondents had ‘no opinion’ on this element (27.5%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
688 (41.3%)	468 (28.1%)	458 (27.5%)	31 (1.9%)	19 (1.1%)	1664

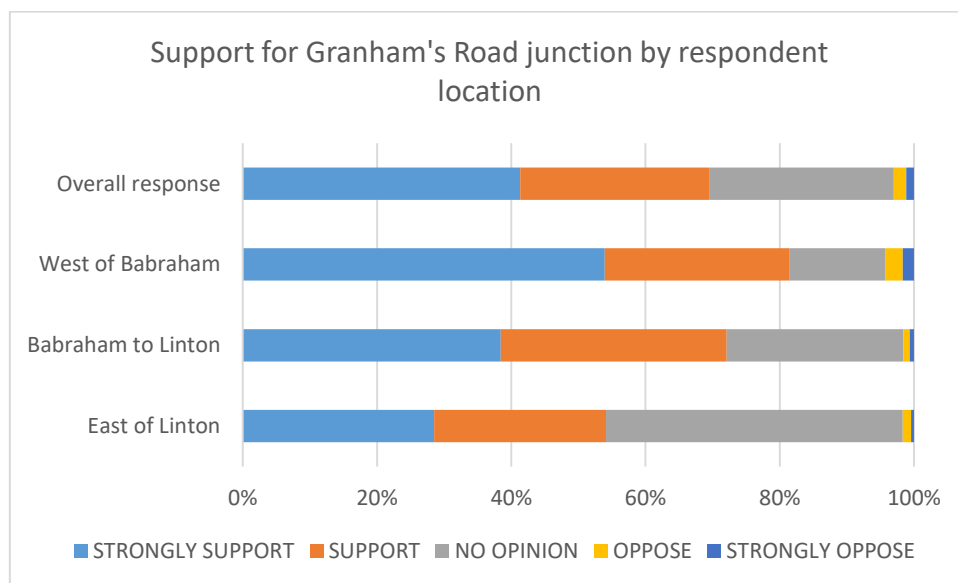
Figure 2: Support for Granham’s Road junction



More respondents 'west of Babraham' were opposed to the Granham's Road junction element (4.3%) than other locations, however the majority of these respondents supported this element (81.4%). The majority of respondents from 'east of Linton' (54.1%) and from 'Babraham to Linton' (72.1%) supported this element as well.

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	69 (28.5%)	62 (25.6%)	107 (44.2%)	3 (1.2%)	1 (0.4%)	242
Babraham to Linton	193 (38.4%)	169 (33.7%)	132 (26.3%)	5 (1%)	3 (0.6%)	502
West of Babraham	290 (53.9%)	148 (27.5%)	77 (14.3%)	14 (2.6%)	9 (1.7%)	538

Figure 3: Support for Granham's Road junction by respondent location



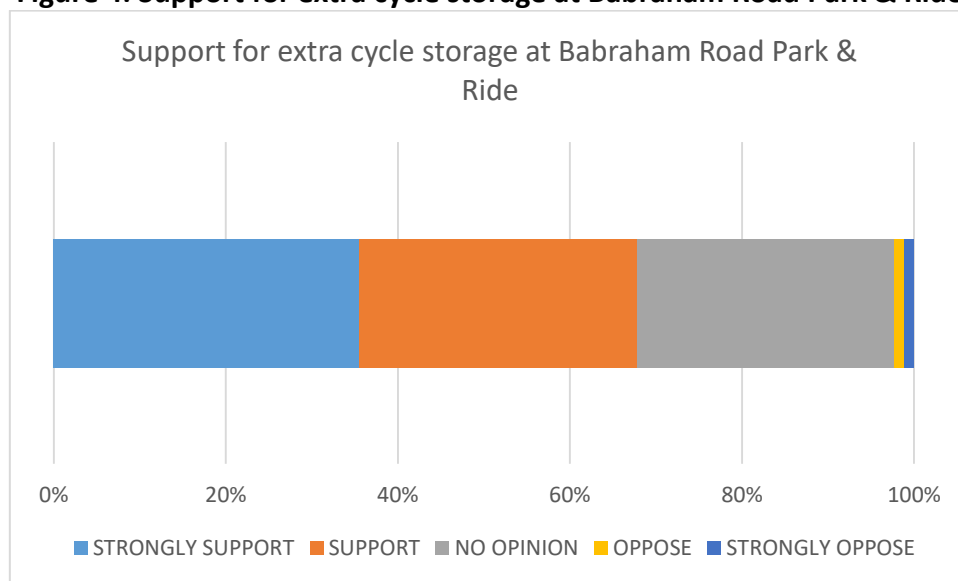
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Extra cycle storage at Babraham Road Park & Ride

1663 respondents answered the question on support for extra cycle storage at Babraham Road Park & Ride. The majority of respondents supported this element (67.8%). Few respondents opposed extra cycle storage at Babraham Road Park & Ride (2.3%). Over a quarter of respondents had 'no opinion' on this element (29.9%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
590 (35.5%)	537 (32.3%)	498 (29.9%)	20 (1.2%)	18 (1.1%)	1663

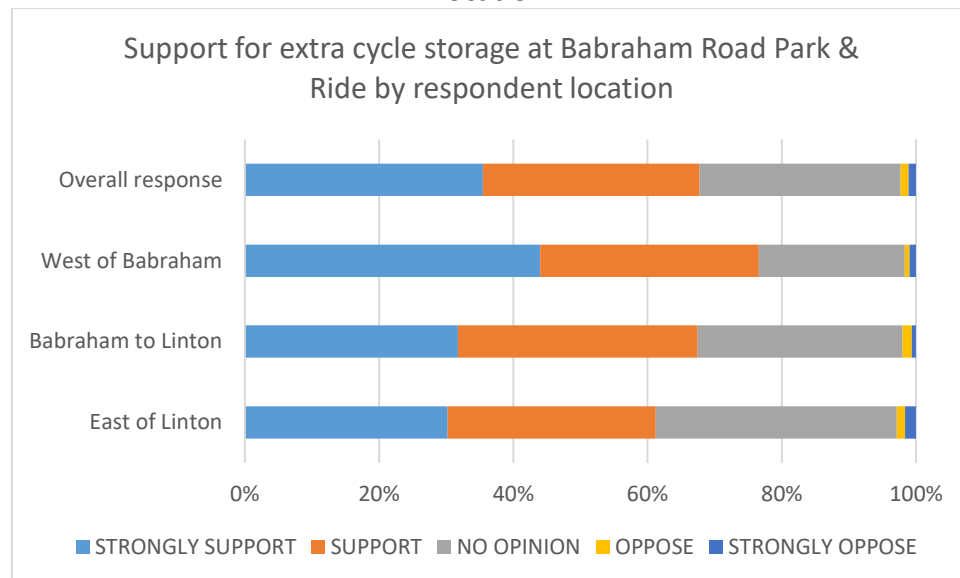
Figure 4: Support for extra cycle storage at Babraham Road Park & Ride



Respondents 'east of Linton' were more opposed to extra cycle storage at Babraham Road Park & Ride than other locations (2.8%), however the majority of respondents from this location supported this element (61.2%). The majority of respondents from 'Babraham to Linton' (67.4%) and 'west of Babraham' (76.6%) were also supportive of this element.

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	74 (30.2%)	76 (31%)	88 (35.9%)	3 (1.2%)	4 (1.6%)	245
Babraham to Linton	158 (31.7%)	178 (35.7%)	152 (30.5%)	7 (1.4%)	3 (0.6%)	498
West of Babraham	235 (44%)	174 (32.6%)	116 (21.7%)	4 (0.7%)	5 (0.9%)	534

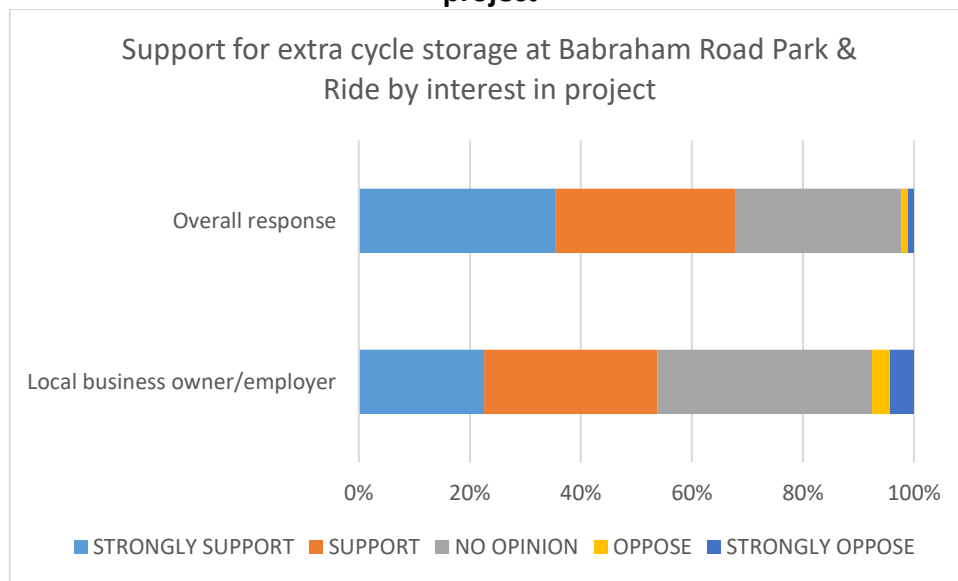
Figure 5: Support for extra cycle storage at Babraham Road Park & Ride by respondent location



Respondents who indicated their interest in the project was because they were a ‘local business owner/employer’ were more opposed to extra cycle storage at Babraham Road Park & Ride than the overall response (7.5%). However the majority were supportive of this element (53.8%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Local business owner/employer	21 (22.6%)	29 (31.2%)	36 (38.7%)	3 (3.2%)	4 (4.3%)	93

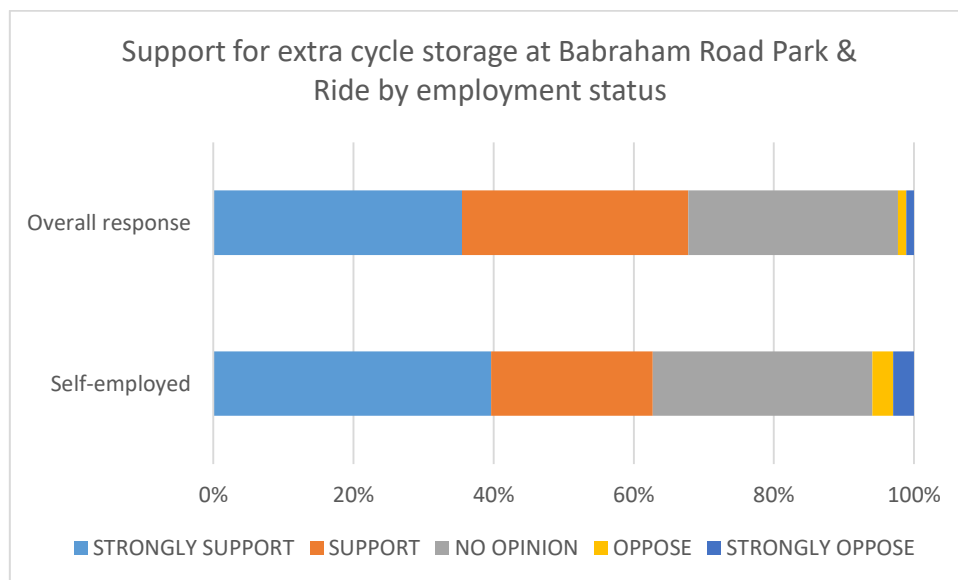
Figure 6: Support for extra cycle storage at Babraham Road Park & Ride by interest in project



Respondents who indicated they were self-employed were more opposed to extra cycle storage at Babraham Road Park & Ride than the overall response (6%). The majority of these respondents were supportive of this element however (62.7%)

Employment status	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Self-employed	67 (39.6%)	39 (23.1%)	53 (31.4%)	5 (3%)	5 (3%)	169

Figure 7: Support for extra cycle storage at Babraham Road Park & Ride by employment status



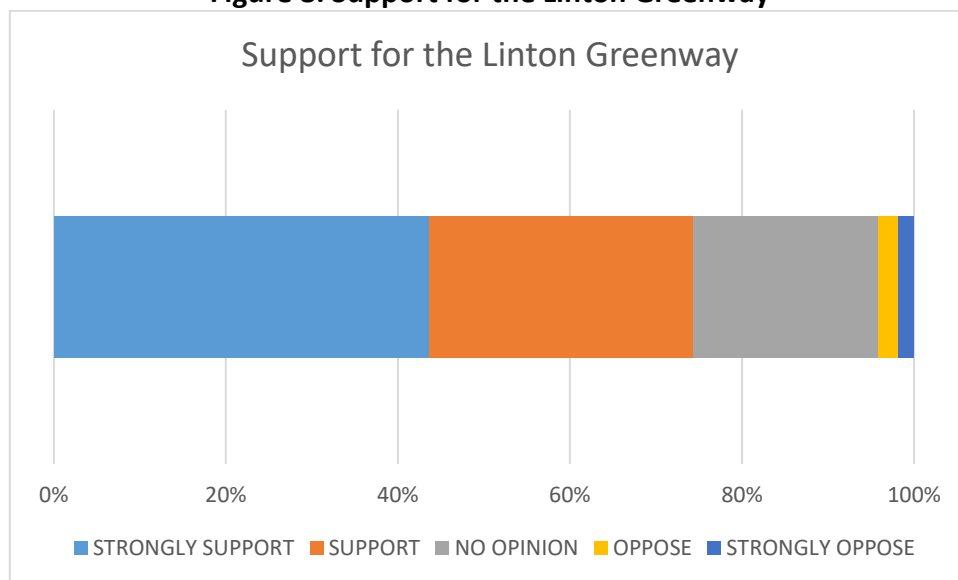
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Linton Greenway

1640 respondents answered the question on support for the Linton Greenway. The majority of respondents supported this element (74.4%). Few respondents opposed the Linton Greenway (4.2%) and over a fifth had 'no opinion' (21.4%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
716 (43.7%)	504 (30.7%)	351 (21.4%)	40 (2.4%)	29 (1.8%)	1640

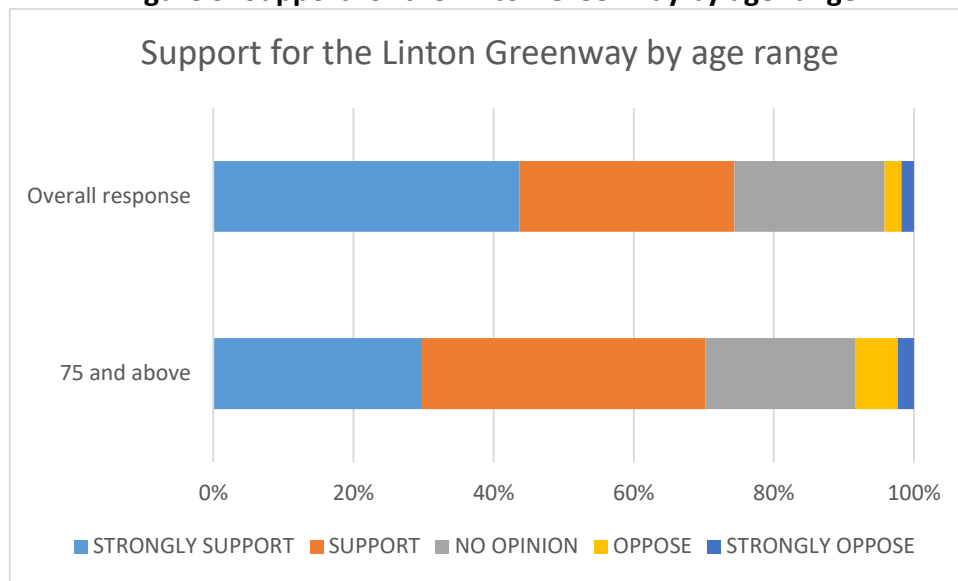
Figure 8: Support for the Linton Greenway



Respondents who indicated they were '75 and above' were more opposed to the Linton Greenway than the overall response (8.4%). However the majority of these respondents supported this element (70.3%).

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
75 and above	39 (29.8%)	53 (40.5%)	28 (21.4%)	8 (6.1%)	3 (2.3%)	131

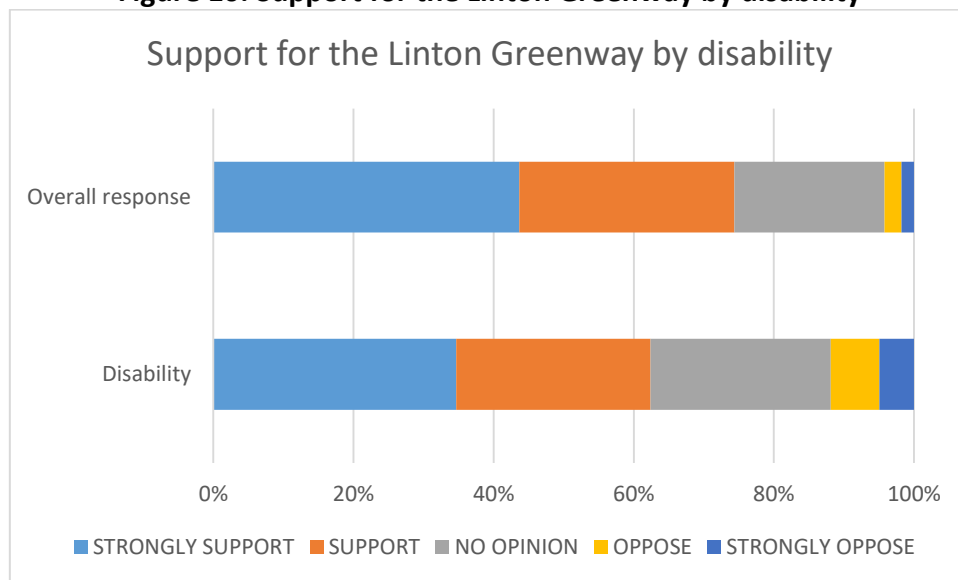
Figure 9: Support for the Linton Greenway by age range



Respondents who indicated they have a ‘disability that influences travel decisions’ were more opposed to the Linton Greenway than the overall response (11.9%). The majority of these respondents supported this element however (62.4%).

Disability that influences travel decisions	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
	35 (34.7%)	28 (27.7%)	26 (25.7%)	7 (6.9%)	5 (5%)	101

Figure 10: Support for the Linton Greenway by disability



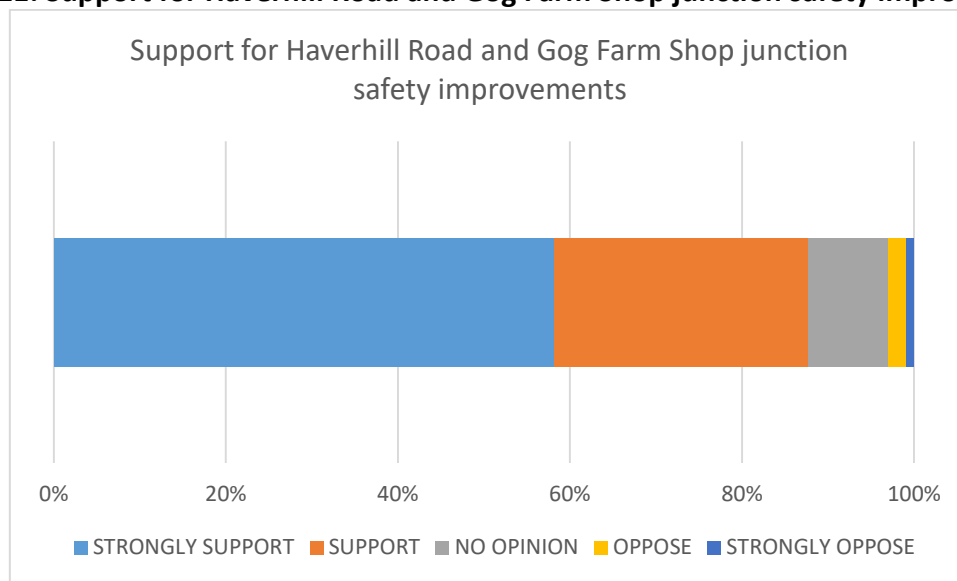
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Haverhill Road and the Gog Farm Shop junction safety improvement

1681 respondents answered the question on support for the Haverhill Road and the Gog Farm Shop junction safety improvement. The majority of respondents supported this element (87.6%). Few respondents opposed Haverhill Road and the Gog Farm Shop junction safety improvements (3%). 9.3% of respondents had 'no opinion' on this element.

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
979 (58.2%)	495 (29.4%)	156 (9.3%)	36 (2.1%)	15 (0.9%)	1681

Figure 11: Support for Haverhill Road and Gog Farm Shop junction safety improvements



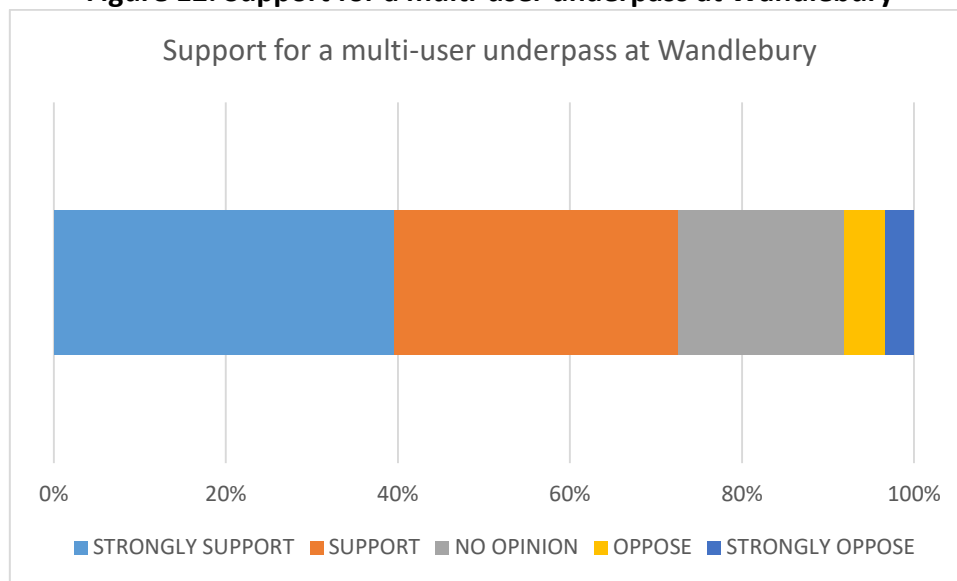
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Multi-user underpass at Wandlebury

1677 respondents answered the question on support for a multi-user underpass at Wandlebury. The majority of respondents supported this element (72.6%). Few respondents opposed a multi-user underpass at Wandlebury (8.1%) and under a fifth had 'no opinion' on this element (19.3%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
664 (39.6%)	553 (33%)	324 (19.3%)	80 (4.8%)	56 (3.3%)	1677

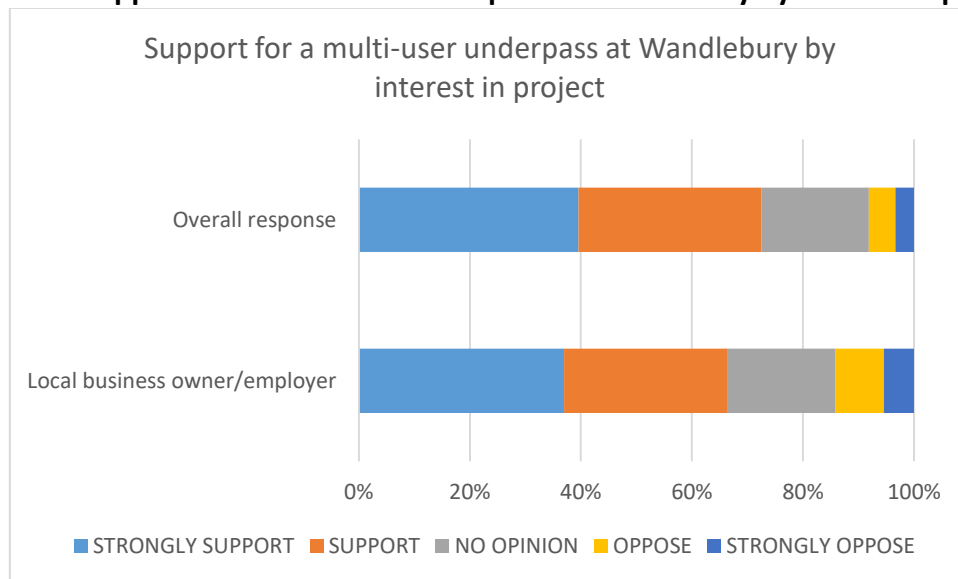
Figure 12: Support for a multi-user underpass at Wandlebury



Respondents who indicated they were a local business owner/employer were more opposed to a multi-user underpass at Wandlebury than the overall response (14.1%). However the majority of these respondents supported this element (66.3%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Local business owner/employer	34 (37%)	27 (29.3%)	18 (19.6%)	8 (8.7%)	5 (5.4%)	92

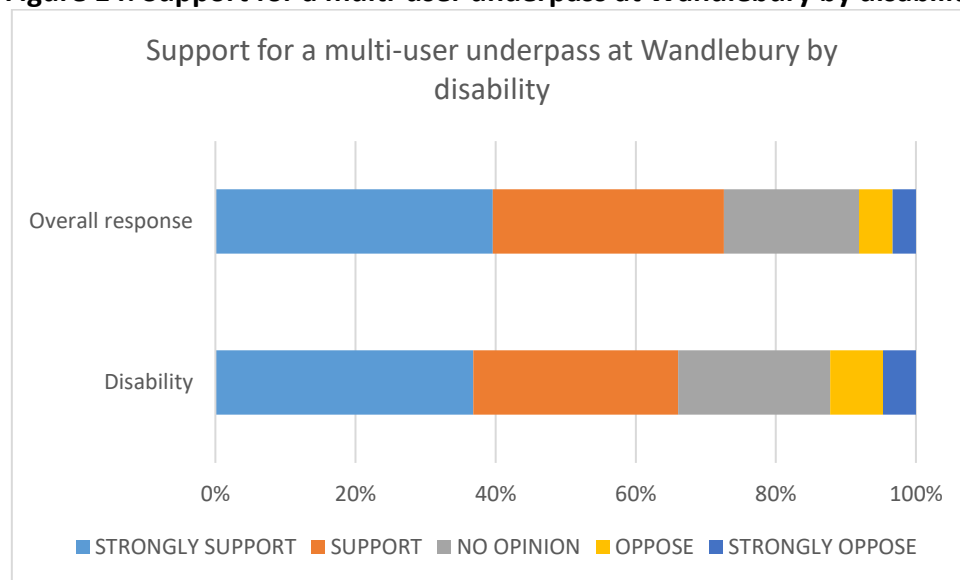
Figure 13: Support for a multi-user underpass at Wandlebury by interest in project



Respondents who indicated they have a ‘disability that influences travel decisions’ were more opposed to a multi-user underpass at Wandlebury than the overall response (12.2%). The majority of these respondents supported this element however (66%).

Disability that influences travel decisions	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
	39 (36.8%)	31 (29.2%)	23 (21.7%)	8 (7.5%)	5 (4.7%)	

Figure 14: Support for a multi-user underpass at Wandlebury by disability



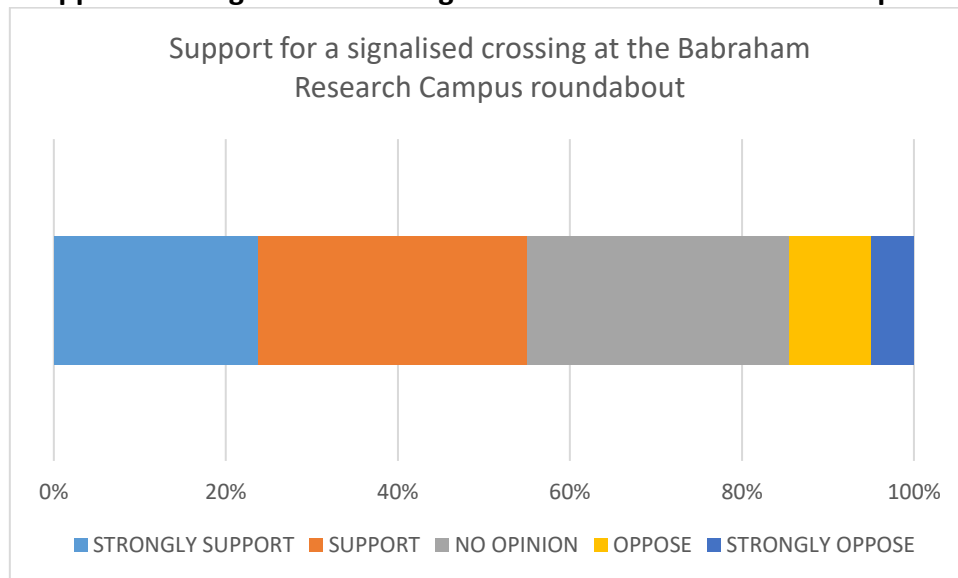
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Signalised crossing at the Babraham Research Campus roundabout

1652 respondents answered the question on support for a signalised crossing at the Babraham Research Campus roundabout. The majority of respondents supported this element (55%). Under a fifth of respondents opposed a signalised crossing at the Babraham Research Campus roundabout (14.5%) and over a quarter had 'no opinion' on this (30.5%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
393 (23.8%)	516 (31.2%)	504 (30.5%)	157 (9.5%)	82 (5%)	1652

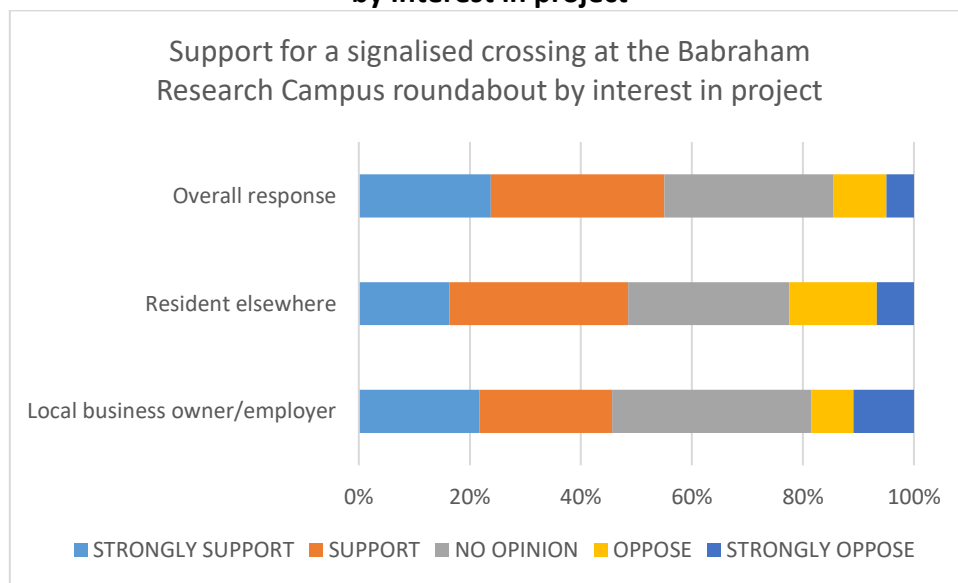
Figure 15: Support for a signalised crossing at the Babraham Research Campus roundabout



Respondents who indicated they were a ‘local business owner/employer’ or a ‘resident elsewhere’ were less supportive of a signalised crossing at the Babraham Research Campus roundabout than the overall response. Over two fifths of respondents who indicated they were a ‘local business owner/employer’ supported this element (45.9%) and under half of respondents who indicated they were a ‘resident elsewhere’ supported this (48.5%). More of these respondents supported than opposed a signalised crossing at the Babraham Research Campus roundabout. However more of these respondents opposed this element than the overall response, under a fifth of respondents who indicated they were a ‘local business owner/employer’ (18.5%) and over a fifth of respondents who indicated they were a ‘resident elsewhere’ (22.5%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Local business owner/employer	20 (21.7%)	22 (23.9%)	33 (35.9%)	7 (7.6%)	10 (10.9%)	92
Resident elsewhere	27 (16.4%)	53 (32.1%)	48 (29.1%)	26 (15.8%)	11 (6.7%)	165

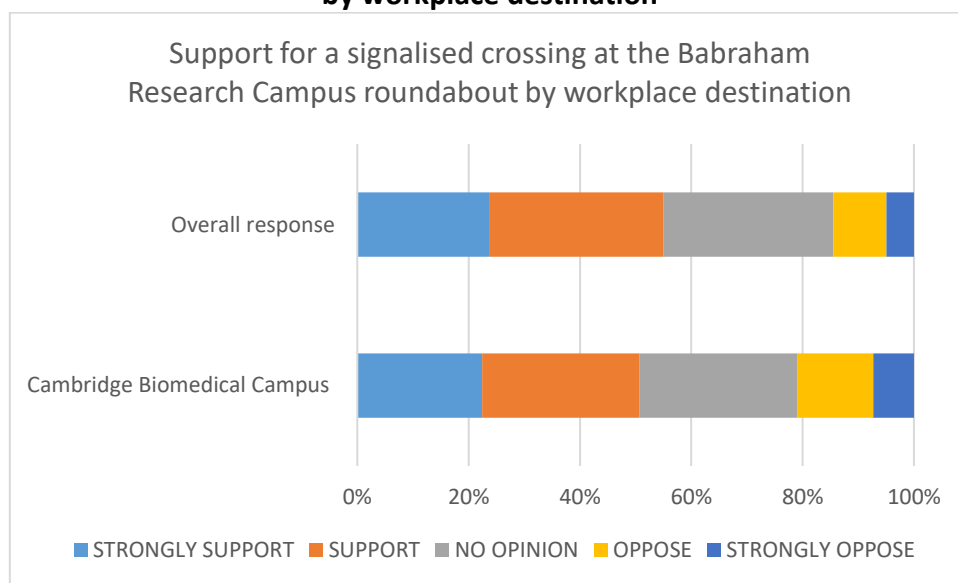
Figure 16: Support for a signalised crossing at the Babraham Research Campus roundabout by interest in project



Respondents who indicated their usual workplace destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' were more opposed to a signalised crossing at the Babraham Research Campus roundabout than the overall response (21%). However the majority of these respondents supported this element (50.7%).

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Cambridge Biomedical Campus	46 (22.4%)	58 (28.3%)	58 (28.3%)	28 (13.7%)	15 (7.3%)	205

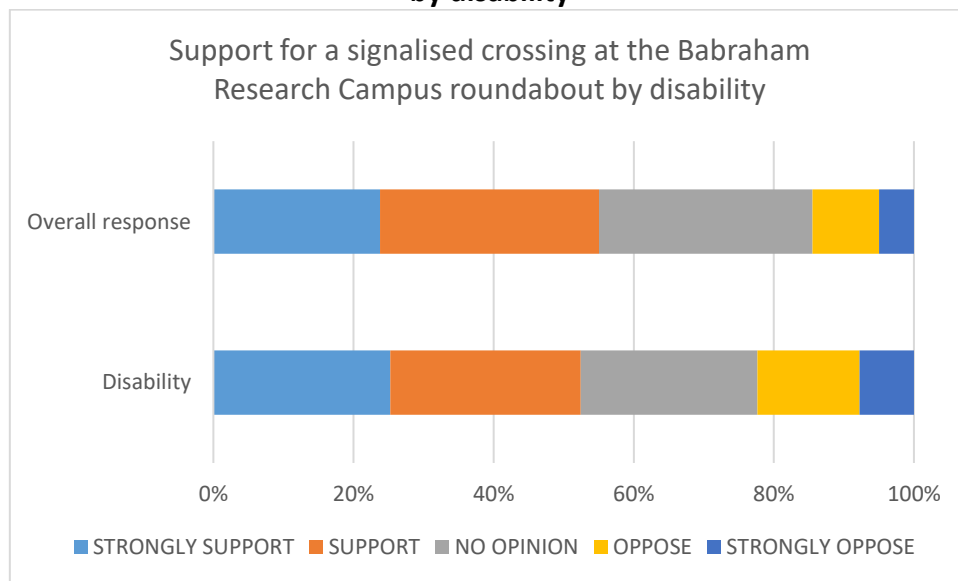
Figure 17: Support for a signalised crossing at the Babraham Research Campus roundabout by workplace destination



Respondents who indicated they had a ‘disability that influences travel decisions’ were more opposed to a signalised crossing at the Babraham Research Campus roundabout than the overall response (22.4%). However the majority of these respondents supported this element (52.4%).

Disability that influences travel decisions	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
	26 (25.2%)	28 (27.2%)	26 (25.2%)	15 (14.6%)	8 (7.8%)	103

Figure 18: Support for a signalised crossing at the Babraham Research Campus roundabout by disability



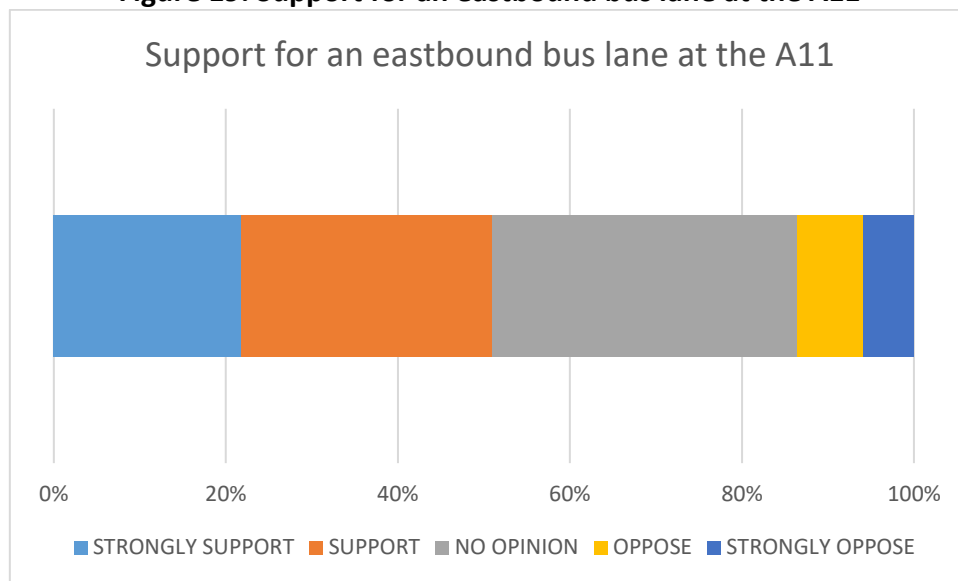
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Eastbound bus lane at A11

1643 respondents answered the question on support for an eastbound bus lane at the A11. The majority of respondents supported this element (51%). Few respondents opposed an eastbound bus lane at the A11 (13.6%) and under two fifths had 'no opinion' on this element (35.4%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
358 (21.8%)	480 (29.2%)	582 (35.4%)	126 (7.7%)	97 (5.9%)	1643

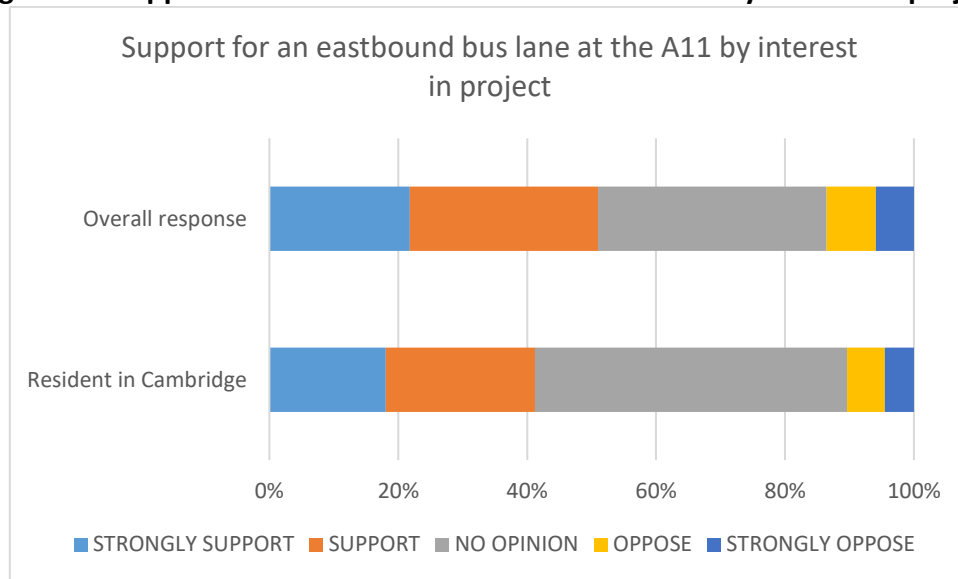
Figure 19: Support for an eastbound bus lane at the A11



More respondents who indicated they were a 'resident in Cambridge' had 'no opinion' on an eastbound bus lane at the A11 than the overall response (48.4%). As with the overall response, more of these respondents support this element (41.2%) than opposed it (10.4%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	68 (18.1%)	87 (23.1%)	182 (48.4%)	22 (5.9%)	17 (4.5%)	376

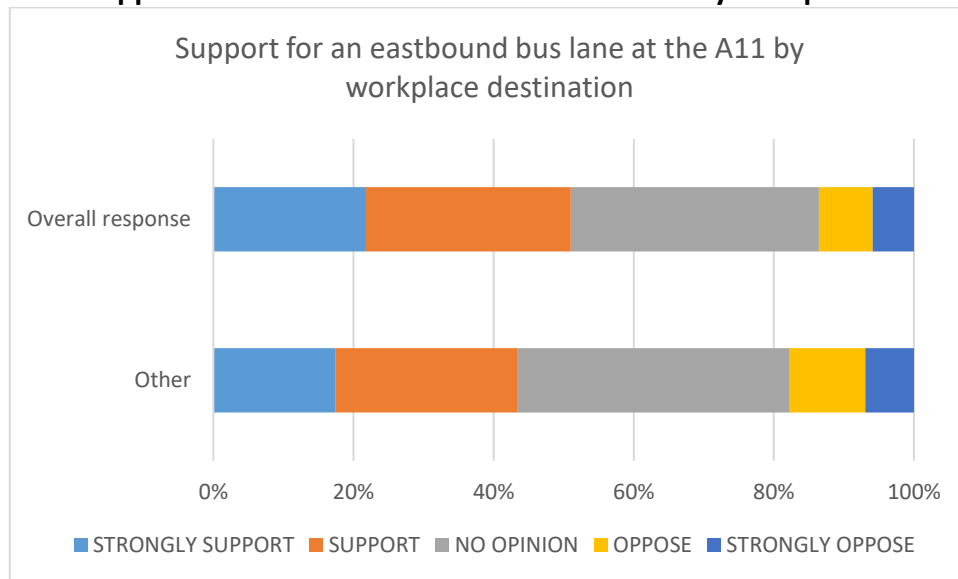
Figure 20: Support for an eastbound bus lane at the A11 by interest in project



Respondents who indicated their usual workplace destination was 'other' were less supportive of an eastbound bus lane at the A11 than the overall response (43.3%). However less than a fifth were opposed to this element (17.8%).

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Other	55 (17.4%)	82 (25.9%)	123 (38.9%)	34 (10.8%)	22 (7%)	316

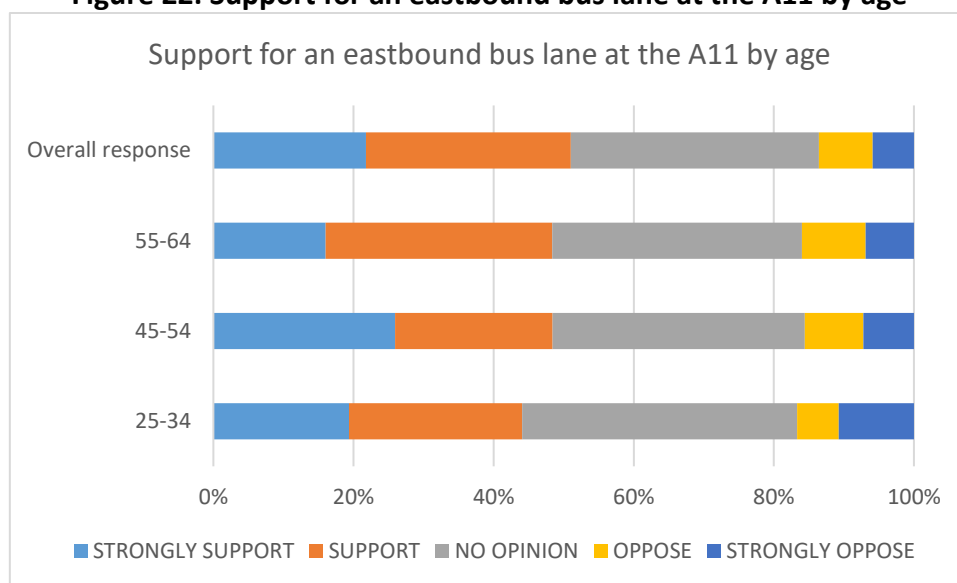
Figure 21: Support for an eastbound bus lane at the A11 by workplace destination



Respondents who indicated they were aged '25-34', '45-54' and '55-64' were less supportive of an eastbound bus lane at the A11 than the overall response. Over two fifths of those aged '25-34' (44.1%), '45-54' (48.4%) and '55-64' (48.4%) supported this element. More of these respondents supported an eastbound bus lane at the A11 than opposed this element, with 16.7% of those aged '25-34', 15.6% of those aged '45-54' and 16% of those aged '55-64' opposing it.

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
25-34	36 (19.4%)	46 (24.7%)	73 (39.2%)	11 (5.9%)	20 (10.8%)	186
45-54	90 (25.9%)	78 (22.5%)	125 (36%)	29 (8.4%)	25 (7.2%)	347
55-64	44 (16%)	89 (32.4%)	98 (35.6%)	25 (9.1%)	19 (6.9%)	275

Figure 22: Support for an eastbound bus lane at the A11 by age



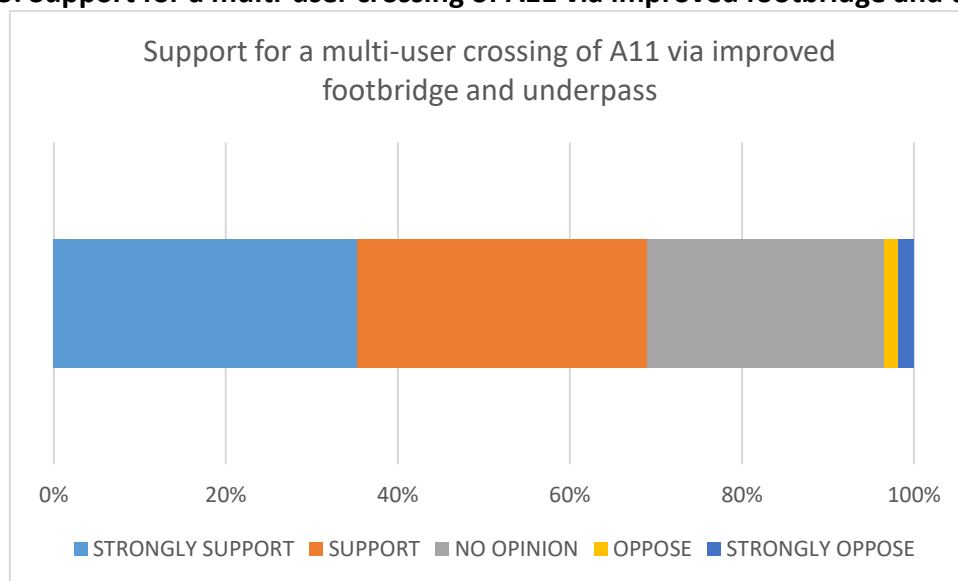
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Multi-user crossing of A11 via improved footbridge & underpass

1648 respondents answered the question on support for the multi-user crossing of A11 via improved footbridge and underpass. The majority of respondents supported this element (69%). Few respondents opposed a multi-user crossing of A11 via improved footbridge and underpass (3.4%) and over a quarter of respondent had 'no opinion' on this element (27.6%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
581 (35.3%)	556 (33.7%)	455 (27.6%)	27 (1.6%)	29 (1.8%)	1648

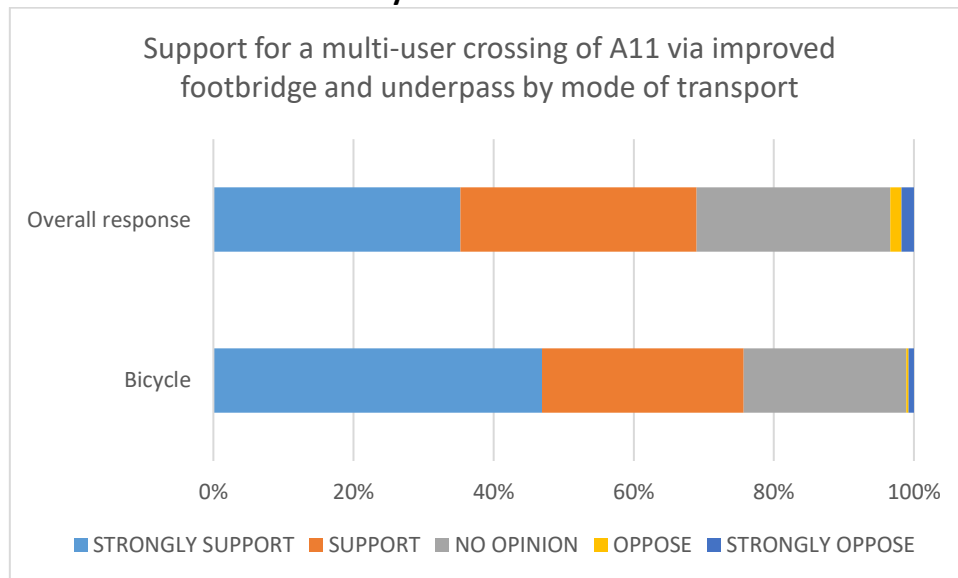
Figure 23: Support for a multi-user crossing of A11 via improved footbridge and underpass



Respondents who indicated they usually travel by 'bicycle' were more supportive of a multi-user crossing of A11 via improved footbridge and underpass than the overall response (75.7%).

Usual mode of travel	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Bicycle	305 (46.9%)	187 (28.8%)	151 (23.2%)	2 (0.3%)	5 (0.8%)	650

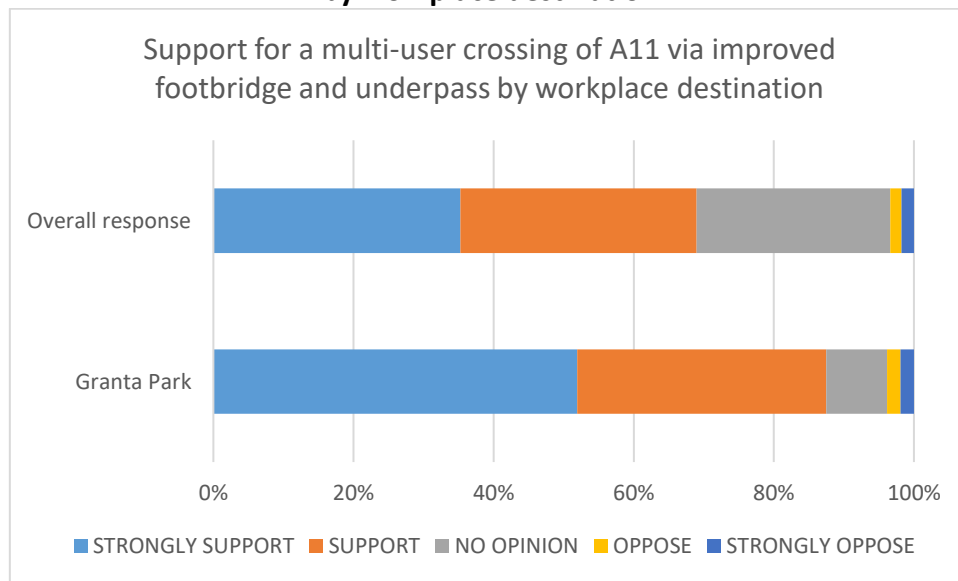
Figure 24: Support for a multi-user crossing of A11 via improved footbridge and underpass by mode of travel



Respondents who indicated their usual workplace destination was 'Granta Park' were more supportive of a multi-user crossing of A11 via improved footbridge and underpass than the overall response (87.5%). Fewer of these respondents had 'no opinion' on this element than the overall response (8.7%).

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Granta Park	54 (51.9%)	37 (35.6%)	9 (8.7%)	2 (1.9%)	2 (1.9%)	104

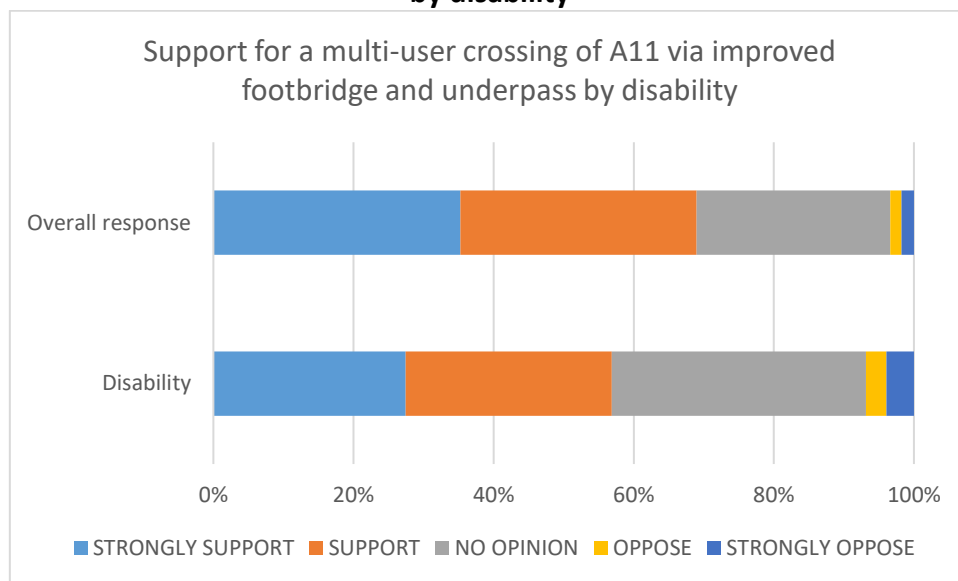
Figure 25: Support for a multi-user crossing of A11 via improved footbridge and underpass by workplace destination



Respondents who indicated they had a ‘disability that influences travel decisions’ were less supportive of a multi-user crossing of A11 via improved footbridge and underpass than the overall response, although the majority were supportive of this element (56.9%). However more of these respondents also had ‘no opinion’ on this element than the overall response (36.3%).

Disability that influences travel decisions	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
	28 (27.5%)	30 (29.4%)	37 (36.3%)	3 (2.9%)	4 (3.9%)	

Figure 26: Support for a multi-user crossing of A11 via improved footbridge and underpass by disability



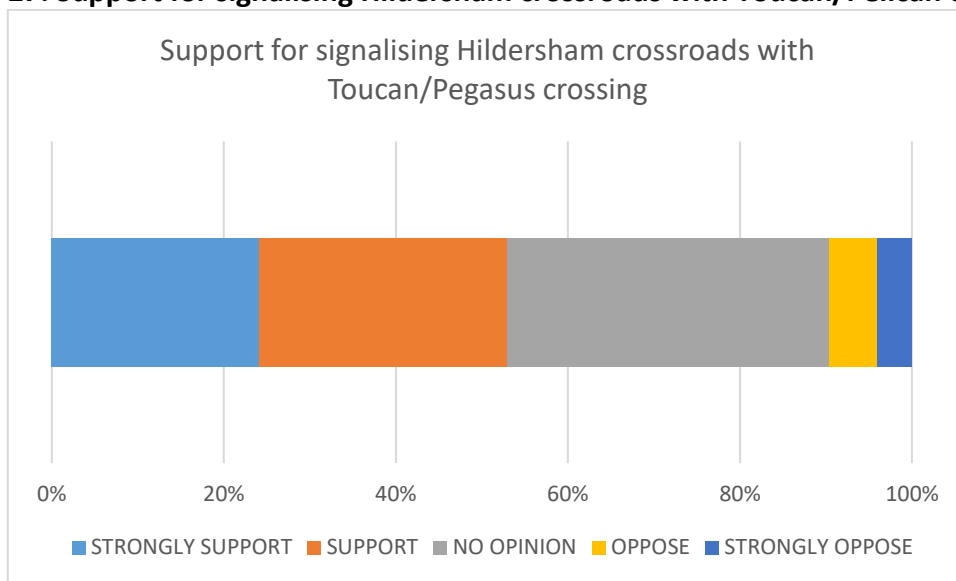
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Signalise Hildersham crossroads with Toucan/Pegasus crossing

1649 respondents answered the question on support for signalising Hildersham crossroads with Toucan/Pegasus crossing. The majority of respondents supported this element (53%). Few respondents opposed signalising Hildersham crossroads with Toucan/Pegasus crossing (9.6%) and under two fifths had 'no opinion' on this element (37.4%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
397 (24.1%)	477 (28.9%)	616 (37.4%)	93 (5.6%)	66 (4%)	1649

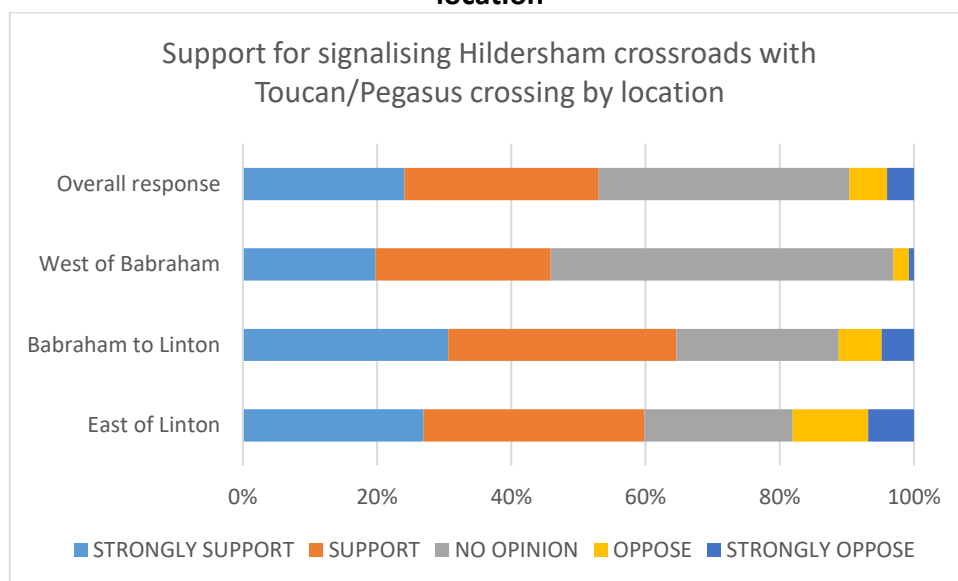
Figure 27: Support for signalising Hildersham crossroads with Toucan/Pelican crossing



Although the majority of respondents who were located ‘east of Linton’ supported signalling Hildersham crossroads with Toucan/Pelican crossing (59.8%), nearly a fifth of people from this group of respondents opposed this element (18%), more than when compared to all responses. Respondents who were located from ‘Babraham to Linton’ were more supportive of this element than the overall response (64.6%). More respondents who were located ‘west of Babraham’ indicated they had ‘no opinion’ than the overall response (51.1%), resulting in less being supportive (45.9%) to this element compared to the overall response.

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	67 (26.9%)	82 (32.9%)	55 (22.1%)	28 (11.2%)	17 (6.8%)	249
Babraham to Linton	153 (30.6%)	170 (34%)	121 (24.2%)	32 (6.4%)	24 (4.8%)	500
West of Babraham	103 (19.8%)	136 (26.1%)	266 (51.1%)	12 (2.3%)	4 (0.8%)	521

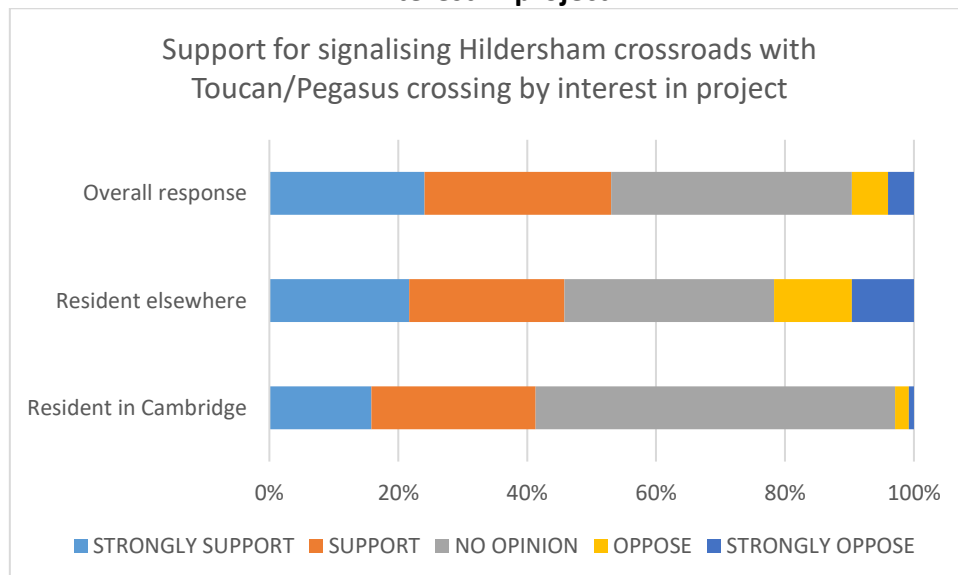
Figure 28: Support for signalling Hildersham crossroads with Toucan/Pelican crossing by location



Respondents who indicated they were a 'resident in Cambridge' or a 'resident elsewhere' were less supportive than the overall response, over two fifths of those who indicated they were a 'resident in Cambridge' (41.3%) and a 'resident elsewhere' (45.8%). However more of these respondents supported this element. Over a fifth (21.6%) of those who indicated they were 'residents elsewhere' were opposed to this element, more than the overall response. Fewer respondents who indicated they were a 'resident in Cambridge' were opposed to this element than the overall response (2.9%) but over half had 'no opinion' (55.8%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	59 (15.8%)	95 (25.5%)	208 (55.8%)	8 (2.1%)	3 (0.8%)	373
Resident elsewhere	36 (21.7%)	40 (24.1%)	54 (32.5%)	20 (12%)	16 (9.6%)	166

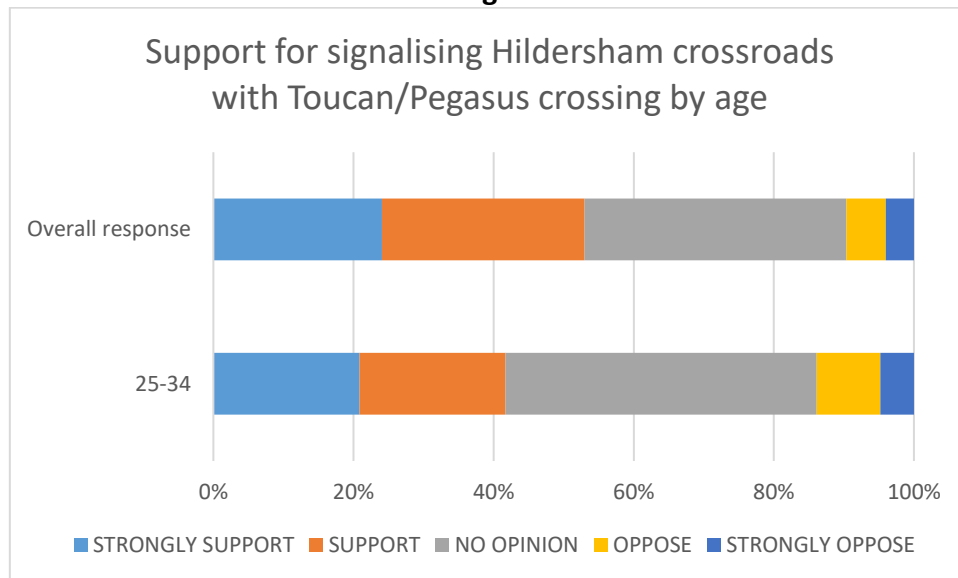
Figure 29: Support for signalling Hildersham crossroads with Toucan/Pelican crossing by interest in project



Respondents who indicated they were aged '25-34' were less supportive of signalling Hildersham crossroads with Toucan/Pegasus crossing than the overall response (41.8%). However few of these respondents opposed this element (13.9%).

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
25-34	39 (20.9%)	39 (20.9%)	83 (44.4%)	17 (9.1%)	9 (4.8%)	187

Figure 30: Support for signalling Hildersham crossroads with Toucan/Pelican crossing by age



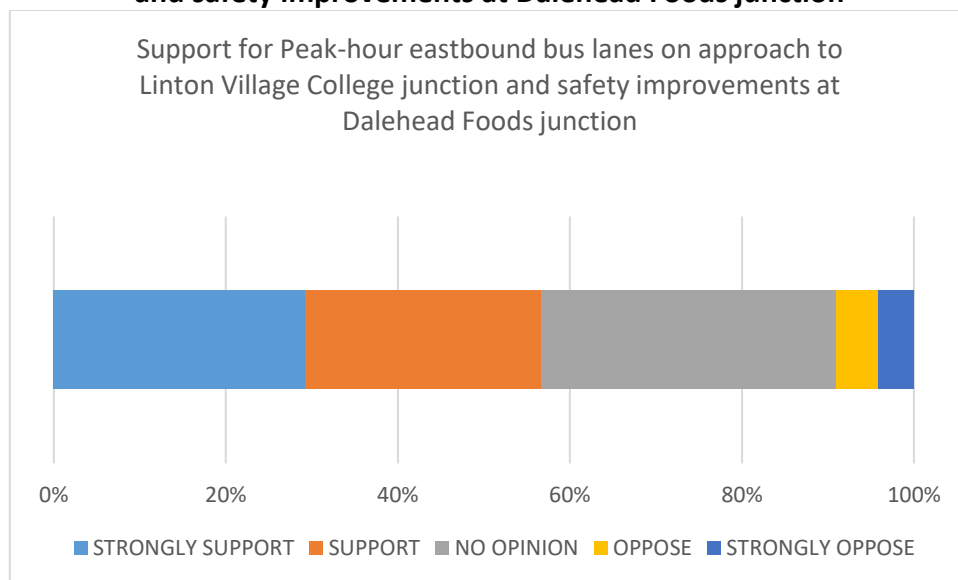
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction

1666 respondents answered the question on support for peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction. The majority of respondents were supportive of this element (56.6%). Few respondents were opposed to this (9%) and under two fifths had 'no opinion' on this element (34.4%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
487 (29.2%)	456 (27.4%)	573 (34.4%)	82 (4.9%)	68 (4.1%)	1666

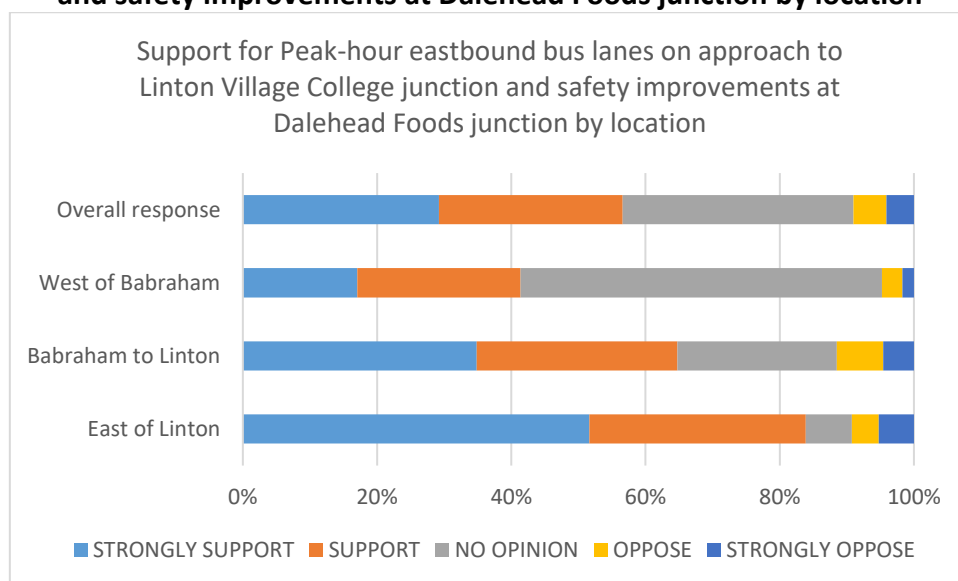
Figure 31: Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction



Respondents who were located 'east of Linton' and from 'Babraham to Linton' were more supportive of this element than the overall response. Over four fifths of respondents 'east of Linton' (83.9%) and over three fifths of respondents from 'Babraham to Linton' (64.8%) supported this element. Less of these respondents had 'no opinion' on this element, 6.9% of those 'east of Linton' and nearly a quarter of respondents from 'Babraham to Linton' (23.8%). More respondents who were located 'west of Babraham' had 'no opinion' on this element (53.9%) than the overall response, resulting in lower support and opposition to it. However more of this respondents supported this element (41.4%) than opposed it (4.7%).

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	128 (51.6%)	80 (32.3%)	17 (6.9%)	10 (4%)	13 (5.2%)	248
Babraham to Linton	176 (34.9%)	151 (29.9%)	120 (23.8%)	35 (6.9%)	23 (4.6%)	505
West of Babraham	90 (17.1%)	128 (24.3%)	284 (53.9%)	16 (3%)	9 (1.7%)	527

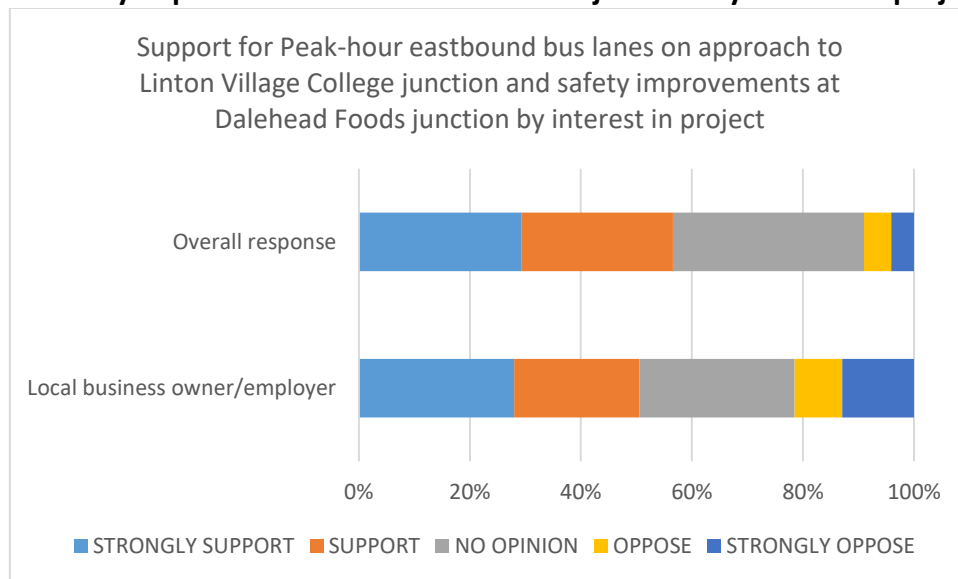
Figure 32: Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction by location



Respondents who indicated they were a 'local business owner/employer' were more opposed to this element than the overall response (21.5%). However the majority of these respondents supported this (50.6%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Local business owner/employer	26 (28%)	21 (22.6%)	26 (28%)	8 (8.6%)	12 (12.9%)	93

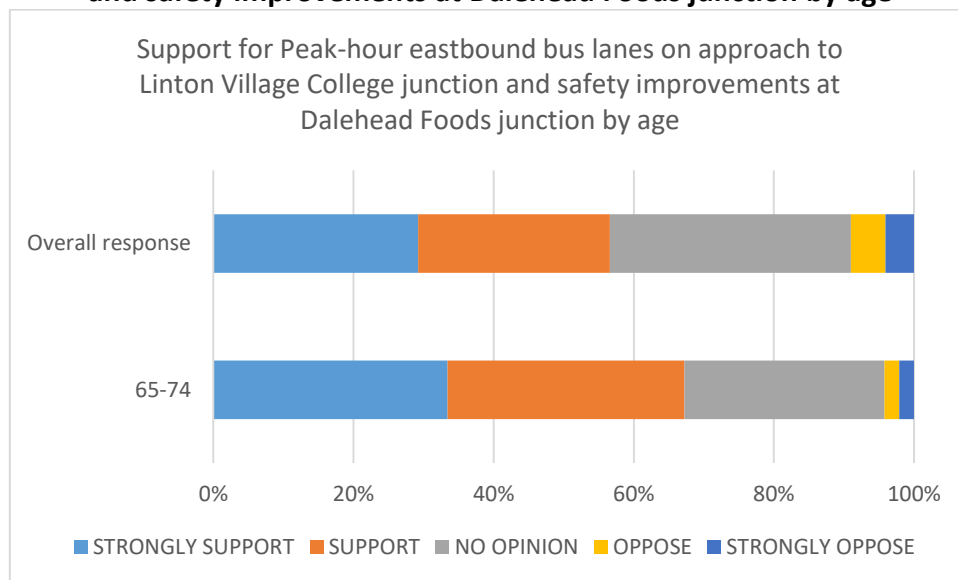
Figure 33: Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction by interest in project



Respondents who indicated they were aged '65-74' were more supportive (67.2%) of this element.

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
65-74	96 (33.4%)	97 (33.8%)	82 (28.6%)	6 (2.1%)	6 (2.1%)	287

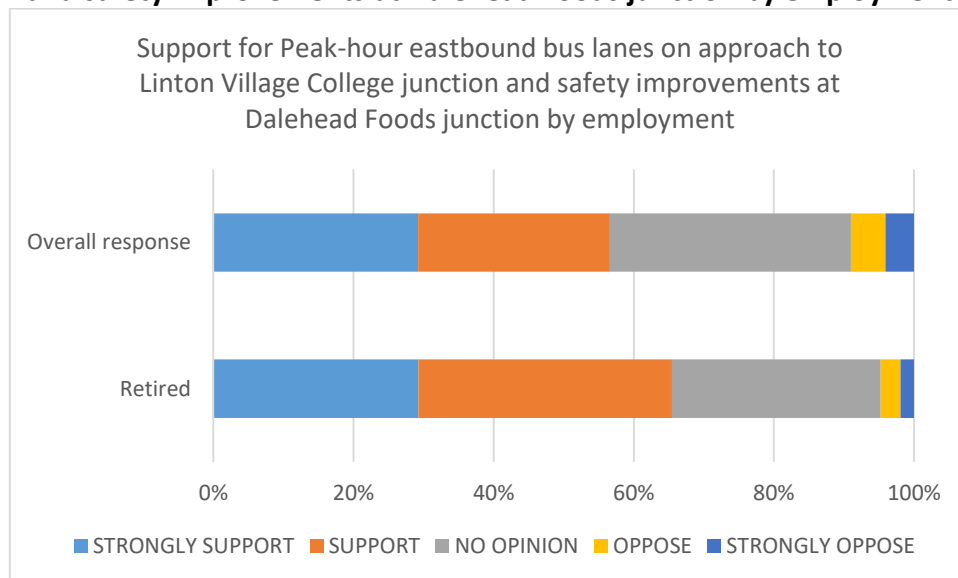
Figure 34: Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction by age



Respondents who indicated they were ‘retired’ were more supportive of this element than the overall response (65.5%).

Employment status	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Retired	123 (29.3%)	152 (36.2%)	125 (29.8%)	12 (2.9%)	8 (1.9%)	420

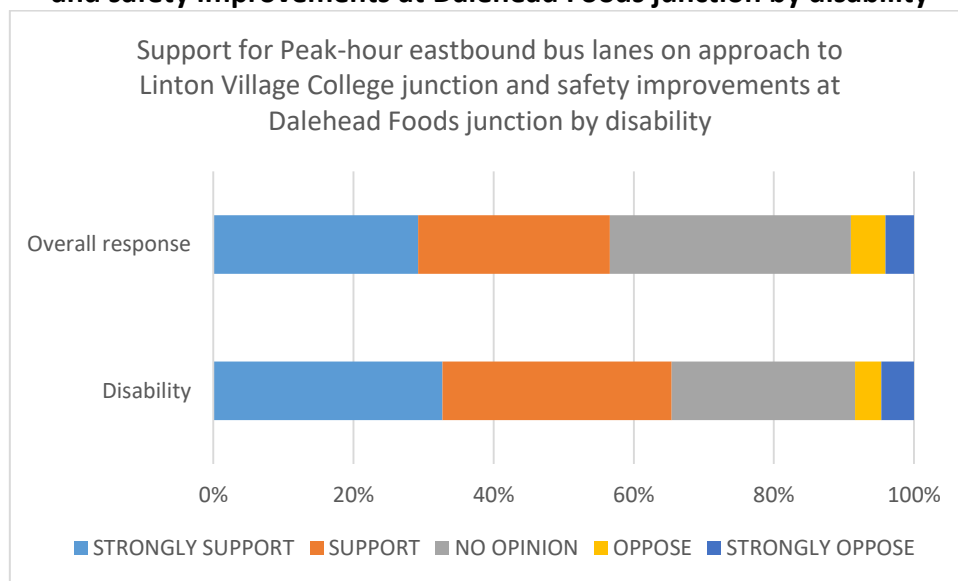
Figure 35: Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction by employment



Respondents who indicated they had a ‘disability that influences travel decisions’ were more supportive (65.4%) of this element and less had ‘no opinion’ (26.2%) than the overall response.

Disability that influences travel decisions	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
	35 (32.7%)	35 (32.7%)	28 (26.2%)	4 (3.7%)	5 (4.7%)	107

Figure 36: Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction by disability



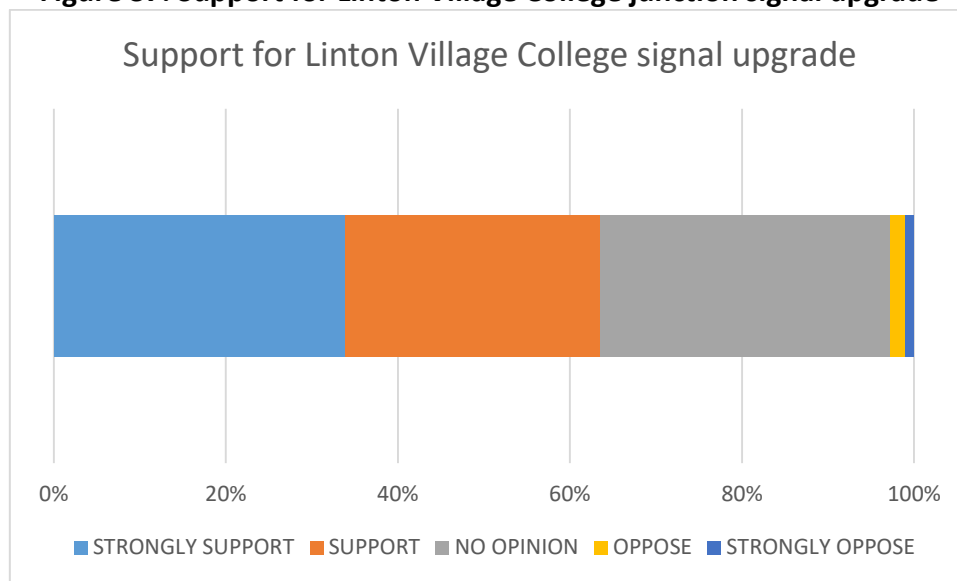
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Linton Village College junction signal upgrade

1668 respondents answered the question on support for the Linton Village College junction signal upgrade. The majority of respondents supported this element (63.5%). Few respondents opposed the Linton Village College junction signal upgrade (2.8%) and over a quarter of respondents had 'no opinion' on this element (33.8%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
566 (33.9%)	493 (29.6%)	563 (33.8%)	30 (1.8%)	16 (1%)	1668

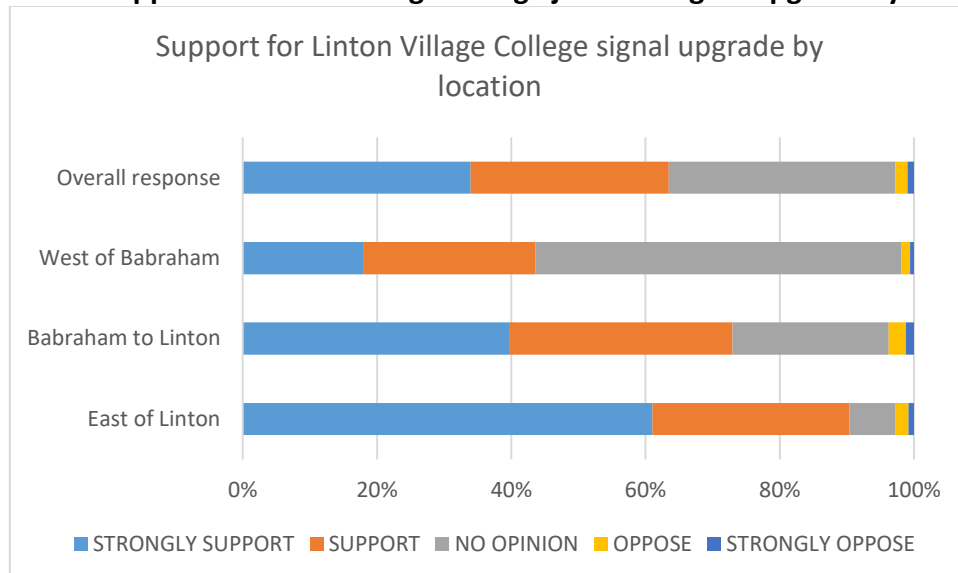
Figure 37: Support for Linton Village College junction signal upgrade



Respondents who were located 'east of Linton' and from 'Babraham to Linton' were more supportive of the Linton Village College signal upgrade than the overall response. 90.3% of respondents from 'east of Linton' and nearly three quarters of respondents from 'Babraham to Linton' (72.9%) supported this element.

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	152 (61%)	73 (29.3%)	17 (6.8%)	5 (2%)	2 (0.8%)	249
Babraham to Linton	201 (39.6%)	169 (33.3%)	118 (23.3%)	13 (2.6%)	6 (1.2%)	507
West of Babraham	94 (17.9%)	135 (25.7%)	286 (54.5%)	7 (1.3%)	3 (0.6%)	525

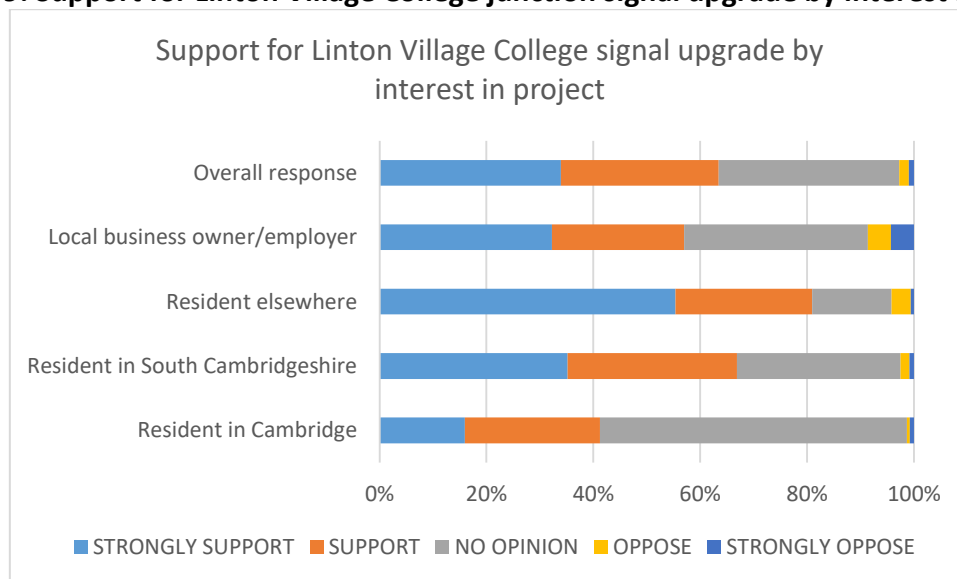
Figure 38: Support for Linton Village College junction signal upgrade by location



Respondents who indicated they were a 'resident in South Cambridgeshire' and a 'resident elsewhere' were more supportive of this element than the overall response. Over three fifths of respondents who indicated they were a 'resident in South Cambridgeshire' (66.9%) and over three quarters of respondents who indicated they were a 'resident elsewhere' (81%) supported this element. More respondents who indicated they were a 'resident in Cambridge' had 'no opinion' on this element (57.4%) than the overall response and so were less supportive (41.3%) and less opposed (1.3%). Respondents who indicated they were a 'local business owner/employer' were more opposed to this element than the overall response (8.6%), however the majority of these respondents were supportive (57%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	60 (16%)	95 (25.3%)	216 (57.4%)	2 (0.5%)	3 (0.8%)	376
Resident in South Cambridgeshire	375 (35.2%)	338 (31.7%)	326 (30.6%)	18 (1.7%)	9 (0.8%)	1066
Resident elsewhere	93 (55.4%)	43 (25.6%)	25 (14.9%)	6 (3.6%)	1 (0.6%)	168
Local business owner/employer	30 (32.3%)	23 (24.7%)	32 (34.4%)	4 (4.3%)	4 (4.3%)	93

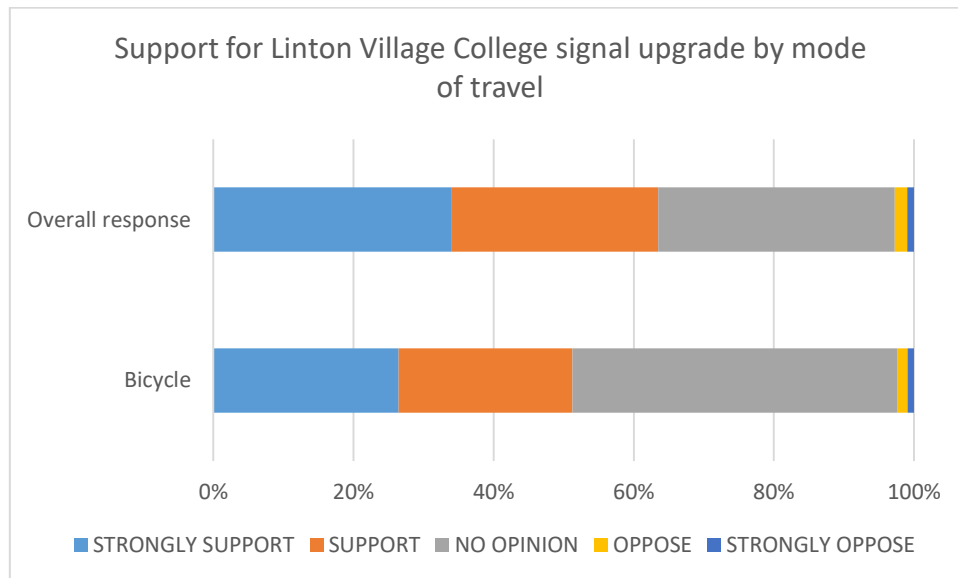
Figure 39: Support for Linton Village College junction signal upgrade by interest in project



More respondents who indicated they usually travel by 'bicycle' indicated they had 'no opinion' on this element than the overall response. However the majority of these respondents supported this element (51.3%).

Usual mode of travel	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Bicycle	172 (26.5%)	161 (24.8%)	302 (46.5%)	9 (1.4%)	6 (0.9%)	650

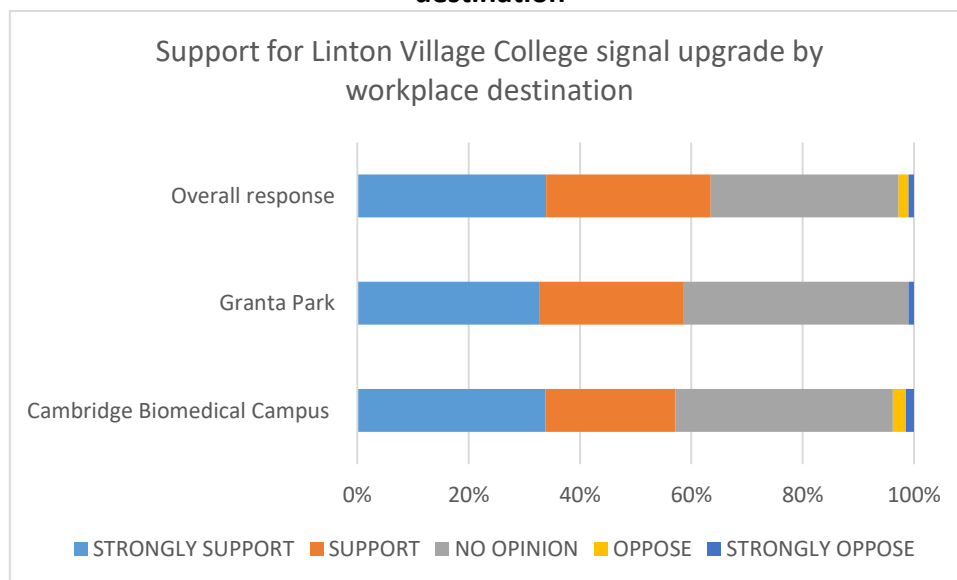
Figure 40: Support for Linton Village College junction signal upgrade by mode of travel



Respondents who indicated their usual workplace destination was the 'Cambridge Biomedical Campus (including Addenbrooke's Hospital) and 'Granta Park' were less supportive of this element than the overall response. However the majority of these respondents were supportive of it, with over half of respondents who indicated their usual workplace destination was the 'Cambridge Biomedical Campus' (57.1%) and 'Granta Park' (58.7%) supporting this element.

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Cambridge Biomedical Campus	71 (33.8%)	49 (23.3%)	82 (39%)	5 (2.4%)	3 (1.4%)	210
Granta Park	34 (32.7%)	27 (26%)	42 (40.4%)	0 (0%)	1 (1%)	104

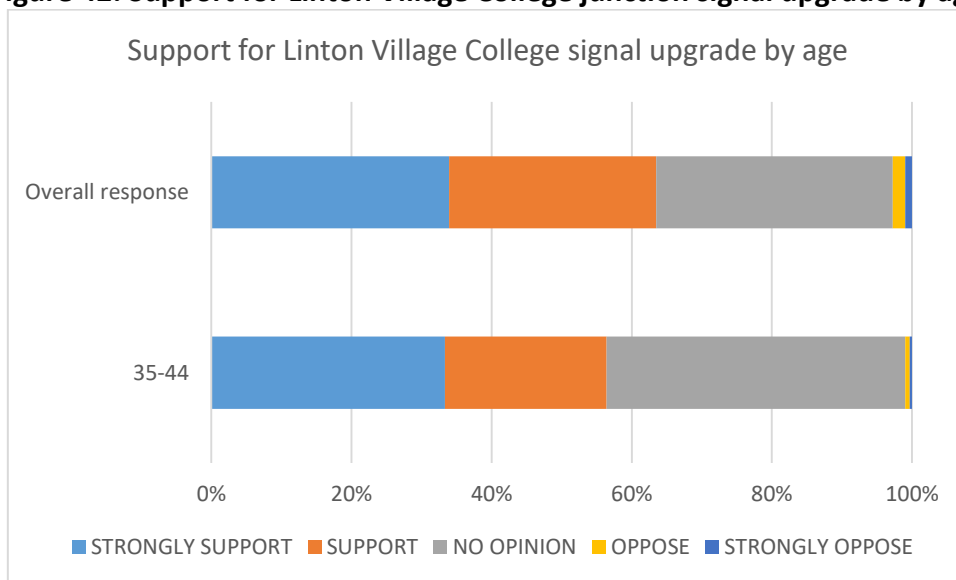
Figure 41: Support for Linton Village College junction signal upgrade by workplace destination



More respondents who indicated they were aged '35-44' had 'no opinion' on this element than the overall response (42.6%) and so were less supportive (56.4%) and less opposed (0.9%).

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
35-44	104 (33.3%)	72 (23.1%)	133 (42.6%)	2 (0.6%)	1 (0.3%)	312

Figure 42: Support for Linton Village College junction signal upgrade by age

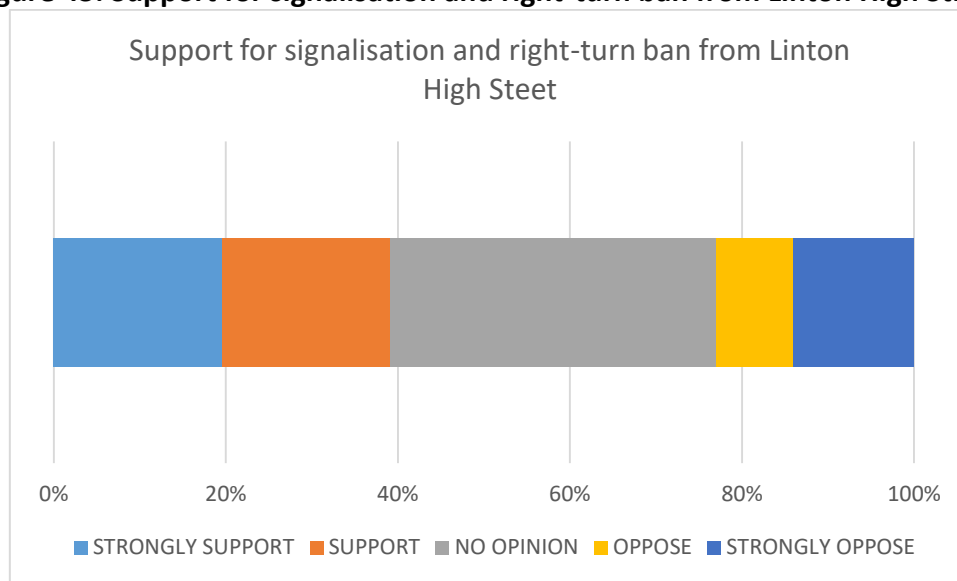


Signalisation and right-turn ban (except buses) from Linton High Street

1664 respondents answered the question on support for the signalisation and right-turn ban (except buses) from Linton High Street. Nearly two fifths of respondents supported this element (39.1%) but nearly as many had 'no opinion' (38%). Over a fifth opposed this element (23%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
327 (19.7%)	323 (19.4%)	632 (38%)	148 (8.9%)	234 (14.1%)	1664

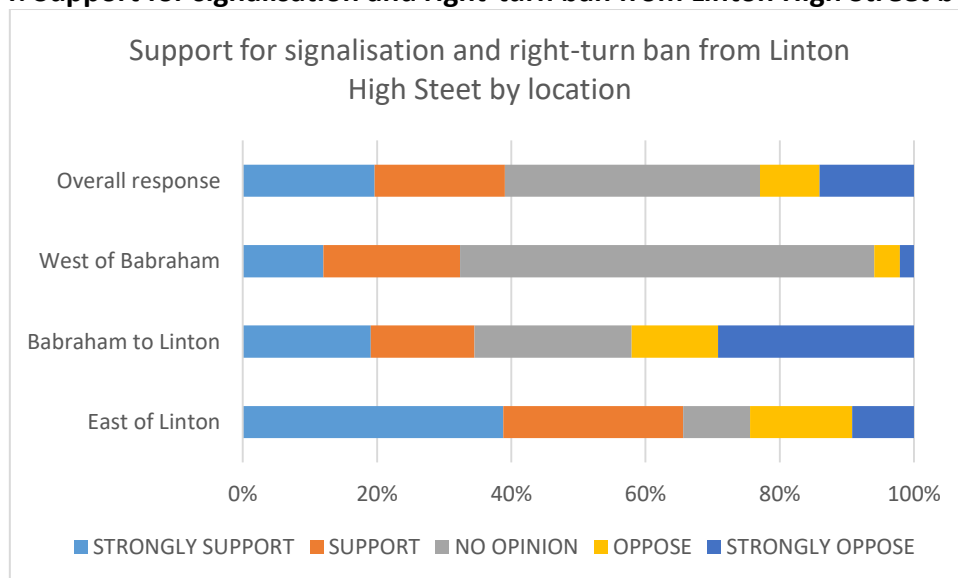
Figure 43: Support for signalisation and right-turn ban from Linton High Street



Respondents who were located 'east of Linton' were more supportive of this element than the overall response (65.6%). Respondents who were located from 'Babraham to Linton' were more opposed to this element (42.1%) than they were supportive (34.5%). More respondents who were located 'west of Babraham' had 'no opinion' on this element (61.7%) than the overall response, so were also less supportive (32.4%) and less opposed (5.9%) however there was a larger difference than the overall response.

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	97 (38.8%)	67 (26.8%)	25 (10%)	38 (15.2%)	23 (9.2%)	250
Babraham to Linton	96 (19%)	78 (15.5%)	118 (23.4%)	65 (12.9%)	147 (29.2%)	504
West of Babraham	63 (12%)	107 (20.4%)	324 (61.7%)	20 (3.8%)	11 (2.1%)	525

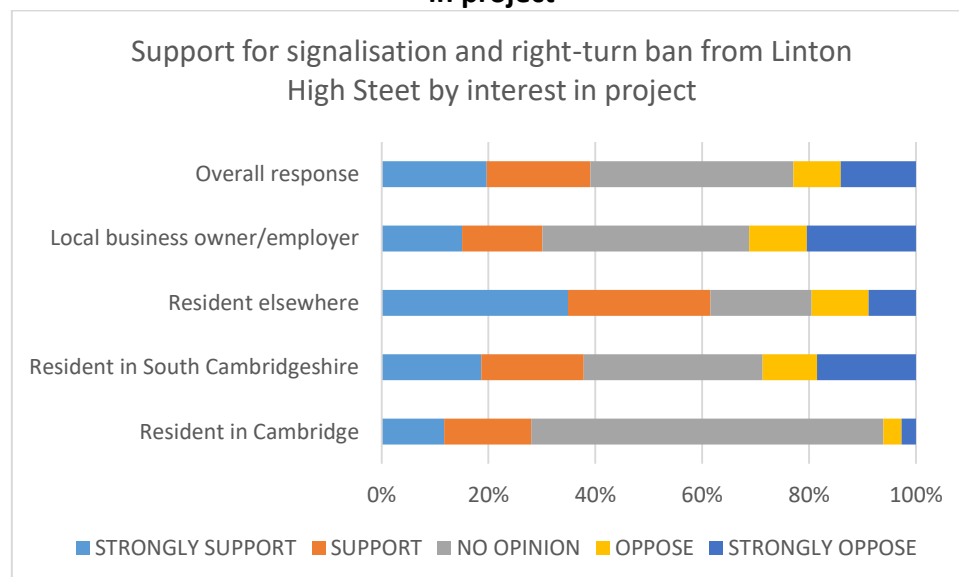
Figure 44: Support for signalisation and right-turn ban from Linton High Street by location



More respondents who indicated they were a 'resident in Cambridge' had 'no opinion' on the signalisation and right-turn ban (except buses) from Linton High Street than the overall response (65.9%). This resulted in less support (28%) and opposition (6.2%) to this element. Respondents who indicated they were a 'resident in South Cambridgeshire' and a 'local business owner/employer' were more opposed to this element than the overall response. Over a quarter of those who indicated they were a 'resident in South Cambridgeshire' (28.7%) opposed this element however nearly two fifths supported it (37.8%). Over a quarter of respondents who indicated they were a 'local business owner/employer' opposed this element (37.8%) and less of these respondents supported it (30.2%). Respondents who indicated they were a 'resident elsewhere' were more supportive of this element than the overall response (61.5%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	44 (11.7%)	61 (16.3%)	247 (65.9%)	13 (3.5%)	10 (2.7%)	375
Resident in South Cambridgeshire	198 (18.6%)	204 (19.2%)	356 (33.5%)	108 (10.2%)	197 (18.5%)	1063
Resident elsewhere	59 (34.9%)	45 (26.6%)	32 (18.9%)	18 (10.7%)	15 (8.9%)	169
Local business owner/employer	14 (15.1%)	14 (15.1%)	36 (38.7%)	10 (10.8%)	19 (20.4%)	93

Figure 45: Support for signalisation and right-turn ban from Linton High Street by interest in project



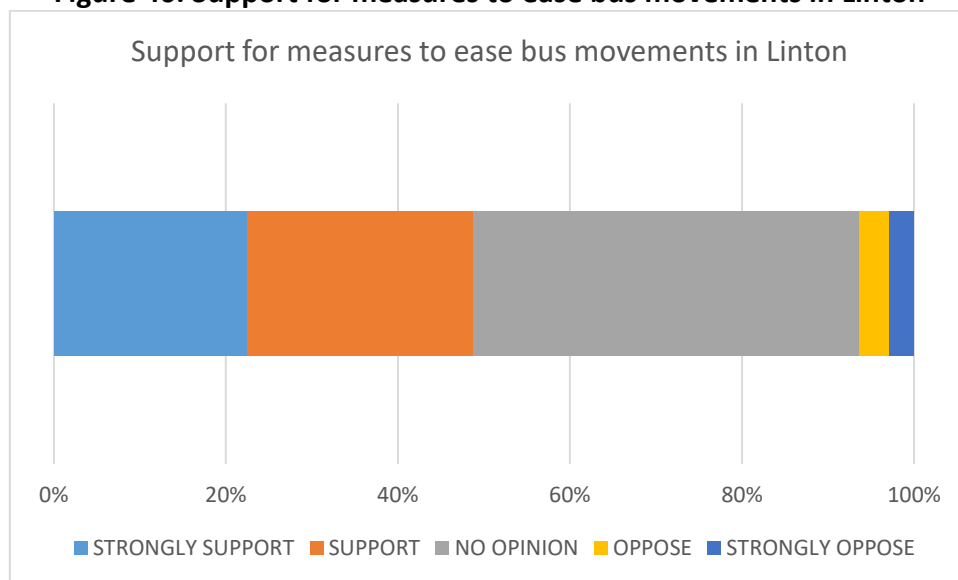
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Measures to ease bus movements in Linton

1658 respondents answered the question on support for measures to ease bus movements in Linton. Nearly half of respondents supported this element (48.8%) however nearly as many respondents had 'no opinion' (44.9%). Few respondents opposed this element (6.4%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
373 (22.5%)	436 (26.3%)	744 (44.9%)	59 (3.6%)	46 (2.8%)	1658

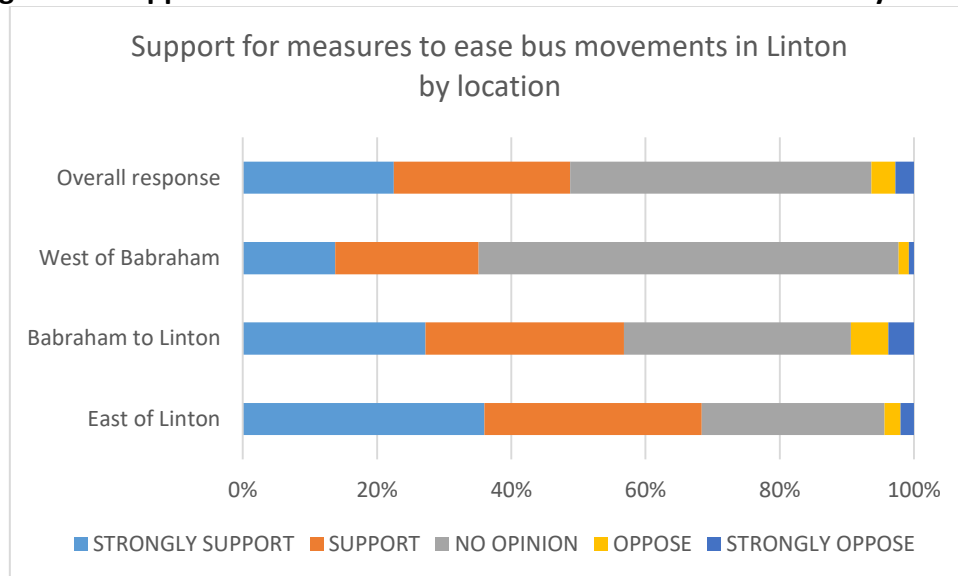
Figure 46: Support for measures to ease bus movements in Linton



The majority of respondents 'east of Linton' and from 'Babraham to Linton' supported this element, with 68.4% of respondents 'east of Linton' and over half of respondents from 'Babraham to Linton' (56.8%) supporting measures to ease bus movements in Linton. The majority of respondents 'West of Babraham' had 'no opinion' on this element (62.6%), however more of these respondents supported this element (35.1%) than opposed it (2.3%).

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	90 (36%)	81 (32.4%)	68 (27.2%)	6 (2.4%)	5 (2%)	250
Babraham to Linton	136 (27.2%)	148 (29.6%)	169 (33.8%)	28 (5.6%)	19 (3.8%)	500
West of Babraham	72 (13.7%)	112 (21.4%)	328 (62.6%)	8 (1.5%)	4 (0.8%)	524

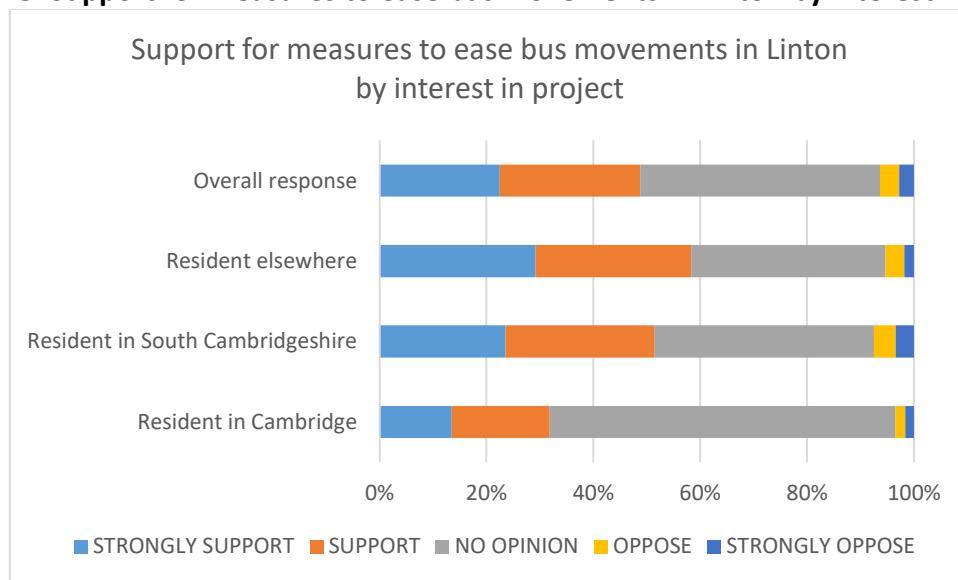
Figure 47: Support for measures to ease bus movements in Linton by location



More respondents who indicated they were a 'resident in Cambridge' had 'no opinion' on this element (64.7%), so were also less supportive (31.8%) and less opposed (3.5%). The majority of respondents who indicated they were a 'resident in South Cambridgeshire' (51.5%) and a 'resident elsewhere' (58.4%) supported this element.

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	51 (13.5%)	69 (18.3%)	244 (64.7%)	7 (1.9%)	6 (1.6%)	377
Resident in South Cambridgeshire	249 (23.6%)	295 (27.9%)	434 (41.1%)	43 (4.1%)	36 (3.4%)	1057
Resident elsewhere	49 (29.2%)	49 (29.2%)	61 (36.3%)	6 (3.6%)	3 (1.8%)	168

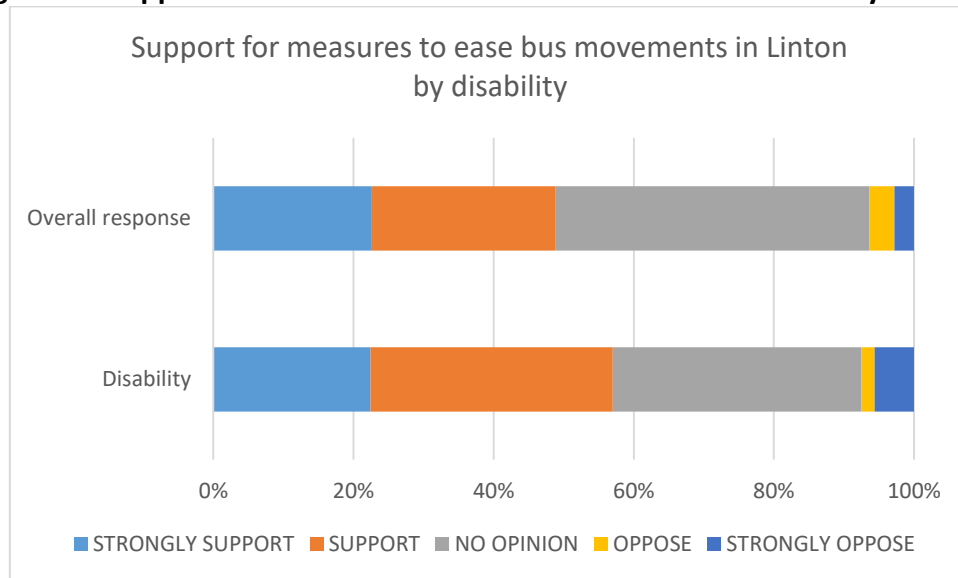
Figure 48: Support for measures to ease bus movements in Linton by interest in project



The majority of respondents who indicated they have a 'disability that influences travel decisions' supported measures to ease bus movements in Linton (57%).

Disability that influences travel decisions	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
	24 (22.4%)	37 (34.6%)	38 (35.5%)	2 (1.9%)	6 (5.6%)	

Figure 49: Support for measures to ease bus movements in Linton by disability



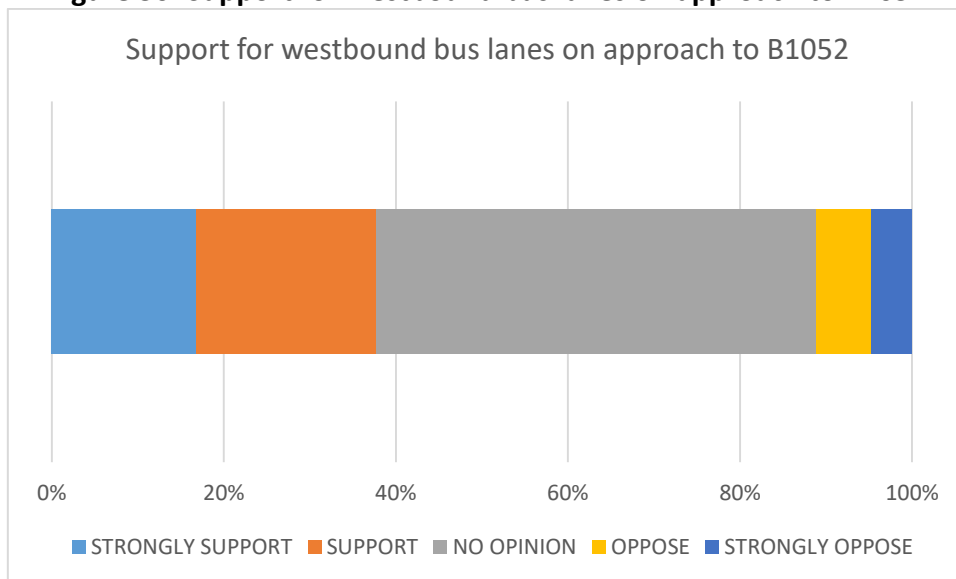
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Westbound bus lanes on approach to B1052

1613 respondents answered the question on support for westbound bus lanes on approach to B1052. The majority of respondents indicated they had 'no opinion' on this element (51.2%). More respondents supported westbound bus lanes on approach to B1052 than opposed, with nearly two fifths supporting this element (37.7%) and few respondents opposing it (11.1%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
272 (16.9%)	336 (20.8%)	826 (51.2%)	102 (6.3%)	77 (4.8%)	1613

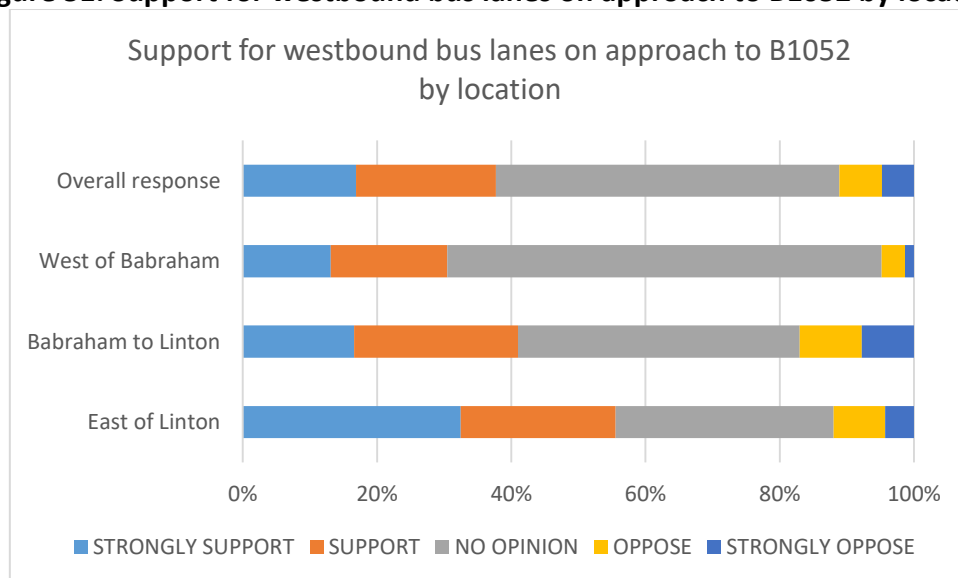
Figure 50: Support for westbound bus lanes on approach to B1052



The majority of respondents from 'east of Linton' supported westbound bus lanes on the approach to the B1052 (55.6%). More respondents from 'Babraham to Linton' opposed this element than the overall response (17%), however more of these respondents supported it (41%). More respondents from 'west of Babraham' had 'no opinion' on this element than the overall response (64.7%), so fewer of these respondents supported (30.4%) and opposed it (4.8%).

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	76 (32.5%)	54 (23.1%)	76 (32.5%)	18 (7.7%)	10 (4.3%)	234
Babraham to Linton	81 (16.6%)	119 (24.4%)	205 (42%)	45 (9.2%)	38 (7.8%)	488
West of Babraham	68 (13.1%)	90 (17.3%)	336 (64.7%)	18 (3.5%)	7 (1.3%)	519

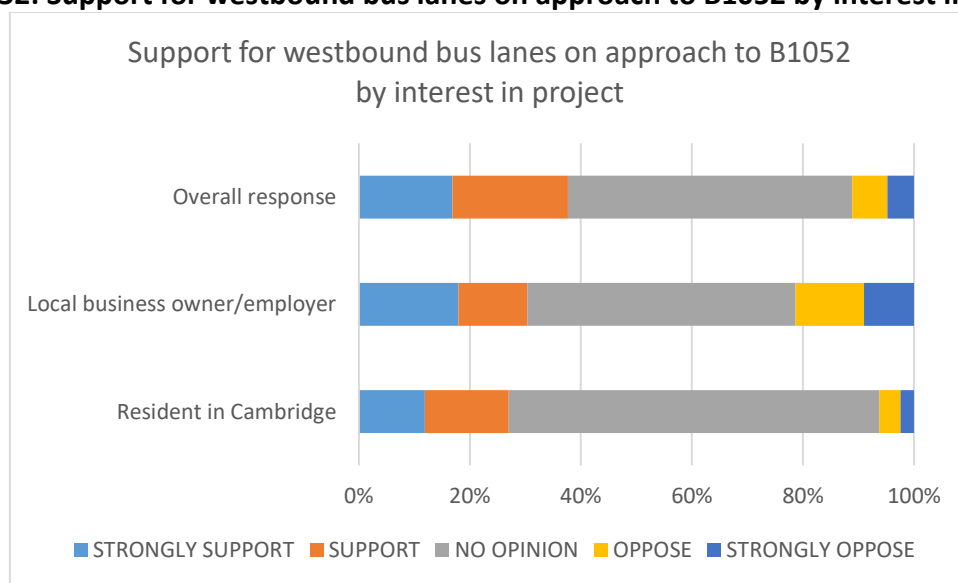
Figure 51: Support for westbound bus lanes on approach to B1052 by location



More respondents who indicated they were a 'resident in Cambridge' had 'no opinion' on this element than the overall response (66.8%), so fewer of these respondents supported (27%) and opposed it (6.2%). More respondents who indicated they were a 'local business owner/employer' opposed this element than the overall response (21.4%), however more of these respondents supported it (30.4%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	44 (11.9%)	56 (15.1%)	247 (66.8%)	14 (3.8%)	9 (2.4%)	370
Local business owner/employer	16 (18%)	11 (12.4%)	43 (48.3%)	11 (12.4%)	8 (9%)	89

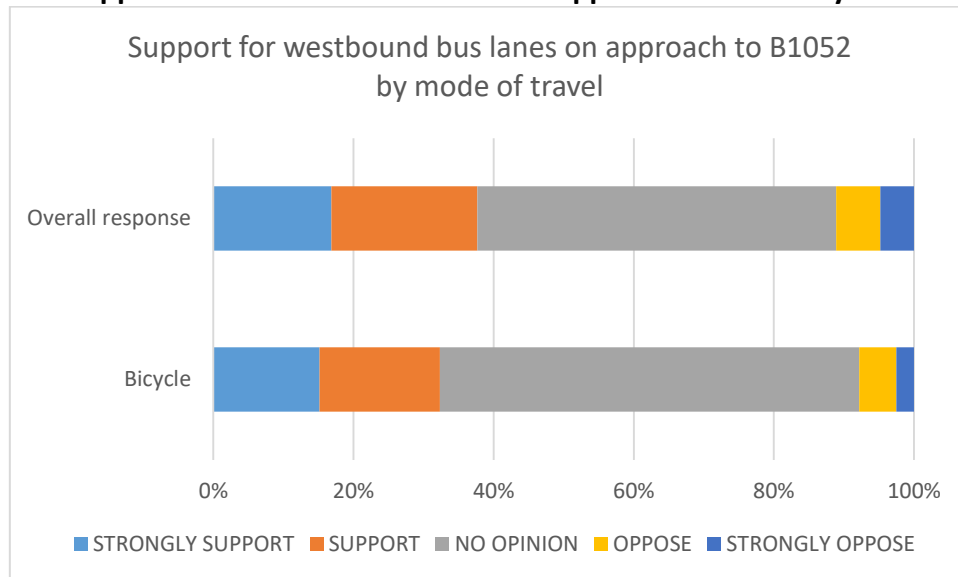
Figure 52: Support for westbound bus lanes on approach to B1052 by interest in project



More respondents who indicated they usually travel by 'bicycle' had 'no opinion' on this element (59.8%) than the overall response, so fewer respondents supported (32.4%) and opposed it (7.8%).

Usual mode of travel	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Bicycle	97 (15.2%)	110 (17.2%)	383 (59.8%)	34 (5.3%)	16 (2.5%)	640

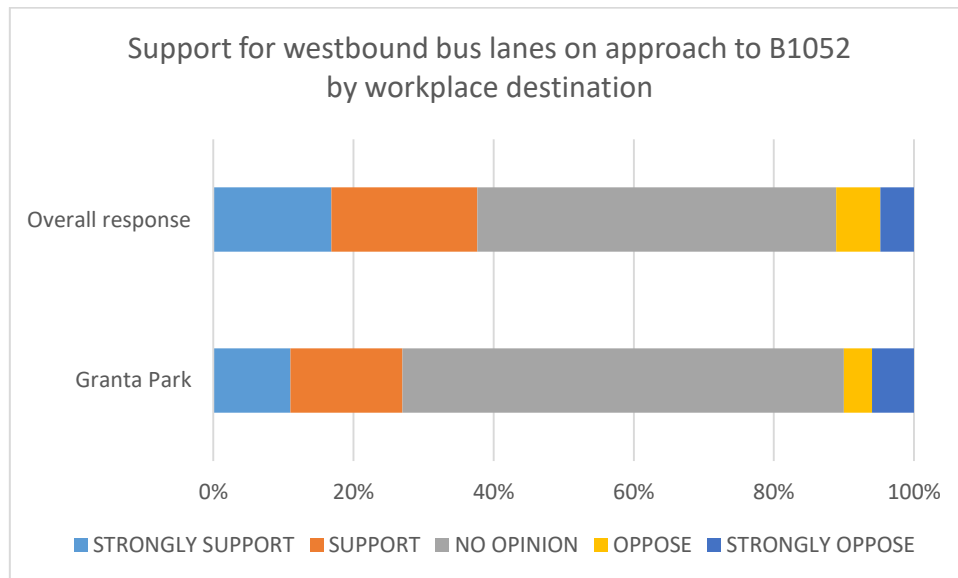
Figure 53: Support for westbound bus lanes on approach to B1052 by mode of travel



More respondents who indicated their usual workplace destination was 'Granta Park' had 'no opinion' on this element (63%) than the overall response, so fewer of these respondents supported (27%) and opposed it (10%).

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Granta Park	11 (11%)	16 (16%)	63 (63%)	4 (4%)	6 (6%)	100

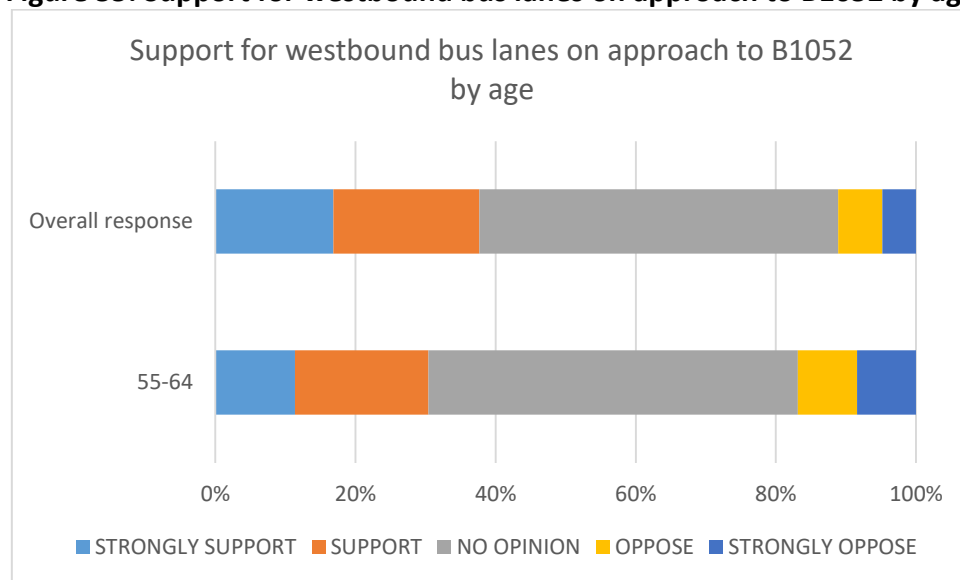
Figure 54: Support for westbound bus lanes on approach to B1052 by workplace destination



Respondents who indicated they were aged '55-64' were more opposed to this element than the overall response (16.8%), however more of these respondents supported westbound bus lanes on the approach to the B1052 (30.4%).

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
55-64	31 (11.4%)	52 (19%)	144 (52.7%)	23 (8.4%)	23 (8.4%)	273

Figure 55: Support for westbound bus lanes on approach to B1052 by age



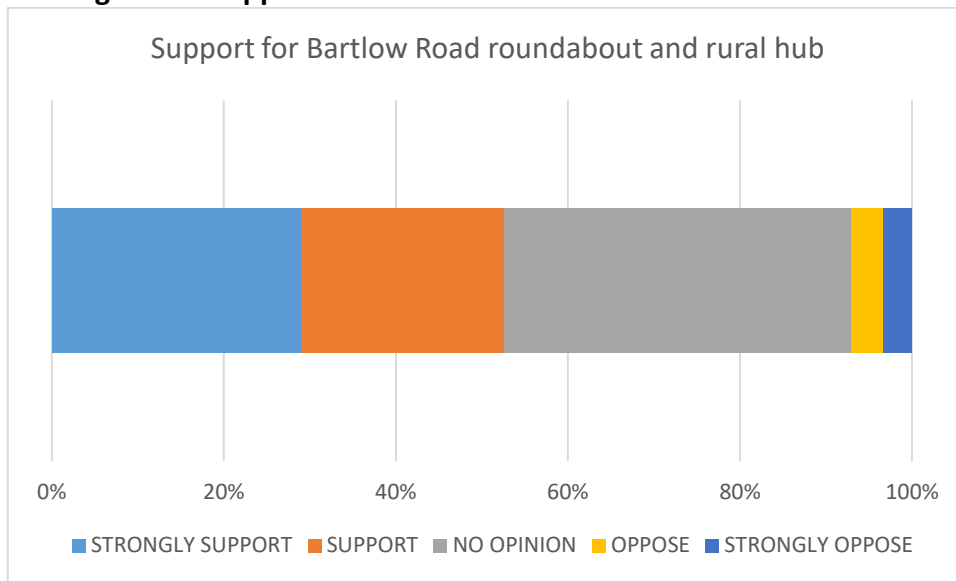
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Bartlow Road roundabout and rural hub

1648 respondents answered the question on support for Bartlow Road roundabout and rural hub. The majority of respondents supported this element (52.6%). Two fifths of respondents had 'no opinion' on Bartlow Road roundabout and rural hub (40.4%). Few respondents opposed this element (7%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
479 (29.1%)	388 (23.5%)	666 (40.4%)	61 (3.7%)	54 (3.3%)	1648

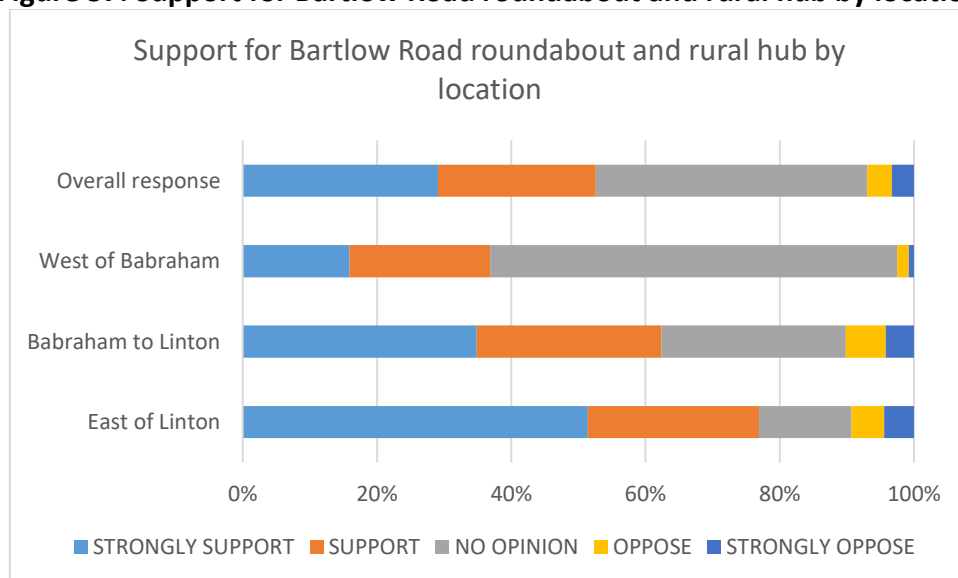
Figure 56: Support for Bartlow Road roundabout and rural hub



Respondents from 'east of Linton' and from 'Babraham to Linton' were more supportive of Bartlow Road roundabout and rural hub than the overall response. Over three quarters of respondents 'east of Linton' (76.9%) and three fifths of respondents from 'Babraham to Linton' (62.4%) supported this element. More respondents 'west of Babraham' had 'no opinion' on this element (60.7%), so fewer of these respondents supported (36.8%) and opposed it (2.5%).

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	127 (51.4%)	63 (25.5%)	34 (13.8%)	12 (4.9%)	11 (4.5%)	247
Babraham to Linton	175 (34.9%)	138 (27.5%)	138 (27.5%)	30 (6%)	21 (4.2%)	502
West of Babraham	83 (15.9%)	109 (20.9%)	316 (60.7%)	9 (1.7%)	4 (0.8%)	521

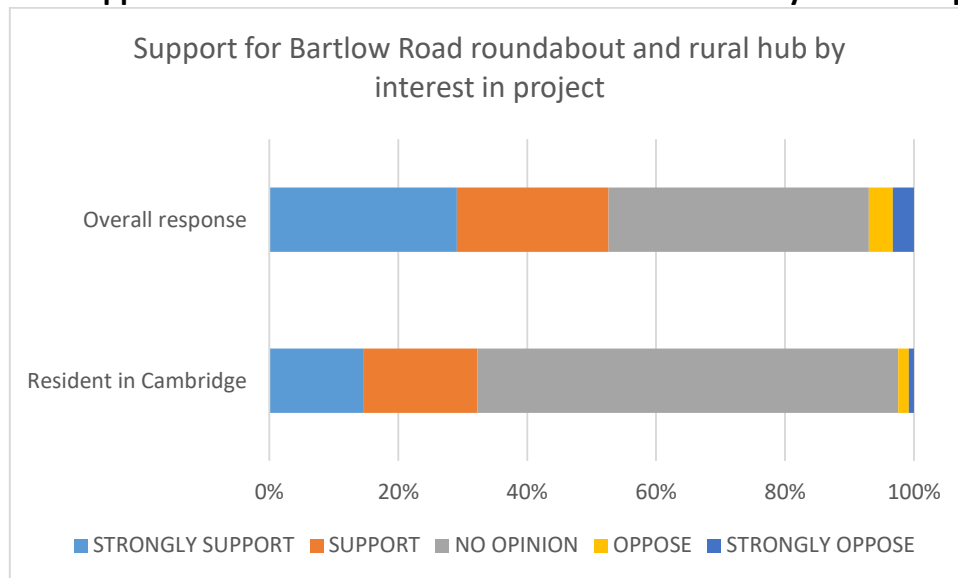
Figure 57: Support for Bartlow Road roundabout and rural hub by location



More respondents who indicated they were a 'resident in Cambridge' had 'no opinion' on this element (65.3%), so fewer respondents supported (32.2%) and opposed (2.4%) it.

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	54 (14.5%)	66 (17.7%)	243 (65.3%)	6 (1.6%)	3 (0.8%)	372

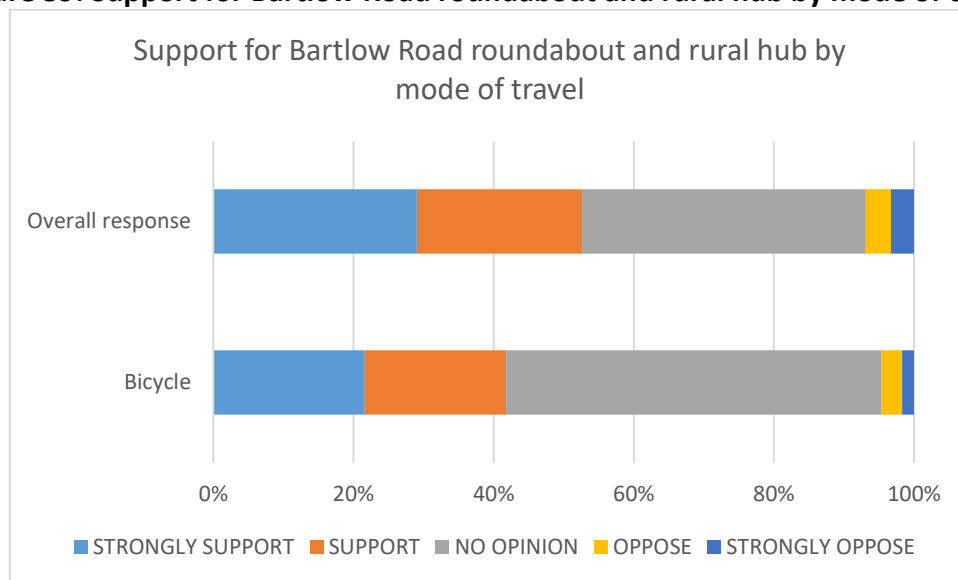
Figure 58: Support for Bartlow Road roundabout and rural hub by interest in project



More respondents who indicated they usually travel by 'bicycle' had 'no opinion' on this element than the overall response (53.6%), so fewer of these respondents supported (41.8%) and opposed it (4.7%).

Usual mode of travel	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Bicycle	139 (21.6%)	130 (20.2%)	345 (53.6%)	19 (3%)	11 (1.7%)	644

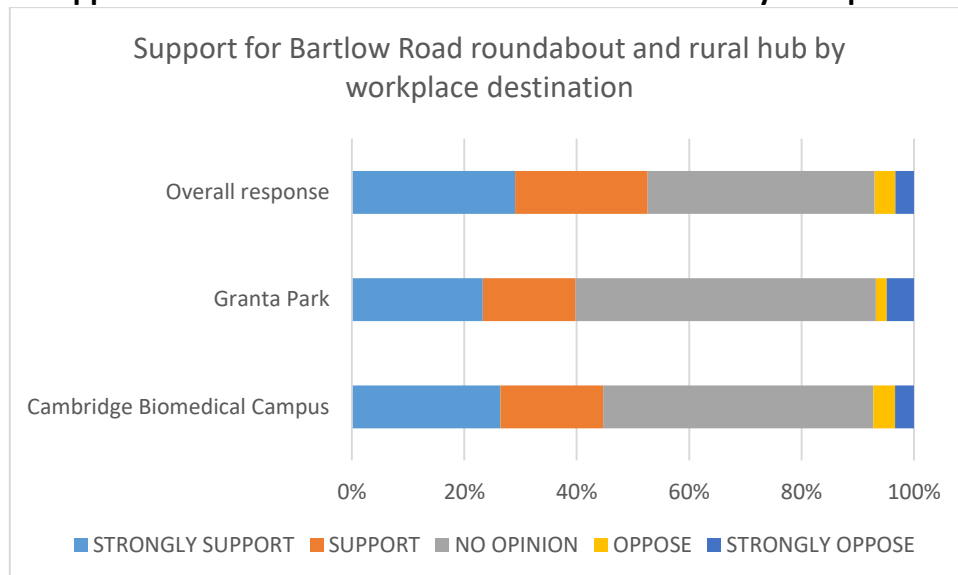
Figure 59: Support for Bartlow Road roundabout and rural hub by mode of travel



More respondents who indicated their usual workplace destination was ‘Cambridge Biomedical Campus (including Addenbrooke’s)’ and ‘Granta Park’ had ‘no opinion’ on this element than the overall response. Nearly half of respondents who indicated their usual workplace destination was ‘Cambridge Biomedical Campus’ (48.1%) and over half who indicated it was ‘Granta Park’ (53.4%). As such fewer of these respondents supported or opposed this element than the overall response. Nearly half of respondents who indicated their usual workplace destination was ‘Cambridge Biomedical Campus’ supported this element (44.7%) and few of these respondents opposed it (7.2%). Nearly two fifths of respondents who indicated their usual workplace destination was ‘Granta Park’ supported this element (39.8%) and few of these respondents opposed it (6.8%).

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Cambridge Biomedical Campus	55 (26.4%)	38 (18.3%)	100 (48.1%)	8 (3.8%)	7 (3.4%)	208
Granta Park	24 (23.3%)	17 (16.5%)	55 (53.4%)	2 (1.9%)	5 (4.9%)	103

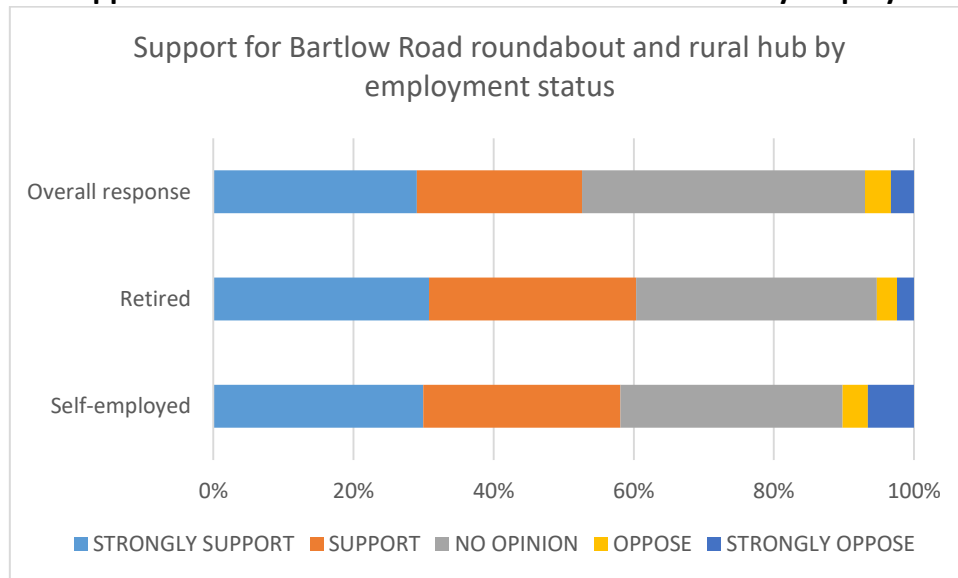
Figure 60: Support for Bartlow Road roundabout and rural hub by workplace destination



More respondents who indicated they were ‘self-employed’ and ‘retired’ supported this element than the overall response. Nearly three fifths of respondents who indicated they were ‘self-employed’ (58%) and over three fifths of respondents who indicated they were ‘retired’ (60.4%) supported it.

Employment status	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Self-employed	50 (29.9%)	47 (28.1%)	53 (31.7%)	6 (3.6%)	11 (6.6%)	167
Retired	128 (30.8%)	123 (29.6%)	143 (34.4%)	12 (2.9%)	10 (2.4%)	416

Figure 61: Support for Bartlow Road roundabout and rural hub by employment status



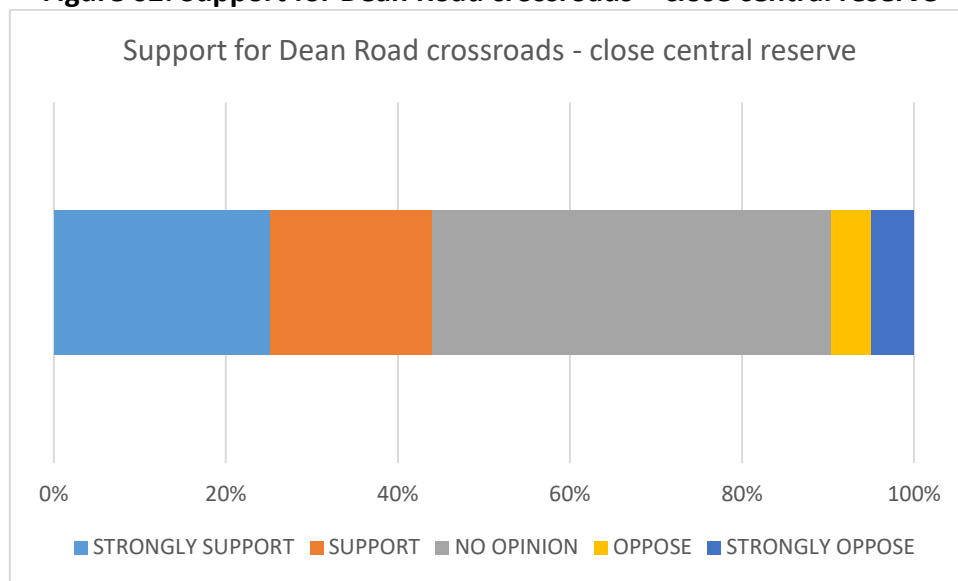
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Dean Road crossroads - close central reserve

1638 respondents answered the question on support for closing the central reserve on Dean Road crossroads. Nearly half of respondents supported this element (44.1%), however more respondents indicated they had 'no opinion' (46.4%). Few respondents opposed this element (9.5%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
412 (25.2%)	309 (18.9%)	760 (46.4%)	76 (4.6%)	81 (4.9%)	1638

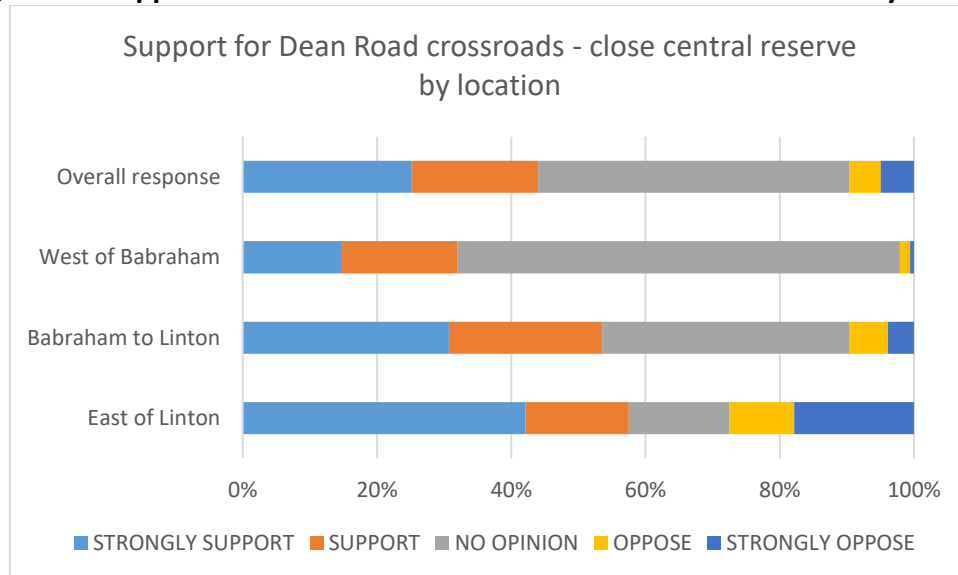
Figure 62: Support for Dean Road crossroads – close central reserve



The majority of respondents from ‘east of Linton’ and from ‘Babraham to Linton’ supported this element. Nearly three fifths of respondents ‘east of Linton’ (57.5%) and over half of respondents from ‘Babraham to Linton’ (53.8%) supported this element, more than the overall response. However more respondents ‘east of Linton’ opposed this element than the overall response, over a quarter of these respondents (27.5%). More respondents ‘west of Babraham’ had ‘no opinion’ on this element (66%), more than the overall response, so fewer respondents supported (31.9%) and opposed it (2.1%).

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	104 (42.1%)	38 (15.4%)	37 (15%)	24 (9.7%)	44 (17.8%)	247
Babraham to Linton	152 (30.7%)	113 (22.8%)	182 (36.8%)	29 (5.9%)	19 (3.8%)	495
West of Babraham	76 (14.6%)	90 (17.3%)	343 (66%)	8 (1.5%)	3 (0.6%)	520

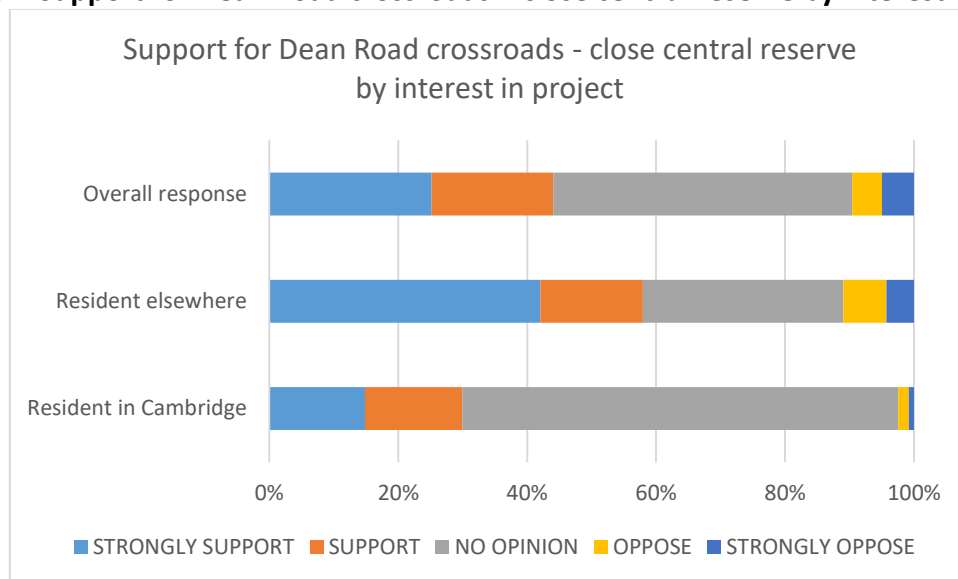
Figure 63: Support for Dean Road crossroads – close central reserve by location



More respondents who indicated they were a 'resident in Cambridge' had 'no opinion' on this element than the overall response (67.7%), so fewer of these respondents supported (29.9%) and opposed (2.4%) it. The majority of respondents who indicated they were a 'resident elsewhere' supported this element (58%), more than the overall response.

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	55 (14.8%)	56 (15.1%)	251 (67.7%)	6 (1.6%)	3 (0.8%)	371
Resident elsewhere	69 (42.1%)	26 (15.9%)	51 (31.1%)	11 (6.7%)	7 (4.3%)	164

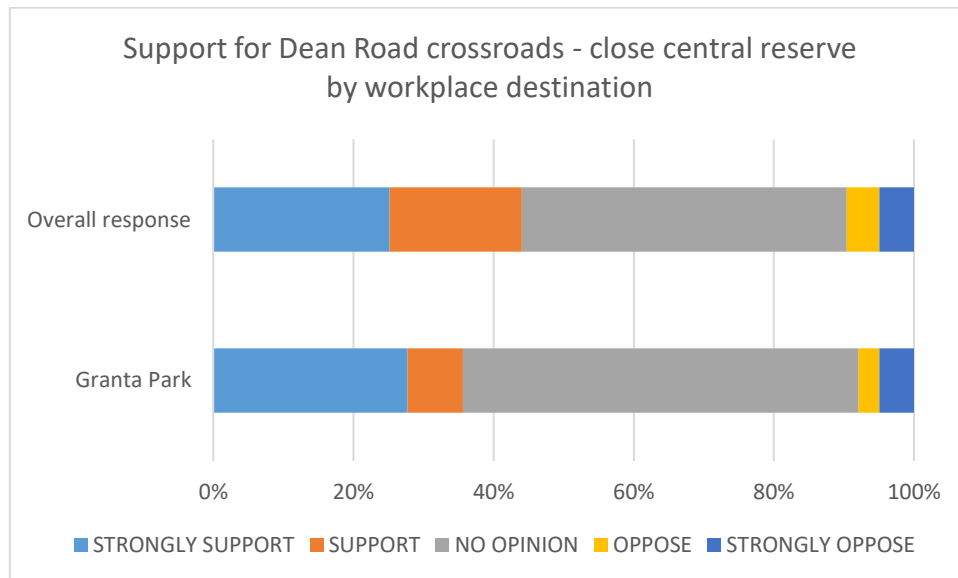
Figure 64: Support for Dean Road crossroads – close central reserve by interest in project



More respondents who indicated their usual workplace destination was 'Granta Park' had 'no opinion' on this element than the overall response (56.4%), so fewer of these respondents supported (35.6%) and opposed this element (8%) than the overall response.

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Granta Park	28 (27.7%)	8 (7.9%)	57 (56.4%)	3 (3%)	5 (5%)	101

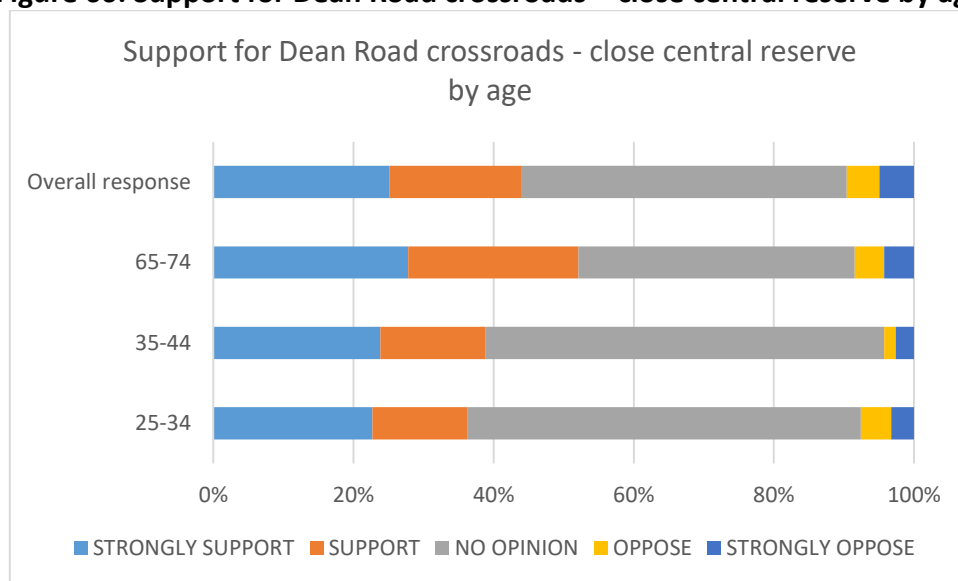
Figure 65: Support for Dean Road crossroads – close central reserve by workplace destination



More respondents aged '25-34' and '35-44' had 'no opinion' on this element than the overall response. Over half of respondents aged '25-34' (56.2%) and '35-44' (56.9%) had no opinion on this element, so fewer of these respondents supported and opposed this element than the overall response. The majority of respondents aged '65-74' supported this element (52.1%), more than the overall response.

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
25-34	42 (22.7%)	25 (13.5%)	104 (56.2%)	8 (4.3%)	6 (3.2%)	185
35-44	73 (23.9%)	46 (15%)	174 (56.9%)	5 (1.6%)	8 (2.6%)	306
65-74	79 (27.8%)	69 (24.3%)	112 (39.4%)	12 (4.2%)	12 (4.2%)	284

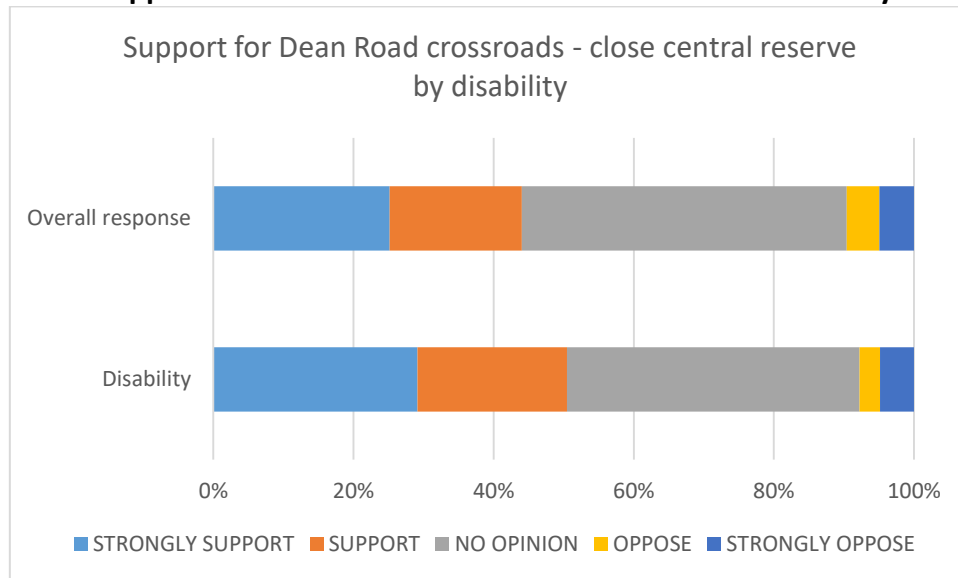
Figure 66: Support for Dean Road crossroads – close central reserve by age



The majority of respondents who indicated they had a ‘disability that influences travel decisions’ supported this element (50.5%), more than the overall response.

Disability that influences travel decisions	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
	30 (29.1%)	22 (21.4%)	43 (41.7%)	3 (2.9%)	5 (4.9%)	

Figure 67: Support for Dean Road crossroads – close central reserve by disability



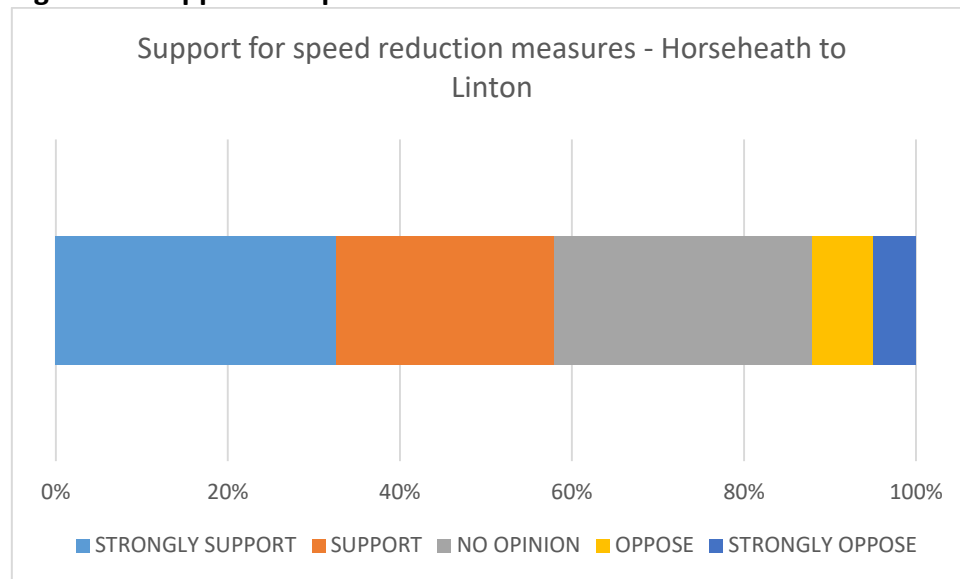
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Speed reduction measures - Horseheath to Linton

1655 respondents answered the question on support for speed reduction measures from Horseheath to Linton. The majority of respondents supported this element (58%). Few respondents opposed this element (12.2%) and over a quarter of respondents had 'no opinion' (29.9%).

STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
539 (32.6%)	420 (25.4%)	495 (29.9%)	119 (7.2%)	82 (5%)	1655

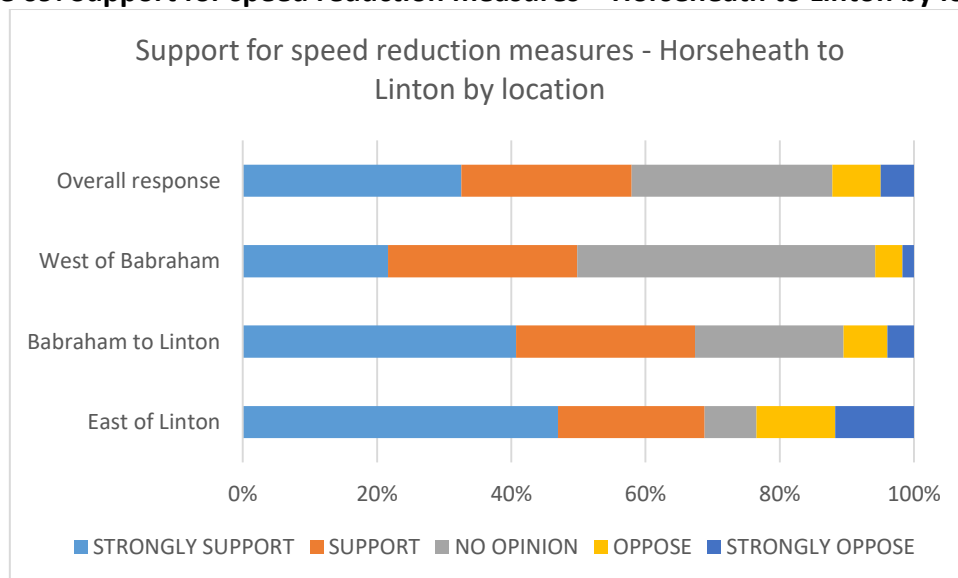
Figure 68: Support for speed reduction measures – Horseheath to Linton



More respondents 'east of Linton' and from 'Babraham to Linton' supported this element than the overall response. This element was supported by 68.9% of respondents 'east of Linton' and 67.4% of respondents from 'Babraham to Linton'. However more respondents from 'east of Linton' opposed this element than the overall response (23.4%). More respondents from 'west of Babraham' had 'no opinion' on this element than the overall response (44.4%), so fewer respondents supported (49.8%) and opposed it (5.7%).

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
East of Linton	116 (47%)	54 (21.9%)	19 (7.7%)	29 (11.7%)	29 (11.7%)	247
Babraham to Linton	206 (40.7%)	135 (26.7%)	112 (22.1%)	33 (6.5%)	20 (4%)	506
West of Babraham	113 (21.6%)	147 (28.2%)	232 (44.4%)	21 (4%)	9 (1.7%)	522

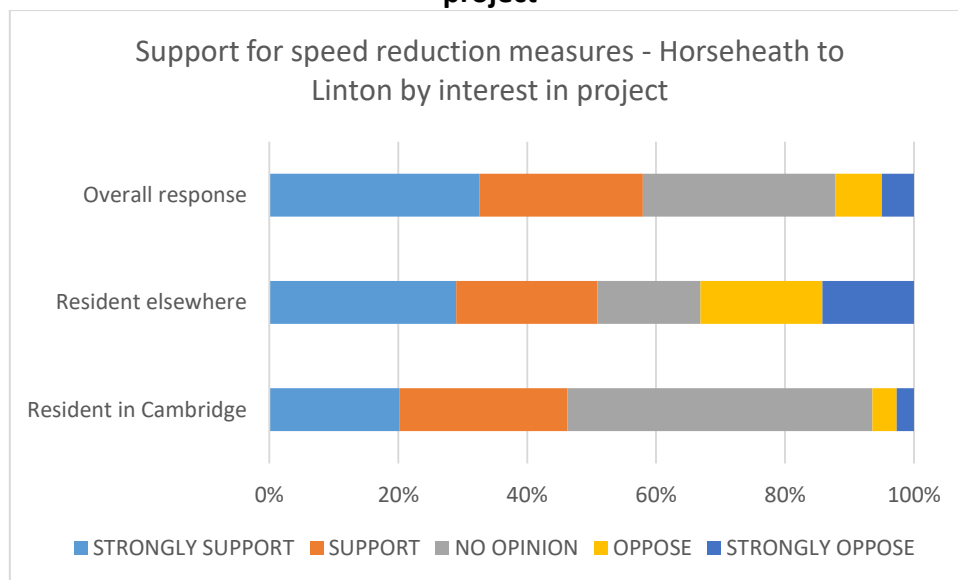
Figure 69: Support for speed reduction measures – Horseheath to Linton by location



More respondents who indicated they were a 'resident in Cambridge' had 'no opinion' on this element than the overall response (47.3%), so fewer supported (46.3%) and opposed it (6.5%). More respondents who indicated they were a 'resident elsewhere' opposed this element than the overall response (33.1%), however the majority of these respondents supported it (50.9%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	75 (20.2%)	97 (26.1%)	176 (47.3%)	14 (3.8%)	10 (2.7%)	372
Resident elsewhere	49 (29%)	37 (21.9%)	27 (16%)	32 (18.9%)	24 (14.2%)	169

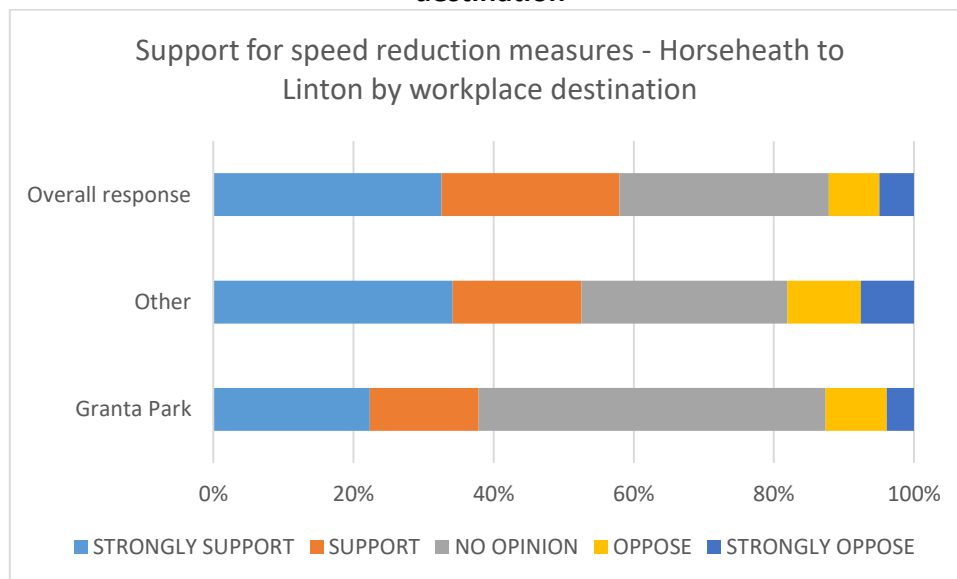
Figure 70: Support for speed reduction measures – Horseheath to Linton by interest in project



More respondents who indicated their usual workplace destination was 'Granta Park' had 'no opinion' on this element than the overall response (49.5%), so fewer of these respondents supported (37.8%) it. More respondents who indicated their usual workplace destination as 'other' opposed this element than the overall response (18%). However the majority of these respondents supported this element (52.6%).

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Granta Park	23 (22.3%)	16 (15.5%)	51 (49.5%)	9 (8.7%)	4 (3.9%)	103
Other	108 (34.2%)	58 (18.4%)	93 (29.4%)	33 (10.4%)	24 (7.6%)	316

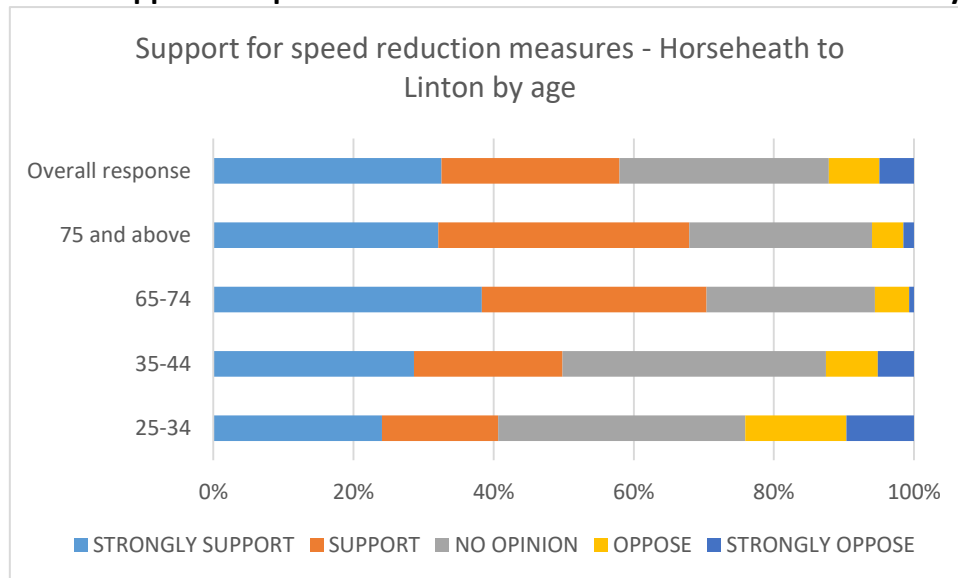
Figure 71: Support for speed reduction measures – Horseheath to Linton by workplace destination



More respondents aged '25-34' opposed this element than the overall response (24%). However more of these respondents supported this element (40.7%). More respondents aged '35-44' had 'no opinion' on this element than the overall response (37.6%) and fewer of these respondents supported it (49.8%). More respondents aged '65-74' and '75 and above' supported this element than the overall response. 70.4% of respondents aged '65-74' and 67.9% of respondents aged '75 and above' supported it.

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
25-34	45 (24.1%)	31 (16.6%)	66 (35.3%)	27 (14.4%)	18 (9.6%)	187
35-44	89 (28.6%)	66 (21.2%)	117 (37.6%)	23 (7.4%)	16 (5.1%)	311
65-74	110 (38.3%)	92 (32.1%)	69 (24%)	14 (4.9%)	2 (0.7%)	287
75 and above	43 (32.1%)	48 (35.8%)	35 (26.1%)	6 (4.5%)	2 (1.5%)	134

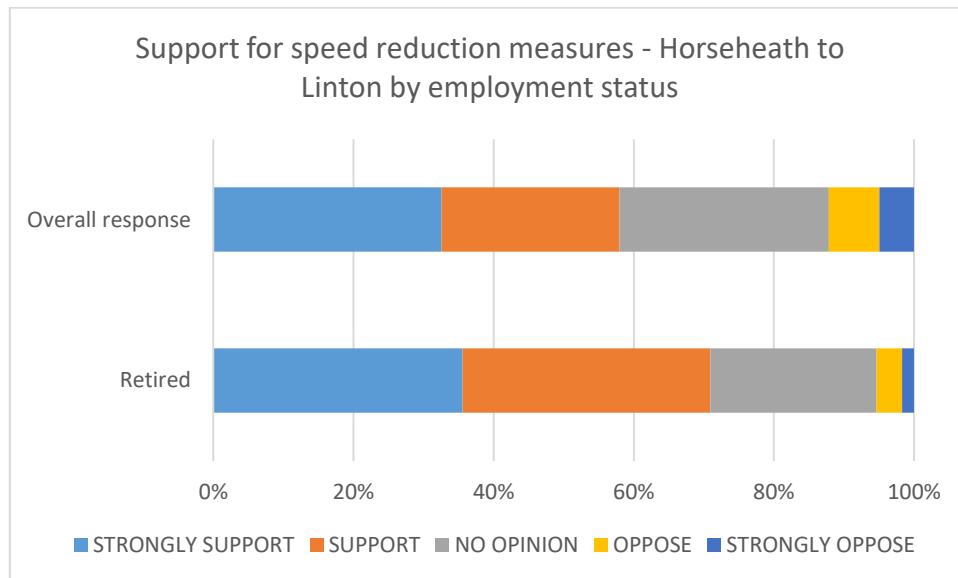
Figure 72: Support for speed reduction measures – Horseheath to Linton by age



Respondents who indicated they were 'retired' were more supportive of this element than the overall response, with 71% supporting it. Fewer of these respondents were opposed to this element than the overall response (5.3%).

Employment status	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Retired	147 (35.6%)	146 (35.4%)	98 (23.7%)	15 (3.6%)	7 (1.7%)	413

Figure 73: Support for speed reduction measures – Horseheath to Linton by employment status



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

Question 2: Do you have any comments on any of these elements?

845 respondents left comments about the elements asked in question 1.

Major themes

Signalisation and right-turn ban (except buses) from Linton High Street. Many respondents discussed this theme. Most of these respondents were concerned about this element, particularly the right-turn ban. These respondents felt that stopping vehicles from turning right will force drivers to take alternative routes, none of which were felt to be suitable. There were concerns drivers would instead use Back Road or Bartlow Road, roads felt to be unsuitable for high volumes of traffic and currently in poor condition, to access the junction at Abington that was also felt to be unsuitable for an increase in traffic. Respondents also felt that it would increase congestion for Linton residents and make accessing Cambridge difficult for the village. A few respondents discussed the idea of making Linton High Street one way alongside this element, to deter drivers from rat running through Linton from the A1307. A few respondents discussed their support for this element and the need to reduce accidents here.

Bartlow Road roundabout and rural hub. Many respondents discussed this theme. Some respondents were supportive of this element, feeling the roundabout would increase the safety of this area of the A1307 and assist drivers needing to get from Linton to Bartlow. The rural hub was felt to be a positive move to improve modal shift to bus use, cycle use or encourage car sharing. It was also felt to ease parking issues on High Street, as some drivers use it for Park & Ride currently. A few of these respondents were concerned that drivers from Bartlow might struggle to get out onto the A1307 however, as roundabout precedence would go to drivers coming from Haverhill. Some respondents were opposed to this element. These respondents felt that the hill would limit visibility of traffic at the roundabout and that drivers may not slow down appropriately. Some of these respondents were concerned the amount of parking at the rural hub was too limited and would become inadequate for use quickly. A few respondents supported the roundabout but opposed the rural hub.

Congestion. Many respondents discussed this theme. These respondents felt that some of these improvements would increase congestion or not be enough in the long term with current development plans, particularly for new homes in Haverhill. These respondents felt that bus lanes would force other traffic into less space and increase congestion. Respondents who indicated they were from villages along the route particularly felt this and other improvements aimed at buses would penalise them as current bus services were not felt to be adequate in the villages along the route. It was felt that the safety measures would slow traffic flow which would encourage drivers to take alternative routes around the A1307, including the villages along the route. It was also felt that anything that slowed the flow of traffic would increase frustration in impatient drivers, who would take more risks.

Dean Road crossroads – close central reserve. Many respondents discussed this theme. Most of these respondents felt that this element was a high priority, as they considered it to

be a high accident area. Some respondents felt that consideration needed to be taken for non-motorised traffic who needed to cross this area, suggesting a footbridge or underpass. A few respondents discussed the dual carriageway and felt this should be reduced back to a single lane, as the limited distance it covers encourages drivers to pull in at the last moment. A few respondents discussed their opposition to this element. These respondents felt that it would encourage rat running on minor roads as they would not be able to get into Balsham. Some of these respondents highlighted the area is used by heavy goods vehicles who need to access either side of the road and felt this needed to be taken into consideration.

Speed reduction measures – Horseheath to Linton. Many respondents discussed this theme. These respondents felt this would be a positive move towards reducing both accidents and the severity of accidents in the area. Some of these respondents felt that this speed reduction should cover the entire road, as the changes in speeds along the route was felt to add to safety problems. Some of these respondents felt that alongside the speed reduction more enforcement was needed, either through cameras or police presence, as many drivers were felt to ignore the current limits. A few respondents felt that reducing the speed in the area would not be of benefit, that enforcement was the only beneficial way to improve safety.

Travel safety. Many respondents discussed this theme. These respondents felt that the A1307 and connected villages are dangerous routes. Junctions, areas of village or business access were all discussed in relation to this theme. Some of these respondents felt that driver error and impatience were the key factors in accidents in these areas and that mechanical measures would not be effective enough at reducing accidents, that this road needed more safety enforcement. Respondents who indicated they travelled on foot, by bicycle or by horse, felt that where off-road routes joined or crossed on road were often very dangerous with little in place to protect them.

Cycle paths. Many respondents discussed this theme. These respondents felt that the improvements to cycle routes were positive. Some of these respondents felt that the Greenway should carry on towards Haverhill and some felt there should be a cycle path to Granta Park. Some of these respondents discussed the poor maintenance of existing paths and the limited space available on current shared use pathways.

Haverhill Road and the Gog Farm Shop junction safety improvement. Some respondents discussed this theme. These respondents felt that these improvements were a positive move to making this area safe for all road users. Some of these respondents felt that they potentially needed to be taken further, through speed reductions, a traffic light system or a roundabout. Some felt that more cost effective measures could be used, such as improving visibility by trimming hedges regularly or a right-turn restrictions on those coming from Haverhill Road and the Gog Farm Shop. A few respondents were concerned about damage to wildlife from roadworks in the area.

Signalise Hildersham crossroads with Toucan/Pegasus crossing. Some respondents discussed this theme. These respondents felt that there were some potential issues with this element. It was felt that this could increase congestion along this route as it would affect traffic flow and that the dual carriageway leading up to this crossing would require

reducing to one lane to avoid drivers approaching it at high speeds. Some respondents felt these issues were acceptable for the benefit of non-motorised traffic being able to safely cross the road and allowing buses and other traffic from Abington to exit on to the A1307 in a timely manner. Some respondents felt that the increase in congestion caused by this element was unacceptable and that the amount of people needing to cross that road was low. A few of these respondents felt that a footbridge or underpass would be a better improvement.

Eastbound bus lane at A11. Some respondents discussed this theme. These respondents felt that a bus lane would add to an already congested route and that buses did not travel down this route often enough to make this investment of benefit. Some of these respondents felt that improvements to the roundabout by making the left lane for left hand turns only and improving the signage to encourage users to make use of both lanes to go straight over would be effective for all traffic. A few respondents felt there needed to be improved safety measures for crossing the A1307 to and from Babraham village, as workers at Babraham Research Campus had difficulty crossing this road when using public transport.

Bus lanes. Some respondents discussed this theme. Many of these respondents felt that the bus lanes proposed would only add to congestion along these routes, without having a significant benefit on bus journey times. Some of these respondents felt that a bus lane would need to extend to the whole route to be worthwhile. Some of these respondents felt that the bus lanes would have a negative effect on the villages along the route who are not served by current bus services and some felt there would be a negative impact on the environment from their development. Some respondents felt that bus lanes were a positive improvement to public transport. A few of these respondents had concerns about the environmental impact of expanding these lanes. A few respondents felt that the guided bus route needed to be extended further, with particular mention of Granta Park.

Dual carriageway. Some respondents discussed this theme. Some of these respondents felt that the dual carriageway needed to be extended, as it was too short in some areas and increased the risk of accidents. These respondents felt it was needed to allow faster moving traffic to bypass the increase in heavy goods vehicles in the area. Some of these respondents felt that drivers should be encouraged to queue in both lanes when congestion builds up. Some of these respondents felt that the dual carriageways should be removed completely and a flat speed limit introduced along the whole route, which should then be policed. These respondents felt that this would reduce accidents and their severity.

Minor themes

Traffic lights. Some respondents discussed this theme. These respondents felt that traffic lights risked effecting traffic flow in the areas they would be installed. They felt that, even if slowly, traffic should be kept moving where possible to reduce car emissions and driver impatience. These respondents felt that existing traffic lights along the route were not responsive to traffic levels, changing at unnecessary times and increasing congestion.

Measures to ease bus movements in Linton. Some respondents discussed this theme. These respondents felt that measures to ease bus movements in Linton would risk adversely affecting local residents and businesses. Some of these respondents felt that parking on the High Street was the main issue for all traffic, including those parking illegally and that parking restrictions needed enforcing. Some of the respondents felt that putting further restrictions on parking on High Street would have an adverse effect on those who needed to use it, such as older residents and those with disabilities. A few respondents felt that the introduction of a one way system, that buses could be exempt from, would solve issues in this area.

Westbound bus lanes on approach to B1052. Some respondents discussed this theme. Some of these respondents felt that a bus lane here would do little to improve bus times but would increase congestion for other road users. These respondents also felt that too few buses travelled along this route to justify a bus lane and that other measures from this scheme would improve traffic flow enough to make a bus lane unnecessary. Some respondents felt that improving bus journey times with a bus lane was positive but felt that the lane should extend further to be fully effective.

Linton Greenway. Some respondents discussed this theme. Most of these respondents felt this would be a positive improvement that would encourage some drivers to switch to non-motorised methods along the route. These respondents felt that it was currently dangerous to cycle along this route. Some of these respondents felt that the Greenway should extend to Haverhill. Some of these respondents felt that it would be important for the Greenway to be segregated for cyclists and pedestrians. A few respondents felt that the Greenway would be underused and funding should be spent elsewhere. A few respondents felt that the routes did not need widening to accommodate the Greenway as there was enough existing space and it would adversely affect the environment along the route.

Cost. Some respondents discussed this theme. These respondents felt that the cost of developing these elements was too high for the benefit of too few. Some of these respondents felt that the money should be invested in something longer term with potential benefit to a larger proportion of the population, such as a rail link from Haverhill to Cambridge. Some of these respondents felt that some of the elements should be trialled, such as the right-turn bans, before investing in road development to ensure they were effective. Some respondents felt that funding should be sought from developers in the area, Suffolk and Essex Councils, and businesses that would be benefitting from these developments.

Signalised crossing at the Babraham Research Campus roundabout. Some respondents discussed this theme. Most of these respondents felt that, although something was needed to help pedestrians attempting to cross the road, a signalised crossing would increase congestion on the road and due to the poor visibility on the approach to the roundabout would be unsafe. A few of these respondents felt that an underpass would be of more benefit. A few respondents supported this element, highlighting the difficulty for pedestrians and cyclists attempting to cross this road. A few of these respondents felt that the crossing should have sensors to minimise the disruption to road traffic.

Bus service improvements. Some respondents discussed this theme. These respondents felt that the improvements to the bus service from this scheme would only be of benefit if the bus service itself was improved. These respondents felt that the bus routes did not service businesses or villages sufficiently, that the times buses ran needed to be expanded and run at times people needed them, and that the ticketing cost needed to be reduced in order to encourage people to use them. Some of these respondents felt that improvements were needed in central Cambridge for bus routes, as this was where they felt the services become inefficient. A few respondents discussed the Bus Services Act 2017 and the possibility of developing a public transport system similar to London.

Alternative modes of public transport. Some respondents discussed this theme. These respondents felt that alternative public transport needed to be developed and funded to effectively encourage modal shift away from personal vehicle use. These respondents felt that some form of rail, dedicated bus route or tram link should be created from Haverhill to Cambridge. Some of these respondents discussed reopening the rail link from Haverhill to Cambridge.

Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction. Some respondents discussed this theme. Some of these respondents felt this element should have been split into two. Some respondents felt that a bus lane here would do little to improve bus times but would increase congestion for other road users. These respondents also felt that too few buses travelled along this route to justify a bus lane. Some respondents felt that improving bus journey times with a bus lane was positive. Some respondents felt that safety improvements at Daleheads Foods was needed.

Multi-user underpass at Wandlebury. Some respondents discussed this theme. Some respondents felt this was a positive development to allow non-motorised traffic to get across this road. Some respondents felt that too few people would use this underpass to justify the cost. A few respondents were concerned about the safety of underpasses in general, feeling they were crime hotspots.

Linton Village College junction signal upgrade. Some respondents discussed this theme. Some respondents felt that the signals at Linton Village College were responsible for some of the congestion in the area, as they changed when no one needed to come out. A few of these respondents felt that there should be another way out of the College to avoid this. Some respondents felt that these lights should only be in use during College opening times.

A few respondents felt that a roundabout would be more effective and limit the effect on traffic flow.

Equestrian provision. Some respondents discussed this theme. Some of these respondents welcomed the inclusion of equestrian provision, as they currently have difficulty accessing existing bridleways. A few respondents questioned this provision and felt this scheme should be aimed at transport methods used for commuting. A few of these respondents had concerns about the provision around Babraham foot bridge/underpass as the route travels through a busy farm. This was felt to be inappropriate and unsafe for horse riders.

Multi-user crossing of A11 via improved footbridge & underpass. Some respondents discussed this theme. Most of these respondents supported this element, feeling it would be beneficial to non-motorised traffic needing to cross here and would help motorised traffic on the road by keeping non-motorised traffic off the road. A few of these respondents felt that consideration needed to be made to those using cargo bikes, bike trailers, horses and those with limited mobility. A few respondents felt that alternative routes should be considered, such as the old rail line.

New Park & Ride. Some respondents discussed this theme. These respondents felt that a Park & Ride site should be located closer to Haverhill in order to remove some of the traffic travelling through Horseheath and Linton. Some of these respondents highlighted the proposed housing development at Haverhill as one of the reasons they felt this would be a good idea.

The environment. Some respondents discussed this theme. These respondents were concerned about the environmental impact of some of the elements of this scheme. Some of these respondents highlighted that Nine Wells and areas near Wandlebury are considered sites of outstanding natural beauty and should be avoided. Some of these respondents discussed concern over the loss of hedges and trees to widen roads for bus lanes, feeling these were environmentally important and needed to screen noise and pollution from the road. Some respondents were concerned that some of the elements could slow traffic so much that they would produce more pollution and felt flowing traffic was important to avoid this. A few respondents indicated that the proposed site for the rural hub was located on a flood plain.

Car as necessity. A few respondents discussed this theme. These respondents indicated that car use was necessary for some people, including workers and those with mobility issues. These respondents felt it was important that they were not penalised for using personal vehicles.

Consultation material. A few respondents discussed this theme. These respondents indicated that they hadn't put forward an opinion on some of the elements as they felt they were lacking information on how they would be implemented and what they would achieve.

Accessibility. A few respondents discussed this theme. These respondents discussed some of the accessibility issues they felt some elements had. This included: the safety of underpasses, particularly for women; potential loss of parking on High Street in Linton,

which was felt to be needed for those with mobility issues; and the access to the rural hub for pedestrians, cyclists and those with mobility issues from Bartlow, as the road is narrow and steep.

Granham's Road junction – right-turn lane. A few respondents discussed this theme. Some of these respondents felt this was not needed because traffic turning right was felt to just be rat runners avoiding traffic and because there is no traffic island at Granham's Road/Babraham junction. Some respondents felt that further improvements were needed in respect to visibility for those turning towards Addenbrooke's and with speed restrictions.

School traffic. A few respondents discussed this theme. These respondents felt that school traffic was the cause of some of the current congestion problems and that restrictions should be placed on personal vehicle school transport or a school bus service should be put in place.

Short-term. A few respondents discussed this theme. These respondents felt that these elements were all short-term solutions that wouldn't be effective in the long-term with current planned developments.

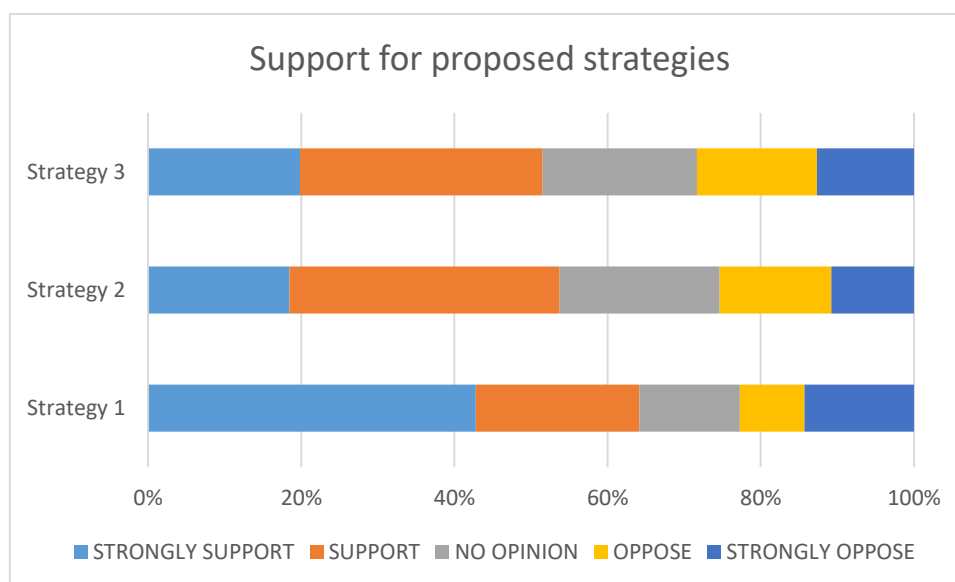
Bypass. A few respondents discussed this theme. These respondents felt that a new bypass should be put in place around Linton.

Question 3: How far do you support each of the three strategies presented in this leaflet?

1684 respondents answered the question on how far they supported each of the three proposed strategies. Not all respondents put answers for all strategies so totals for each strategy are also presented for comparison. All three strategies were supported by the majority of respondents who left an answer. Strategy 1 had the most support of the three strategies with over three fifths of respondents (64.1%) supporting it, 13.1% having ‘no opinion’ and nearly a quarter opposing it (22.7%). Over half of respondents supported strategy 2 (53.8%) and strategy 3 (51.5%), with strategy 2 having slightly more support than strategy 3. Strategy 3 had the most opposition, with 28.4% opposing it. Over a quarter of respondents opposed strategy 2 (25.4%). Over a fifth of respondents had ‘no opinion’ on strategy 2 (20.9%) and strategy 3 (20.1%).

	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Strategy 1	710 (42.8%)	354 (21.3%)	218 (13.1%)	140 (8.4%)	237 (14.3%)	1659
Strategy 2	298 (18.5%)	570 (35.3%)	337 (20.9%)	236 (14.6%)	174 (10.8%)	1615
Strategy 3	321 (19.8%)	513 (31.7%)	326 (20.1%)	254 (15.7%)	205 (12.7%)	1619

Figure 74: Support for proposed strategies

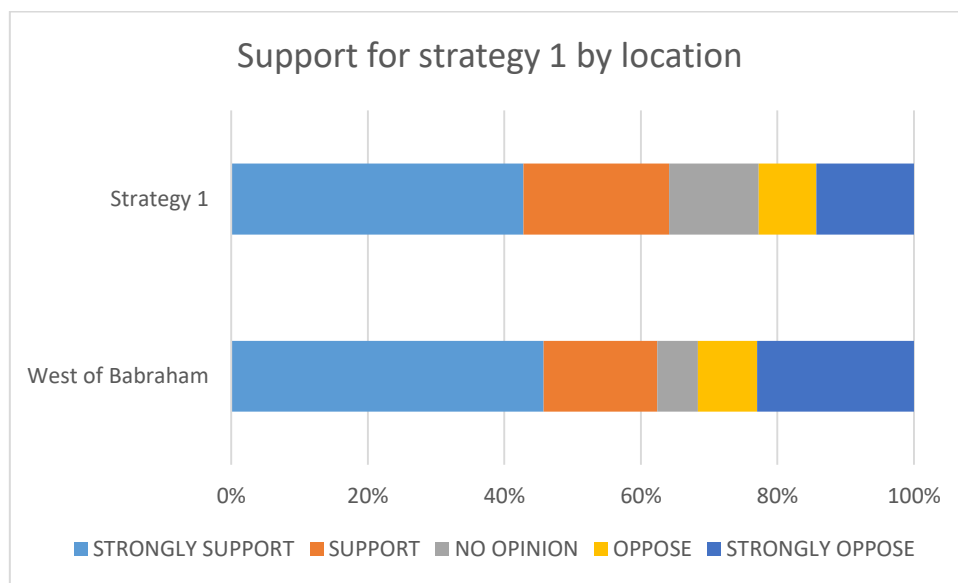


Strategy 1

Respondents located 'west of Babraham' had more opposition to strategy 1 than the overall response, with 31.7% of these respondents opposing it. However the majority of these respondents supported strategy 1 (62.4%).

Location of respondents	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
West of Babraham	247 (45.7%)	90 (16.7%)	32 (5.9%)	47 (8.7%)	124 (23%)	540

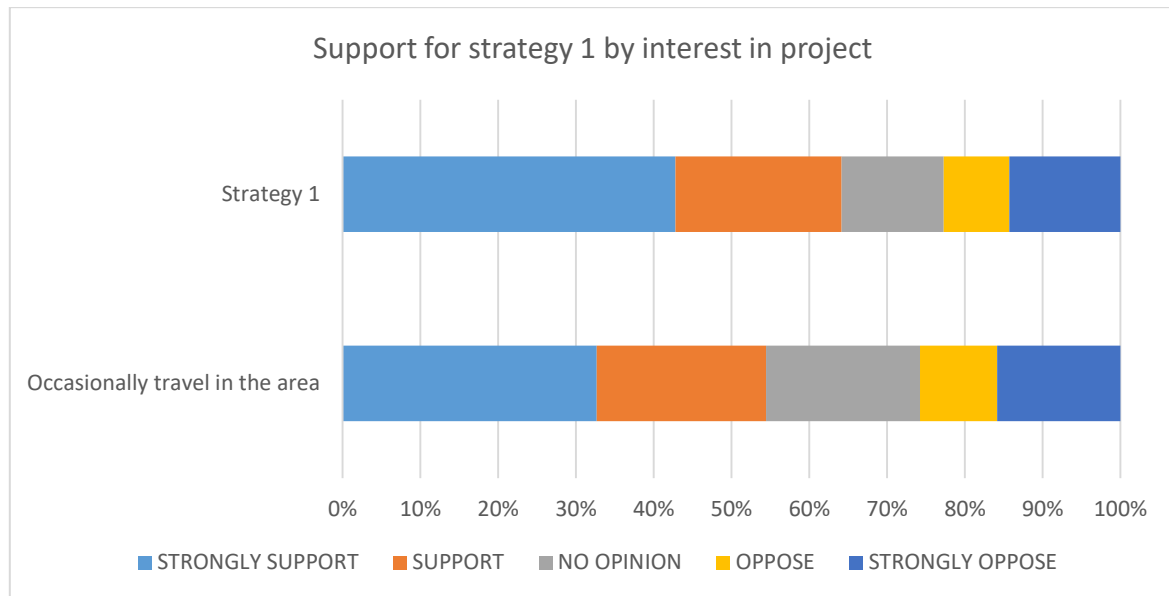
Figure 75: Support for strategy 1 by location



Respondents who indicated they ‘occasionally travel in the area’ were less supportive of strategy 1 than the overall response, however the majority supported it (54.5%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Occasionally travel in the area	33 (32.7%)	22 (21.8%)	20 (19.8%)	10 (9.9%)	16 (15.8%)	101

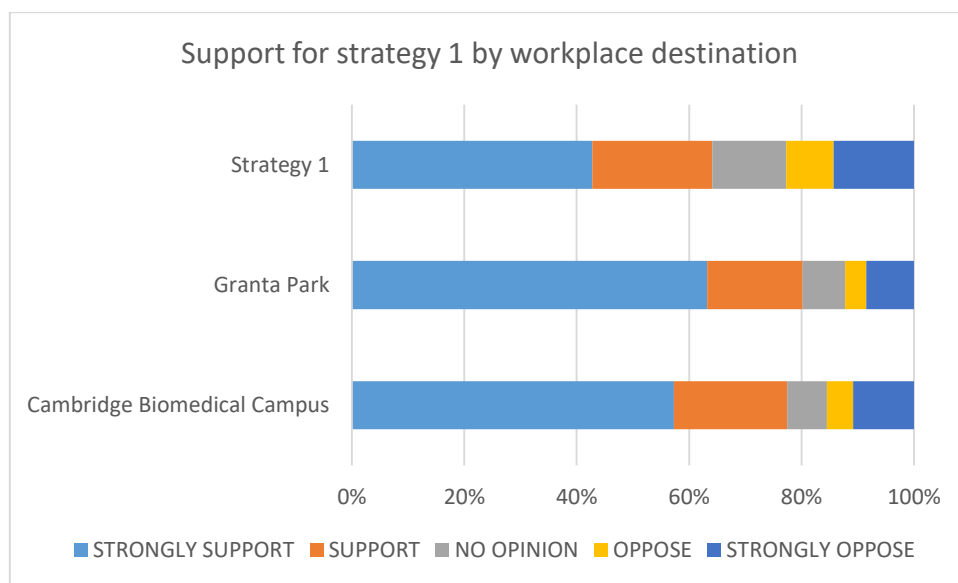
Figure 76: Support for strategy 1 by interest in project



Respondents who indicated their usual workplace destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital' and 'Granta Park' were more supportive of strategy 1 than the overall response. Over three quarters of respondents who indicated their usual workplace destination was 'Cambridge Biomedical Campus' (77.5%) and 'Granta Park' (80.2%) supported strategy 1.

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Cambridge Biomedical Campus	122 (57.3%)	43 (20.2%)	15 (7%)	10 (4.7%)	23 (10.8%)	213
Granta Park	67 (63.2%)	18 (17%)	8 (7.5%)	4 (3.8%)	9 (8.5%)	106

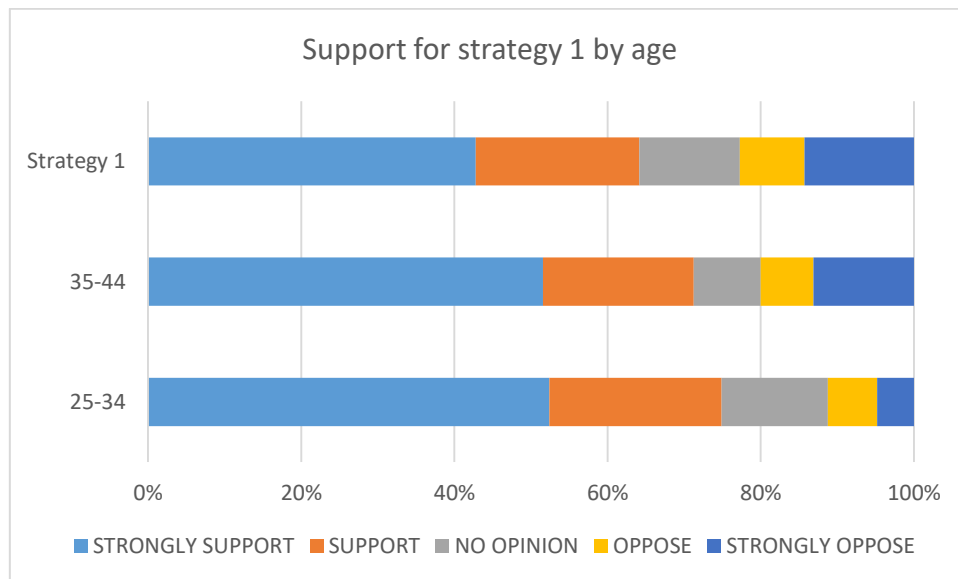
Figure 77: Support for strategy 1 by destination



Respondents who indicated they were aged '25-34' and '35-44' were more supportive of strategy 1 than the overall response. Nearly three quarters of respondents aged '25-34' (74.9%) and '35-44' (71.3%) supported strategy 1.

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
25-34	98 (52.4%)	42 (22.5%)	26 (13.9%)	12 (6.4%)	9 (4.8%)	187
35-44	165 (51.6%)	63 (19.7%)	28 (8.8%)	22 (6.9%)	42 (13.1%)	320

Figure 78: Support for strategy 1 by age



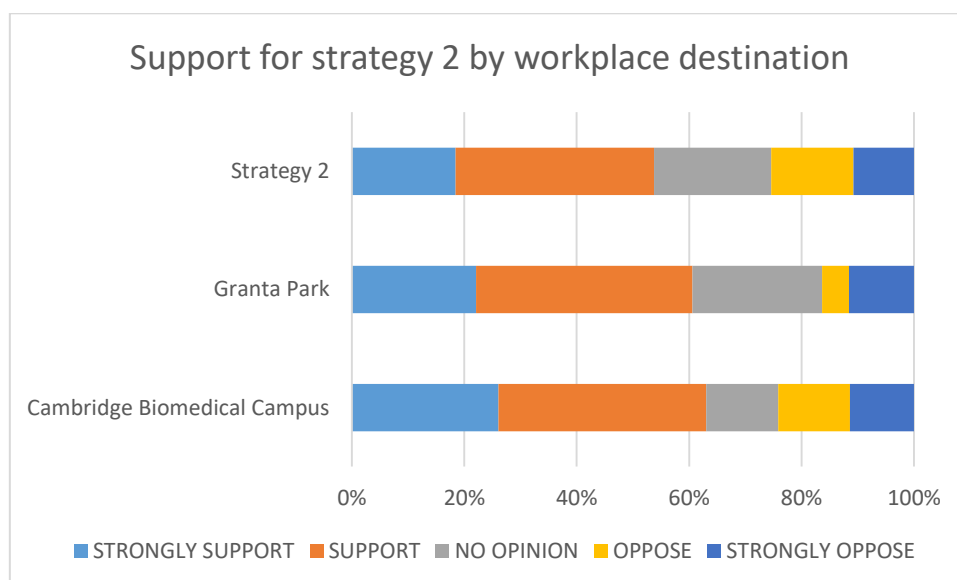
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Strategy 2

Respondents who indicated their usual workplace destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' and 'Granta Park' were more supportive of strategy 2 than the overall response. Over three fifths of respondents who indicated their usual workplace was 'Cambridge Biomedical Campus' (63.1%) and 'Granta Park' (60.6%) supported strategy 2.

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Cambridge Biomedical Campus	55 (26.1%)	78 (37%)	27 (12.8%)	27 (12.8%)	24 (11.4%)	211
Granta Park	23 (22.1%)	40 (38.5%)	24 (23.1%)	5 (4.8%)	12 (11.5%)	104

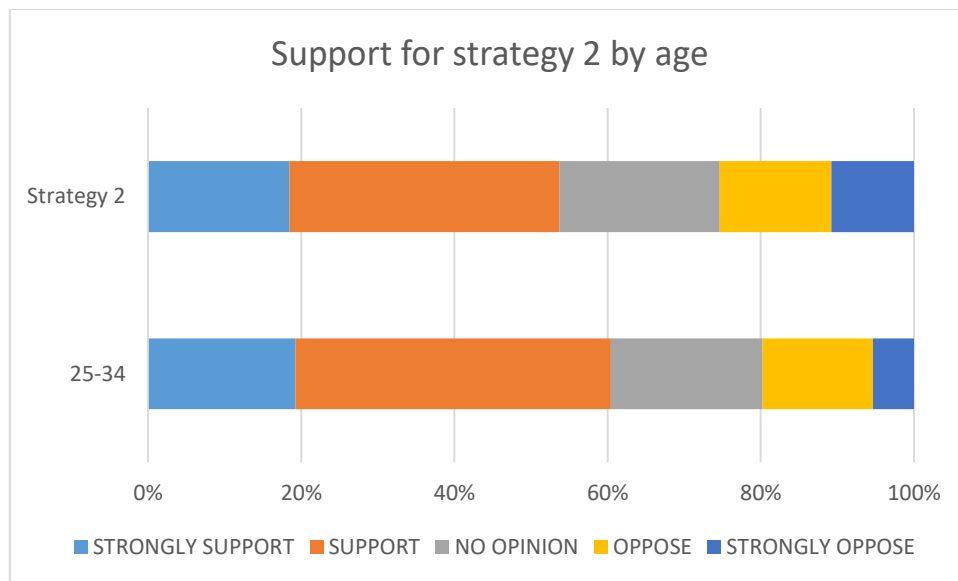
Figure 79: Support for strategy 2 by workplace destination



Respondents who indicated they were aged '25-34' were more supportive of strategy 2 than the overall response. Over three fifths of respondents aged '25-34' supported strategy 2 (60.5%).

Age range	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
25-34	36 (19.3%)	77 (41.2%)	37 (19.8%)	27 (14.4%)	10 (5.3%)	187

Figure 80: Support for strategy 2 by age



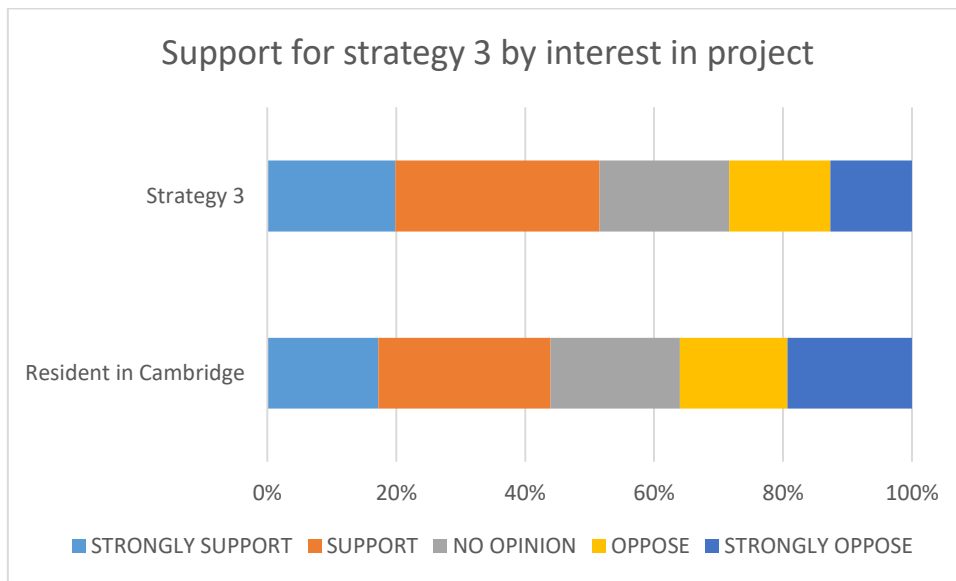
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Strategy 3

Respondents who indicated they were a 'resident in Cambridge' were more opposed (36.3%) than the overall response. However two fifths of these respondents supported strategy 3 (43.9%).

Interest in project	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Resident in Cambridge	65 (17.2%)	101 (26.7%)	76 (20.1%)	63 (16.7%)	73 (19.3%)	378

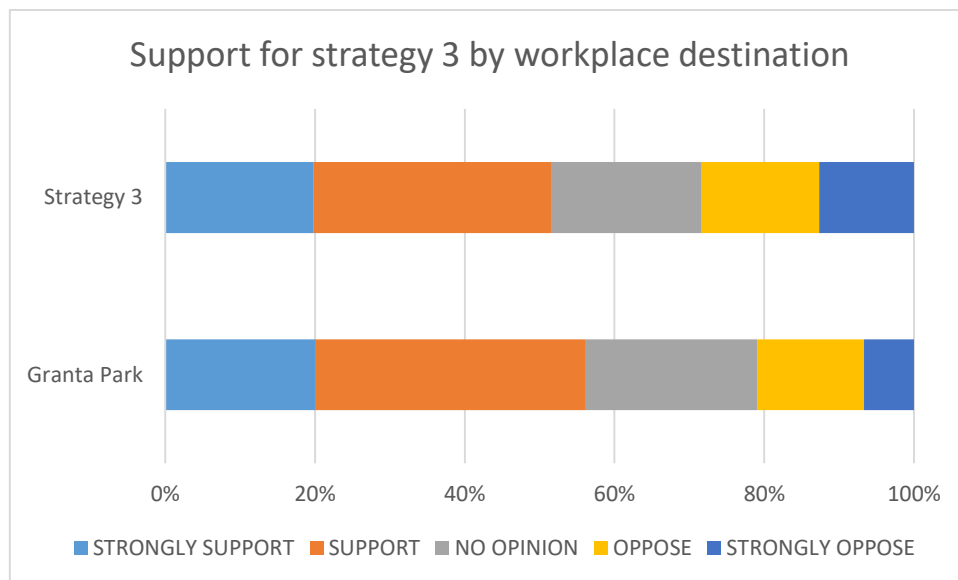
Figure 81: Support for strategy 3 by interest in project



Respondents who indicated their usual workplace destination was 'Granta Park' were less opposed (21%) and more supportive (56.2%) of strategy 3 than the overall response.

Usual workplace destination	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Granta Park	21 (20%)	38 (36.2%)	24 (22.9%)	15 (14.3%)	7 (6.7%)	105

Figure 82: Support for strategy 3 by workplace destination



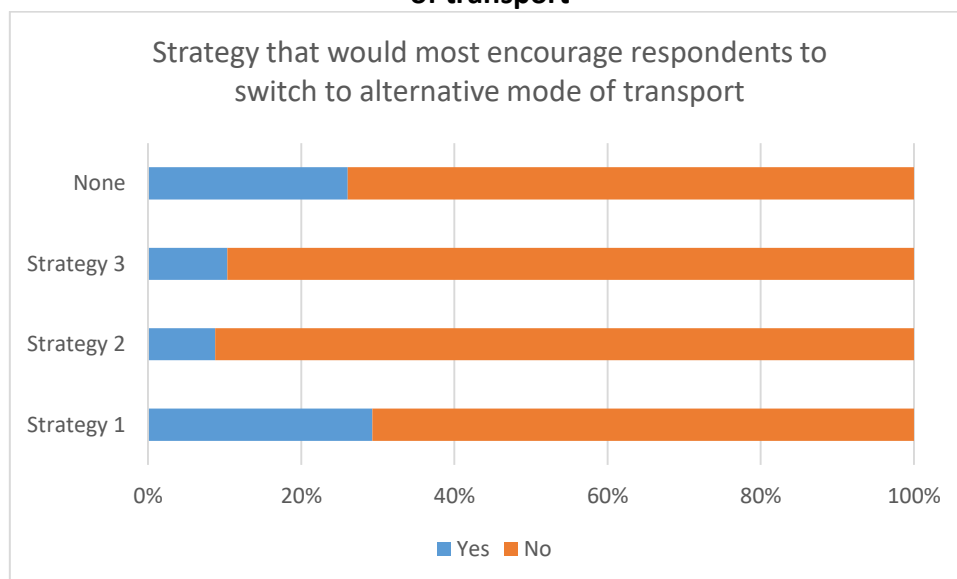
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Question 4: If you currently drive to and from Cambridge, which one of the three strategies would most encourage you to switch to an alternative mode of transport?

1785 respondents answered the question on which of the three strategies would most encourage them to switch to an alternative mode of transport, if they drove. Respondents could choose multiple answers on this question. Strategy 1 had the highest percentage of respondents who felt it would encourage them to switch transport, with over a quarter selecting this response (29.3%). Few respondents chose strategy 3 (10.4%) and strategy 2 (8.7%). Over a quarter of respondents felt that 'none' of the strategies would encourage them to switch (26.1%).

	Yes	No	Total
Strategy 1	523 (29.3%)	1262 (70.7%)	1785
Strategy 2	156 (8.7%)	1629 (91.3%)	1785
Strategy 3	185 (10.4%)	1600 (89.6%)	1785
None	465 (26.1%)	1320 (73.9%)	1785

Figure 83: Strategy that would most encourage respondents to switch to alternative mode of transport

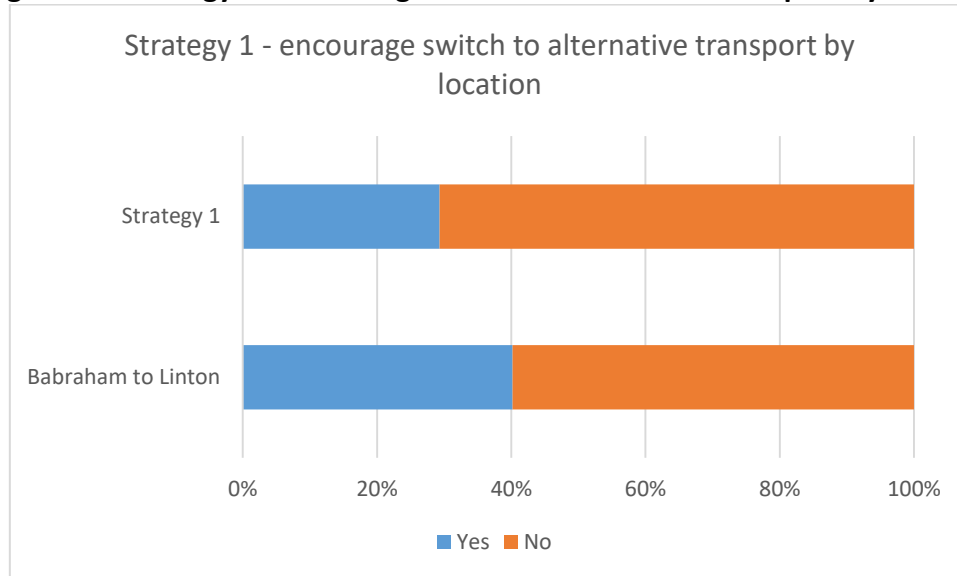


Strategy 1

More respondents than the overall response, who were located from 'Babraham to Linton', felt that strategy 1 would encourage them to switch to alternative transport, with over two fifths indicating this (40.2%).

Location of respondents	Yes	No	Total
Babraham to Linton	213 (40.2%)	317 (59.8%)	530

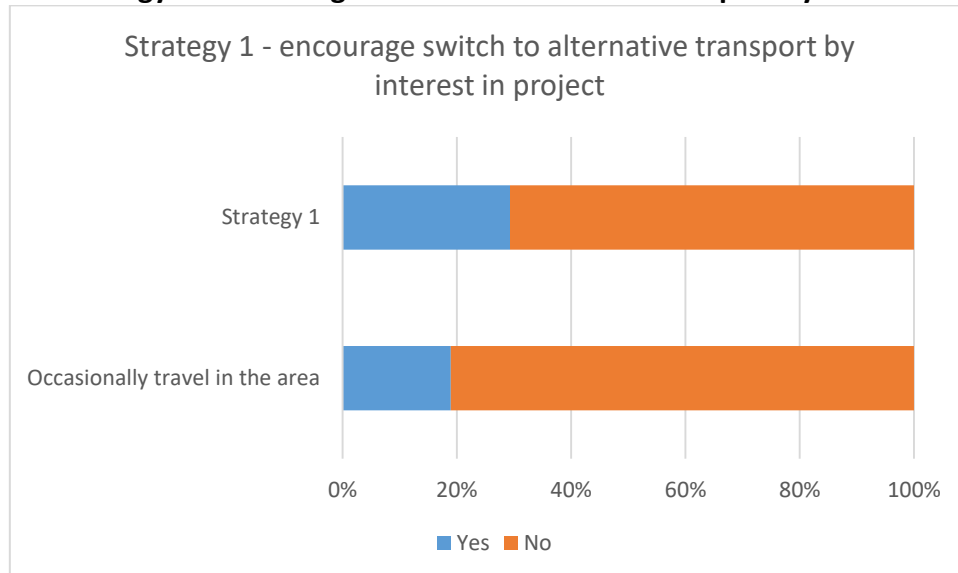
Figure 84: Strategy 1 – encourage switch to alternative transport by location



Fewer respondents than the overall response, who indicated they ‘occasionally travel in the area’ felt that strategy 1 would encourage them to switch to alternative transport, with under a fifth indicating this (18.9%).

Interest in project	Yes	No	Total
Occasionally travel in the area	21 (18.9%)	90 (81.1%)	111

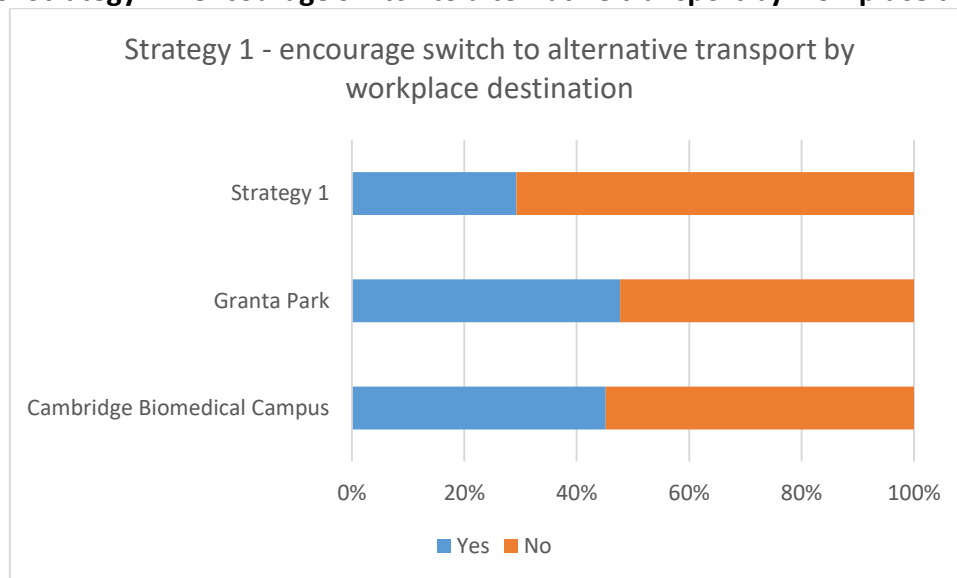
Figure 85: Strategy 1 – encourage switch to alternative transport by interest in project



More respondents than the overall response, who indicated their usual workplace destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' and 'Granta Park', felt that strategy 1 would encourage them to switch to alternative transport, with under half of respondents who indicated their usual workplace destination was 'Cambridge Biomedical Campus' (45.2%) and 'Granta Park' (47.7%) indicating this.

Usual workplace destination	Yes	No	Total
Cambridge Biomedical Campus	98 (45.2%)	119 (54.8%)	217
Granta Park	52 (47.7%)	57 (52.3%)	109

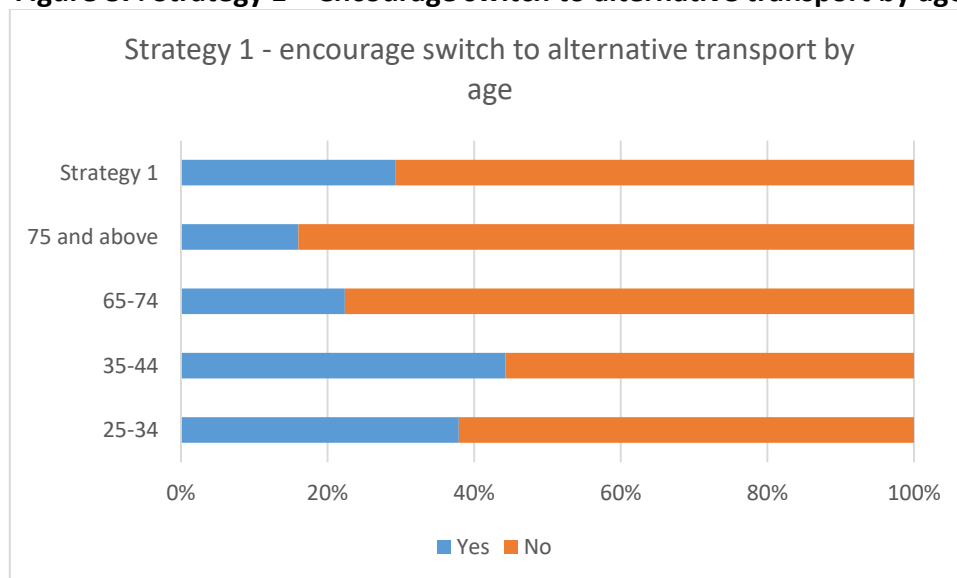
Figure 86: Strategy 1 – encourage switch to alternative transport by workplace destination



More respondents than the overall response, who indicated they were aged '25-34' and '35-44', felt that strategy 1 would encourage them to switch to alternative transport, with under two fifths of those aged '25-34' (37.9%) and over two fifths of those aged '35-44' (44.3%) indicating this. Fewer respondents than the overall response, who indicated they were aged '65-74' and '75 and above', felt that strategy 1 would encourage them to switch to alternative transport, with over a fifth of those aged '65-74' (22.4%) and less than a fifth of those aged '75 and above' (16%) indicating this.

Age range	Yes	No	Total
25-34	72 (37.9%)	118 (62.1%)	190
35-44	143 (44.3%)	180 (55.7%)	323
65-74	68 (22.4%)	236 (77.6%)	304
75 and above	25 (16%)	131 (84%)	156

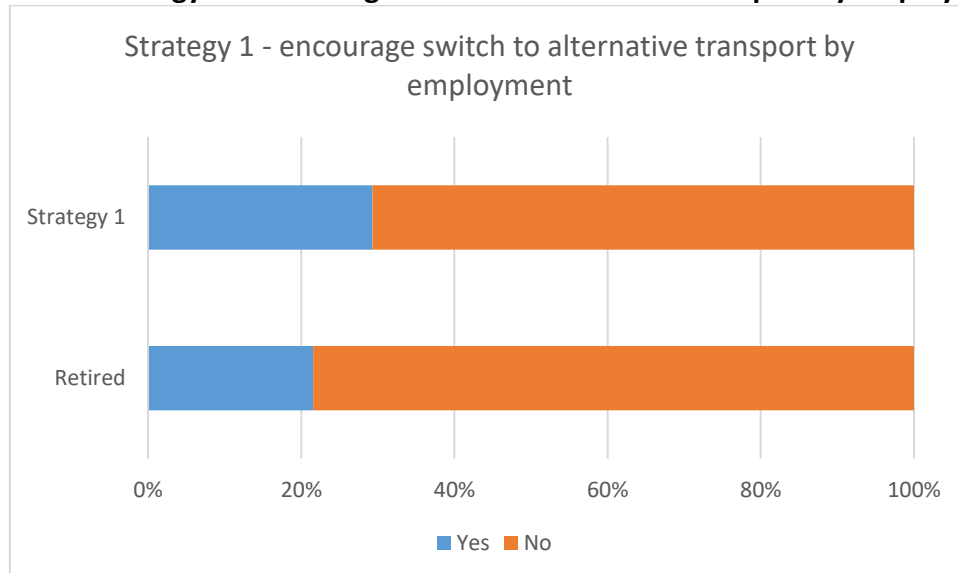
Figure 87: Strategy 1 – encourage switch to alternative transport by age



Fewer respondents than the overall response, who indicated they were ‘retired’, felt that strategy 1 would encourage them to switch to alternative transport, with under a quarter (21.6%) indicating this.

Employment status	Yes	No	Total
Retired	97 (21.6%)	353 (78.4%)	450

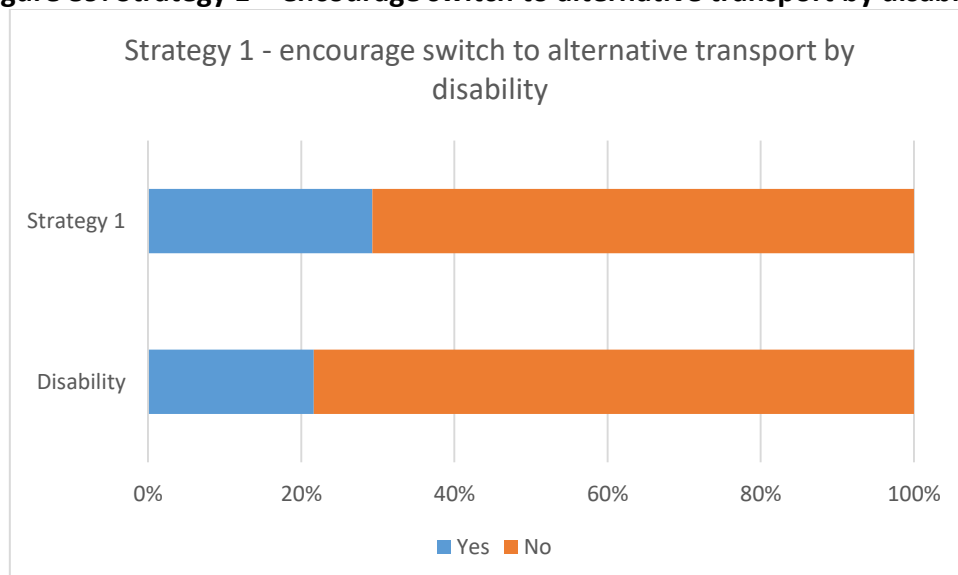
Figure 88: Strategy 1 – encourage switch to alternative transport by employment



Fewer respondents than the overall response, who indicated they had a ‘disability that influences travel decisions’, felt that strategy 1 would encourage them to switch to alternative transport, with under a quarter (21.6%) indicating this.

Disability that influences travel decisions	Yes	No	Total
	24 (21.6%)	87 (78.4%)	111

Figure 89: Strategy 1 – encourage switch to alternative transport by disability



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

Strategy 2

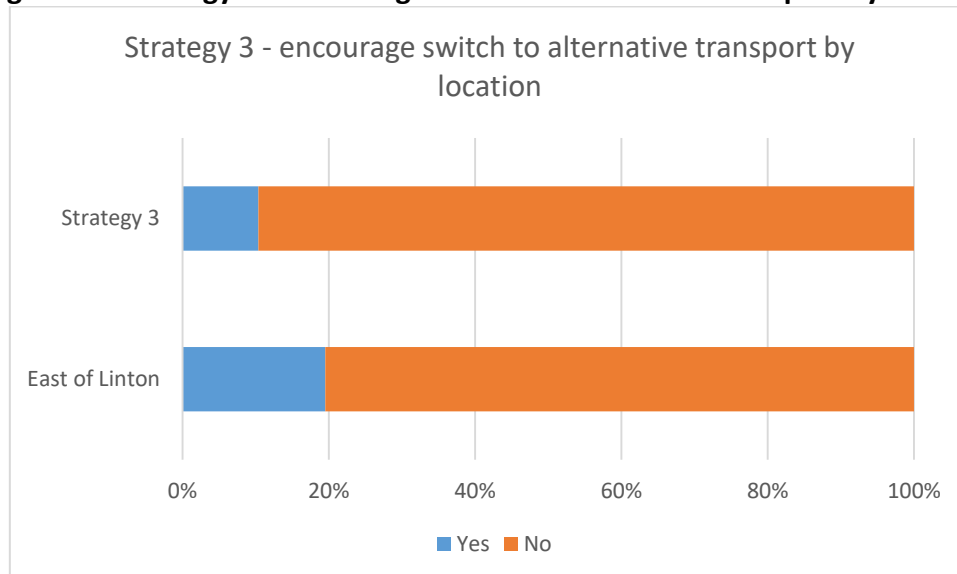
Responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

Strategy 3

More respondents than the overall response, who were located 'east of Linton', felt that strategy 3 would encourage them to switch to alternative transport, with under a fifth (19.5%) indicating this.

Location of respondents	Yes	No	Total
East of Linton	52 (19.5%)	214 (80.5%)	266

Figure 90: Strategy 3 – encourage switch to alternative transport by location



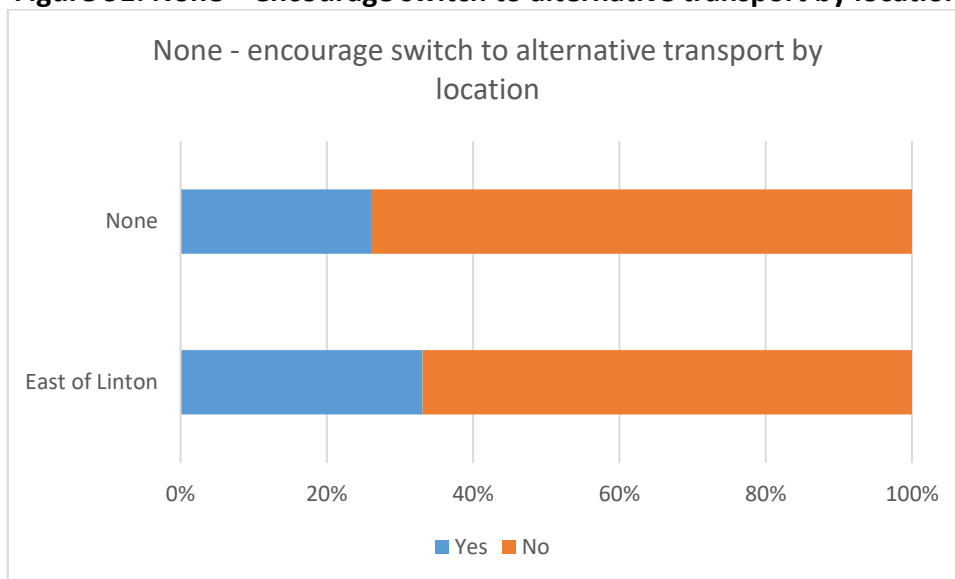
Other responses broken down by the respondent profile were similar to that of the overall response. A full breakdown can be found in Appendix 2.

None

More respondents than the overall response, who were located 'east of Linton', felt that 'none' of the strategies would encourage them to switch to alternative transport, with over a quarter (33.1%) indicating this.

Location of respondents	Yes	No	Total
East of Linton	88 (33.1%)	178 (66.9%)	266

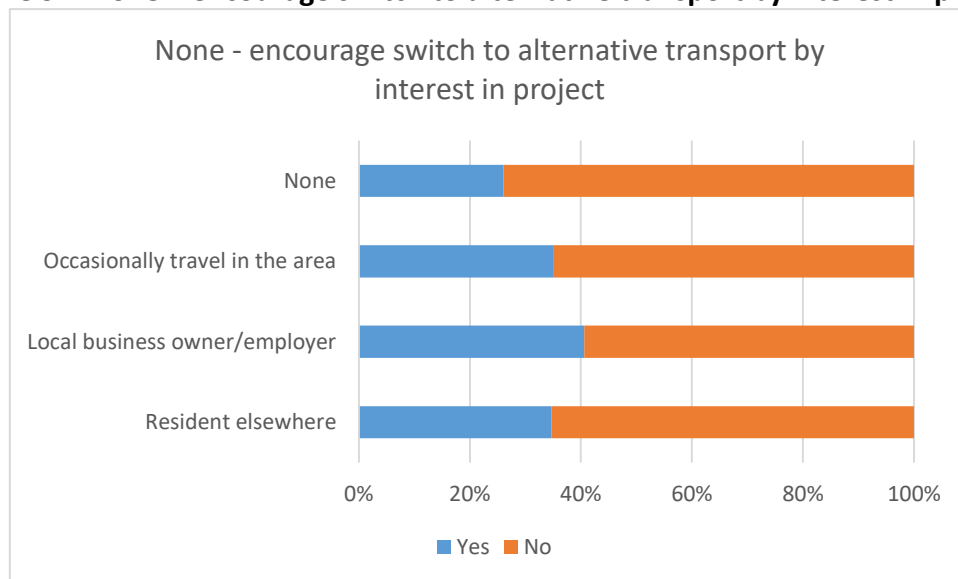
Figure 91: None – encourage switch to alternative transport by location



More respondents than the overall response, who indicated they were a ‘resident elsewhere’, ‘local business owner/employer’ and ‘occasionally travel in the area’ felt that ‘none’ of the strategies would encourage them to switch to alternative transport. Over a quarter of respondents indicating they were a ‘resident elsewhere’ (34.7%) and ‘occasionally travel in the area’ (35.1%) and over two fifths of respondents who indicated they were a ‘local business owner/employer’ (40.6%) indicated this.

Interest in project	Yes	No	Total
Resident elsewhere	60 (34.7%)	113 (65.3%)	173
Local business owner/employer	39 (40.6%)	57 (59.4%)	96
Occasionally travel in the area	39 (35.1%)	72 (64.9%)	111

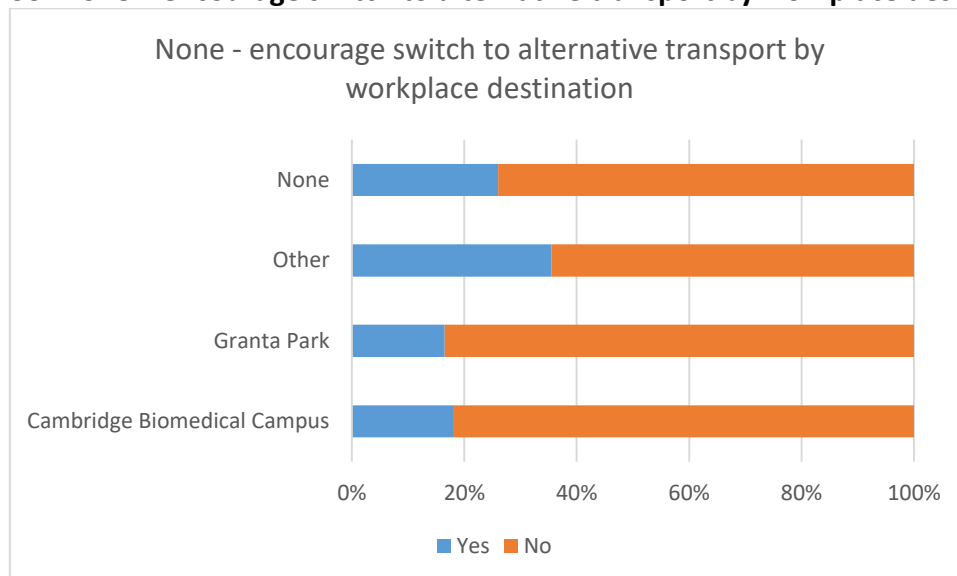
Figure 92: None – encourage switch to alternative transport by interest in project



Fewer respondents than the overall response, who indicated their usual workplace destination was 'Cambridge Biomedical Campus (including Addenbrooke's Hospital)' and 'Granta Park', felt that 'none' of the strategies would encourage them to switch to alternative transport, with under a fifth of respondents indicating their usual workplace destination was 'Cambridge Biomedical Campus' (18%) and 'Granta Park' (16.5%) indicating this. More respondents than the overall response, who indicated their usual workplace destination was 'other', felt that 'none' of the strategies would encourage them to switch to alternative transport, with over a quarter (35.5%) indicating this.

Usual workplace destination	Yes	No	Total
Cambridge Biomedical Campus	39 (18%)	178 (82%)	217
Granta Park	18 (16.5%)	91 (83.5%)	109
Other	118 (35.5%)	214 (64.5%)	332

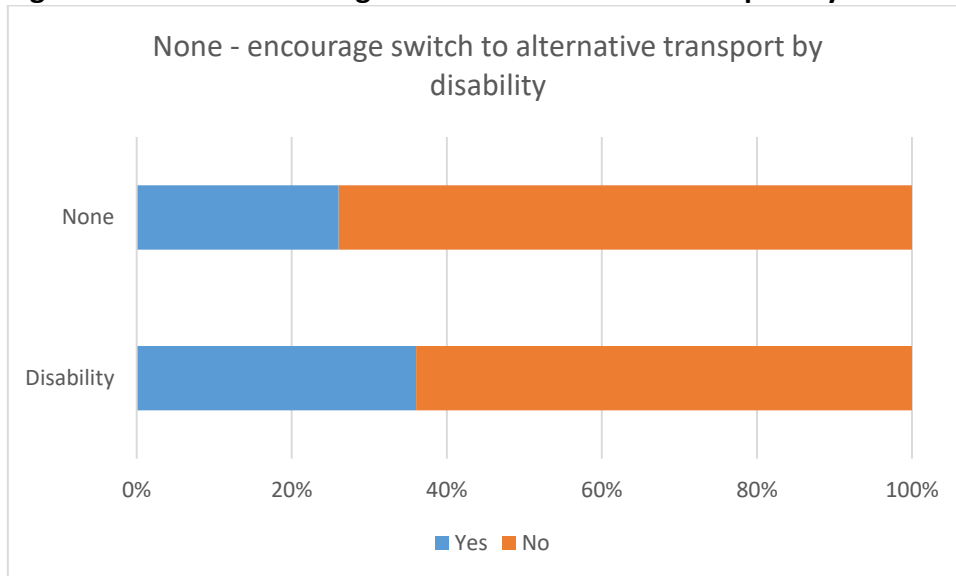
Figure 93: None – encourage switch to alternative transport by workplace destination



More respondents than the overall response, who indicated they had a 'disability that influences travel decisions', felt that 'none' of the strategies would encourage them to switch to alternative transport, with over a quarter (36%) indicating this.

Disability that influences travel decisions	Yes	No	Total
	40 (36%)	71 (64%)	111

Figure 94: None – encourage switch to alternative transport by disability



Which mode/s of transport would you switch to?

Respondents were also given a free text area to answer which type of transport they would switch to. Some respondents commented on multiple modes of transport. 894 respondents left comments.

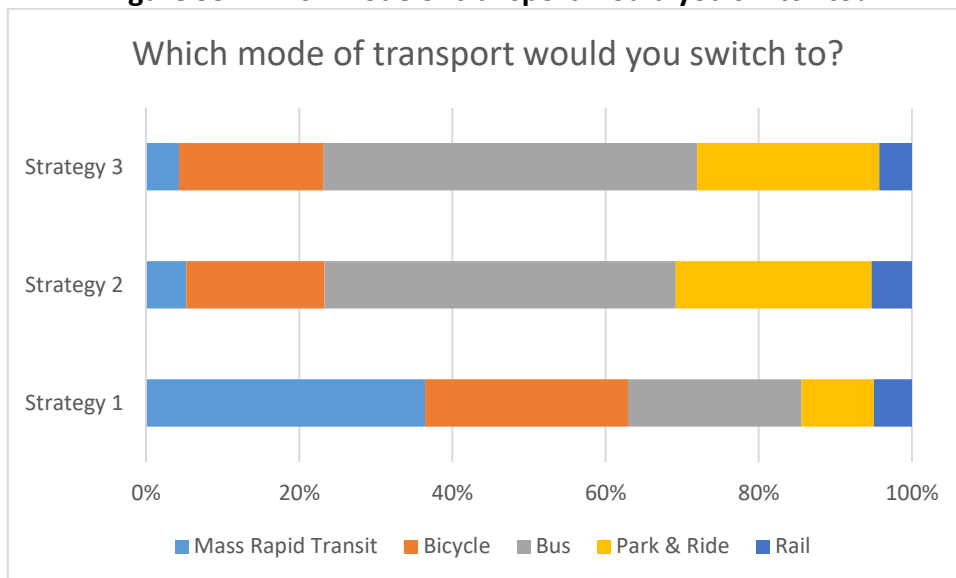
For respondents who felt that strategy 1 would encourage them to switch to an alternative mode of transport, 403 respondents left comments. 54.6% felt they would move to some form of mass rapid transit system, 39.7% felt they would move to a bicycle, 34% felt they would move to a bus, 14.1% felt they would move to Park & Ride, and 7.4% indicated they would move to a rail service.

For respondents who felt strategy 2 would encourage them to switch to an alternative mode of transport, 114 respondents left comments. 53.5% felt they would move to a bus service, 29.8% felt they would move to Park & Ride, 21.1% felt they would move to bicycle, 6.1% felt they would move to a mass rapid transit system, and 6.1% felt they would move to a rail service.

For respondents who felt strategy 3 would encourage them to switch to an alternative mode of transport, 127 respondents left comments. 63% felt they would move to a bus, 30.7% felt they would move to Park & Ride, 24.4% felt they would move to a bicycle, 5.5% felt they would move to a mass rapid transit system, and 5.5% felt they would move to a rail service.

	Mass Rapid Transit	Bicycle	Bus	Park & Ride	Rail	Total
Strategy 1	220 (54.6%)	160 (39.7%)	137 (34%)	57 (14.1%)	30 (7.4%)	403
Strategy 2	7 (6.1%)	24 (21.1%)	61 (53.5%)	34 (29.8%)	7 (6.1%)	114
Strategy 3	7 (5.5%)	31 (24.4%)	80 (63%)	39 (30.7%)	7 (5.5%)	127

Figure 95: Which mode of transport would you switch to?



Question 5: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s

720 respondents left comments to the question about whether any of the proposals would discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010.

Main themes

Disability. Many respondents discussed this theme. Some of these respondents felt that consideration needed to be made about those using mobility aids on cycle/foot paths and ensuring there was enough space for them and other path users. Respondents indicated that some need to use a personal vehicle due to mobility issues and that, although the proposals should relieve congestion and so benefit them, there were concerns that restrictions on personal vehicles and parking could negatively impact them. Some respondents felt that bus services and other potential public transport services needed to consider those with mobility issues, ensuring that floor levels were easily accessible. Some of these respondents felt that the cost of the bus service needed to be reduced, as those with mobility issues may also be financially poorer and costs felt excessive. These respondents also felt the bus services don't run often enough and cover enough areas to be reasonably accessible to those with mobility issues. A few respondents felt that shared cycle/foot path use would negatively affect those with visual impairments.

Age. Many respondents discussed this theme. Respondents felt that the proposals needed to consider older residents, who may not be able to cycle and need very local, reasonably priced transport links, and younger residents, who may need enough space for buggies on cycle/foot paths and on transport services.

Minor themes

Sex, gender, ethnicity, LGBT+. A few respondents discussed this theme. These respondents discussed each of these protected characteristics in relation to the safety of certain elements of the proposals. These respondents felt that the underpasses were areas of high risk and that a footbridge would be safer for these groups and others. These respondents also indicated that the safety of Park & Ride sites such as Babraham Road should be considered, particularly at night.

A few respondents discussed other issues unrelated to the Equality Act 2010. These respondents felt that:

Health needed to be considered. A few respondents discussed this theme, who were concerned that the proposals in villages may have an adverse effect on congestion levels, as drivers seek to circumvent traffic lights and safety measures, increasing air pollution in the villages.

Those with **low income** were being negatively affected. A few respondents discussed this theme. These respondents felt that the cost of public transport, particularly bus fare, was excessive for those on low incomes. A few of these respondents indicated they used personal vehicles to commute due to the distance and because it was financially more viable than paying bus fare.

There were those who **need personal vehicles for work**. A few respondents discussed this theme. These respondents felt that they needed their vehicles to transport goods and tools to work and that these proposals would negatively affect them.

That **horse riders** should be considered in the proposals. A few respondents discussed this theme, who felt that equestrians needed to be taken into consideration.

Question 6: We welcome your views, if you have any further comments on the project or particular options, please add these in the space available below.

991 respondents left comments on the question asking whether respondents had any further comments.

Main themes

Strategy 1. Many respondents discussed this theme. Some of these respondents felt that strategy 1 was the most thought out of the three strategies and had the best chance of creating modal shift away from personal vehicles. These respondents also felt that this strategy would be the best suited for integration into future transport links, including those to Haverhill. Some of these respondents indicated that they felt the cost of development was high but was worth the cost. A few of these respondents felt that strategies 2 and 3 would only benefit those travelling into Cambridge and would not benefit those commuting back home or to employment sites outside Cambridge. A few of these respondents felt that a cycle route should be included along the route and access should be available to villages. Some respondents were concerned about strategy 1, feeling that the increased cost of development was not worth the small increase in improvements. Some of these respondents were also concerned about the environmental impact this route would have on villages and Green Belt land in the area.

Strategy 2. Many respondents discussed this theme. Some of these respondents felt that strategy 2 would bring the best cost to benefit ratio and would bring benefits in a shorter space of time. Some respondents felt that the projected passenger traffic was too small to justify the expansion into the Green Belt. Some of these respondents felt that strategy 2 would cause increased congestion on Babraham Road, an area of current high levels of congestion, as drivers would be encouraged to use the Park & Ride site. A few of these respondents felt that strategy 2 would be too short-term and not result in lowering congestion enough for the increased development in the area.

Railway links from Haverhill. Many respondents discussed this theme. These respondents felt that having a rail link from Haverhill to Cambridge would reduce much of the motorised traffic currently using the A1307. These respondents felt the railway should link villages along the route and a few respondents felt that it should include a stop at Addenbrooke's Hospital.

Mass rapid transit. Many respondents discussed this theme. These respondents felt that the mass rapid transport system should take the form of something other than a bus. For some this was a train link while others felt it should be a tram or underground route. As with the respondents who discussed the railway links, many of these respondents felt that the route should go from Haverhill to Cambridge, for some using the old railway link. A few respondents were concerned about the environmental and financial impact of developing a mass rapid transit route.

Haverhill. Many respondents discussed this theme. These respondents highlighted the planned growth in Haverhill and felt that any route development should include Haverhill. Respondents who indicated they lived in the area felt that public transport underserved the area and needed improving to discourage personal vehicle use. Some of these respondents felt that a cycle path would also encourage modal shift away from personal vehicles.

Bus service improvements. Many respondents discussed this theme. These respondents felt that current bus services did not run at times or locations that were convenient for passengers, that they did not run often or early/late enough, that it was unreliable, and that the cost of bus fares was prohibitive. These respondents felt that the bus service needed subsidising to attract passengers, with a few respondents discussing the Bus Services Act 2017 and the possibility of developing a public transport system similar to London. Many of these respondents felt that the proposals would fail without improving bus services or offering a cheap and reliable alternative. A few respondents felt that the cost of Park & Ride services should be reduced as well.

Cost of development. Some respondents discussed this theme. These respondents highlighted concerns they had with the cost of development for each of the strategies. Some respondents felt that the cost was too high for something they felt would only be a solution in the short term. Some respondents felt that the cost for strategy 1 was acceptable for the benefits it could bring. Some respondents did not feel the cost for strategy 1 was worth the benefits.

Public transport links. Some respondents discussed this theme. These respondents felt that public transport links needed to be available to all areas along the route, including villages and areas of employment such as Granta Park. Some of these respondents felt there should be direct services to Cambridge to ensure fast, reliable journey times.

Short-term. Some respondents discussed this theme. These respondents felt that these strategies would only be short-term solutions. These respondents discussed planned developments in areas around the route, particularly in areas outside Cambridgeshire and in places such as Addenbrooke's Hospital, and felt infrastructure developments needed to consider these. Some of these respondents felt that strategy 1 had potential to be future proofed.

Strategy 3. Some respondents discussed this theme. Some respondents felt that strategy 3 held little benefit, as these respondents felt that bus lanes did not improve journey times enough as there were still interactions with other road users. Some of these respondents were concerned that there was not enough space for the lanes in the proposals without compromising one of the lanes or negatively affecting the environment. A few respondents felt that strategy 3 would add to congestion, particularly around Babraham Road and Addenbrooke's Hospital, because of the availability of space. Some respondents felt that this strategy would be of most benefit as it could be implemented quickly and dismantled easily if future developments superseded it, such as autonomous vehicles.

Environment. Some respondents discussed this theme. These respondents were concerned with the environmental impact these developments could have on the surroundings. Gog Magog and Nine Wells were areas of particular concern for some participants, who felt the routes came too close to these areas and felt they should be avoided. Strategy 3 had the fewest respondents concerned with environmental impact, while strategies 1 and 2 had similar levels of concern. Some respondents were concerned about the impact these strategies would have on villages along the route, particularly during construction.

Park & Ride location. Some respondents discussed this theme. These respondents felt that a Park & Ride site needed to be included closer to Haverhill, as significant traffic came from this location and needed to be encouraged out of personal vehicles earlier. Some respondents felt that a Park & Ride site should be located at the A11 junction for similar reasons.

Minor themes

Cycle paths. Some respondents discussed this theme. These respondents felt that provision of off-road cycle routes was of high importance to them. These respondents felt the routes needed to be segregated to ensure cyclists and pedestrians can travel safely along them and wide enough to allow for cargo bikes, mobility aids and other larger forms of active travel. These respondents felt that routes needed to join up to villages and places of work. Some of these respondents felt that routes needed to extend to Haverhill. Some of these respondents felt that the A1307 was unsafe to cycle on.

Modal shift. Some respondents discussed this theme. These respondents felt that modal shift away from personal vehicles was important. These respondents felt that for public transport to be attractive it needed to be perceptively cheaper and more reliable. Some respondents felt that dedicated cycle routes would encourage more people to cycle. Strategy 1 was discussed by some respondents, who felt this would be most effective at achieving modal shift. However some respondents questioned the figures quoted in the documentation, feeling this was overly ambitious. Some respondents felt that any the strategies would achieve modal shift and a few respondents felt that these schemes did not go far enough.

Increased congestion. Some respondents discussed this theme. These respondents felt the proposals would negatively impact on congestion, particularly during construction. Some respondents felt that traffic lights and bus lanes would add to congestion. Some of these respondents felt that traffic coming from Haverhill needed to be addressed, through solutions such as a closer Park & Ride and public transport access. Some of these respondents felt that congestion was caused by tailbacks from traffic within Cambridge and that this needed addressing.

Safety. Some respondents discussed this theme. These respondents felt that measures to improve safety were of high importance. These respondents felt that there were a number of visibility issues along the route and that speeds were not policed resulting in many drivers flaunting road laws.

Positive change. Some respondents discussed this theme. These respondents felt that the proposals were a positive step to improving congestion, safety and accessibility along the route.

Road speeds. Some respondents discussed this theme. These respondents felt that road speeds needed to be actively policed in some way, as they felt many drivers ignored speed limits. Some of these respondents felt that queues at traffic lights and junctions was causing some drivers to become impatient and take unnecessary risks.

Consultation material. A few respondents discussed this theme. These respondents felt that consultation materials were lacking in detail. Some respondents felt, that they needed a breakdown of the costs of proposals, more detail of how figures were decided upon, that the impact of areas outside Cambridgeshire had not been considered, and that it lacked environmental impact assessments. A few respondents felt that the leaflet was difficult to read due to the size of the print and colour scheme.

Impact on Linton. A few respondents discussed this theme. These respondents felt the proposals would have a negative impact on Linton and would not solve congestion problems in the village.

Road maintenance. A few respondents discussed this theme. These respondents felt that some of the safety issues along the route are due to poor maintenance. These respondents felt that potholes needed to be filled quicker, that more signage needed placing at junctions and areas of speed change, and that lighting and signs needed maintaining.

School traffic. A few respondents discussed this theme. These respondents felt that traffic was worse during school terms. These respondents felt that parents should be banned from taking their children to school by personal vehicle or that a school bus system should be introduced.

Equestrians. A few respondents discussed this theme. These respondents felt that horse riders should be given the same consideration as pedestrians and cyclists when designing routes. Some respondents had concerns about having shared use between horses, cyclists and pedestrians. These respondents felt that this could be dangerous, both to cyclists and equestrians.

Personal vehicle restrictions. A few respondents discussed this theme. These respondents felt that restrictions should be placed on personal vehicles, such as congestion charging or banning of vehicles at peak-times.

Traffic lights. A few respondents discussed this theme. These respondents felt that traffic lights would add to congestion issues. Some of these respondents felt that roundabouts would be a better substitute as they felt they would ensure better traffic flow. Some of these respondents felt that traffic lights should engage with smart technology to ensure they change at appropriate times.

Usage of public transport and cycle paths. A few respondents discussed this theme. These respondents felt that usage of both public transport and cycle paths was too low to justify the expenditure of improving them.

Concerns about housing developments. A few respondents discussed this theme. These respondents felt that development of a mass rapid transit system would encourage housing developments to in fill between Cambridge and the villages along the route. These respondents were concerned about this and felt this should be avoided.

Linton Village College junction. A few respondents discussed this theme. These respondents felt that a roundabout would better suit this junction than traffic lights, as they felt these would add to congestion.

Linton bypass. A few respondents discussed this theme. These respondents felt that a bypass should be built around Linton, as this was the location of much of the congestion and accidents.

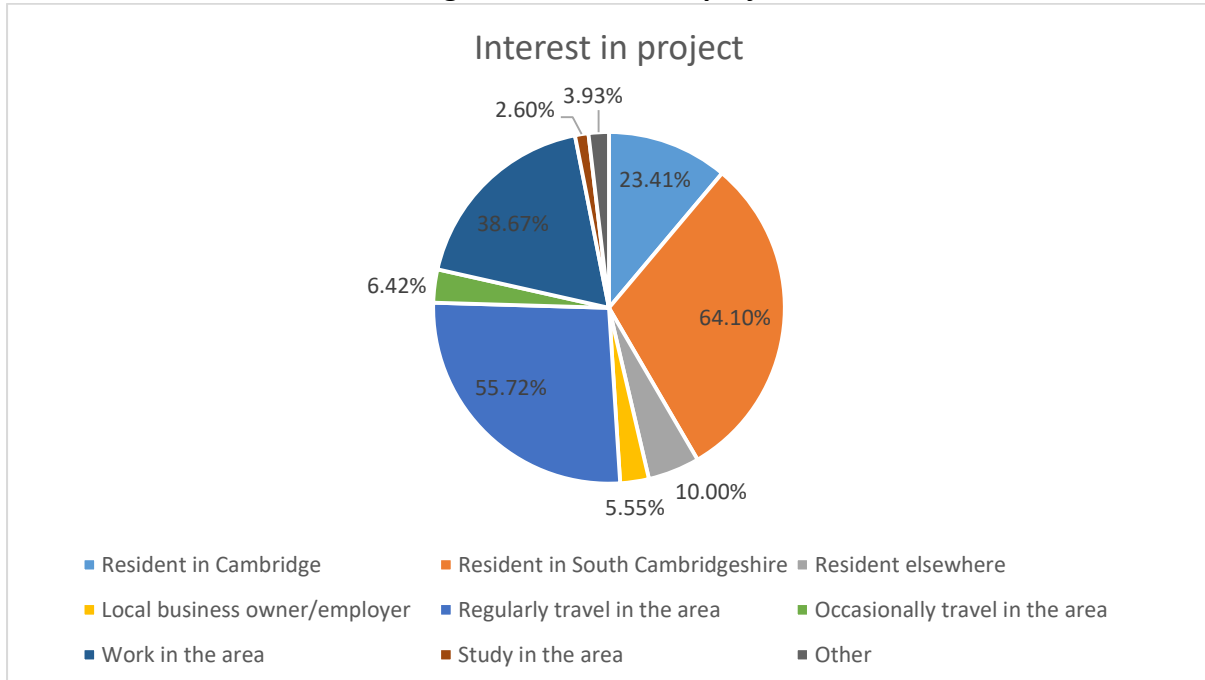
Four Went Ways. A few respondents discussed this theme. These respondents felt the crossing at Haverhill and the A1307 was a high-casualty route and needed addressing in the proposals.

Question 7: Please indicate your interest in this project

1730 respondents answered the question on their interest in the project. Respondents could select multiple answers for this question. The majority of respondents indicated they were a resident in South Cambridgeshire (64.1%) and regularly travel in the area (55.72%). Nearly two fifths indicated they worked in the area (38.67%) and just over a fifth indicated they were a resident in Cambridge (23.41%). Fewer respondents indicated they were a resident elsewhere (10%), occasionally travel in the area (6.42%), were a local business owner/employer (5.55%) and study in the area (2.6%). 3.93% of respondents indicated their interest in the project as 'other' but further information was not gathered on this response.

Resident in Cambridge	405	23.41%
Resident in South Cambridgeshire	1109	64.10%
Resident elsewhere	173	10.00%
Local business owner/employer	96	5.55%
Regularly travel in the area	964	55.72%
Occasionally travel in the area	111	6.42%
Work in the area	669	38.67%
Study in the area	45	2.60%
Other	68	3.93%
Total		1730

Figure 96: Interest in project

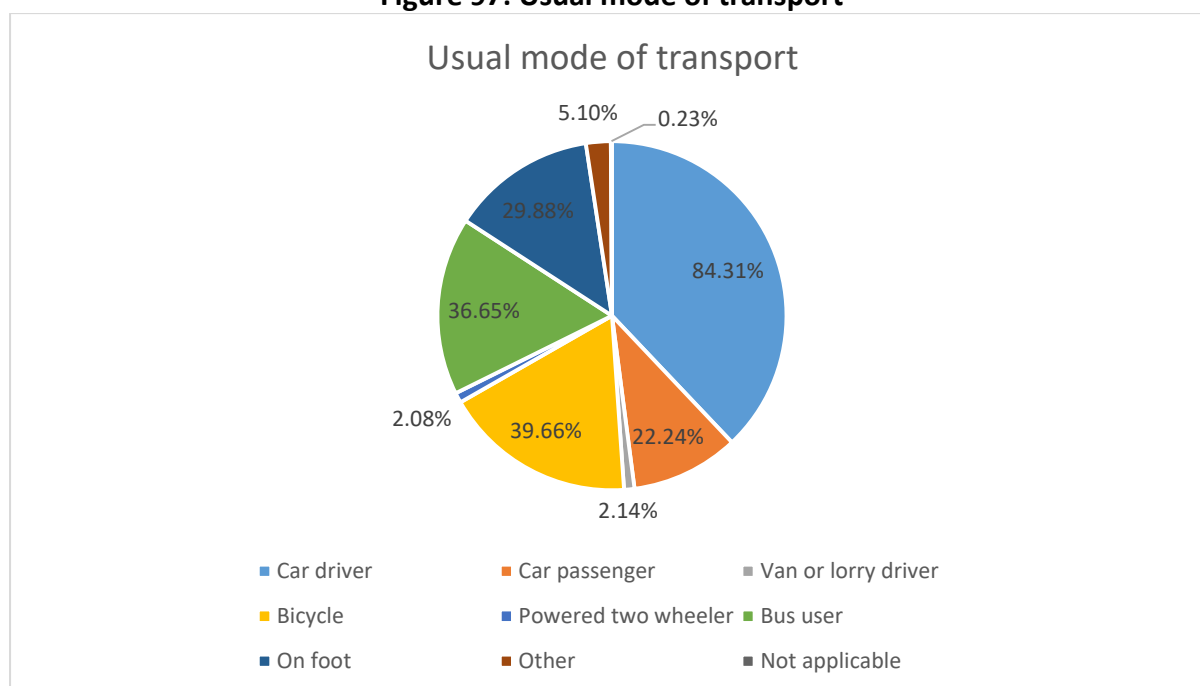


Question 8: If you do, how do you usually travel in the area?

1727 respondents answered the question on their usual mode of transport in the area being consulted upon. Respondents could select multiple answers for this question. The majority of respondents indicated they were a car driver (84.31%). Nearly two fifths of respondents indicated they travelled by bicycle (39.66%) or were a bus user (36.65%). Over a quarter of respondents indicated they travelled on foot (29.88%) and over a fifth were car passengers (22.42%). 5.1% of respondents indicated their usual mode of transport was 'other' but further information was not gathered on this response.

Car driver	1456	84.31%
Car passenger	384	22.24%
Van or lorry driver	37	2.14%
Bicycle	685	39.66%
Powered two wheeler	36	2.08%
Bus user	633	36.65%
On foot	516	29.88%
Other	88	5.10%
Not applicable	4	0.23%
Total		1727

Figure 97: Usual mode of transport

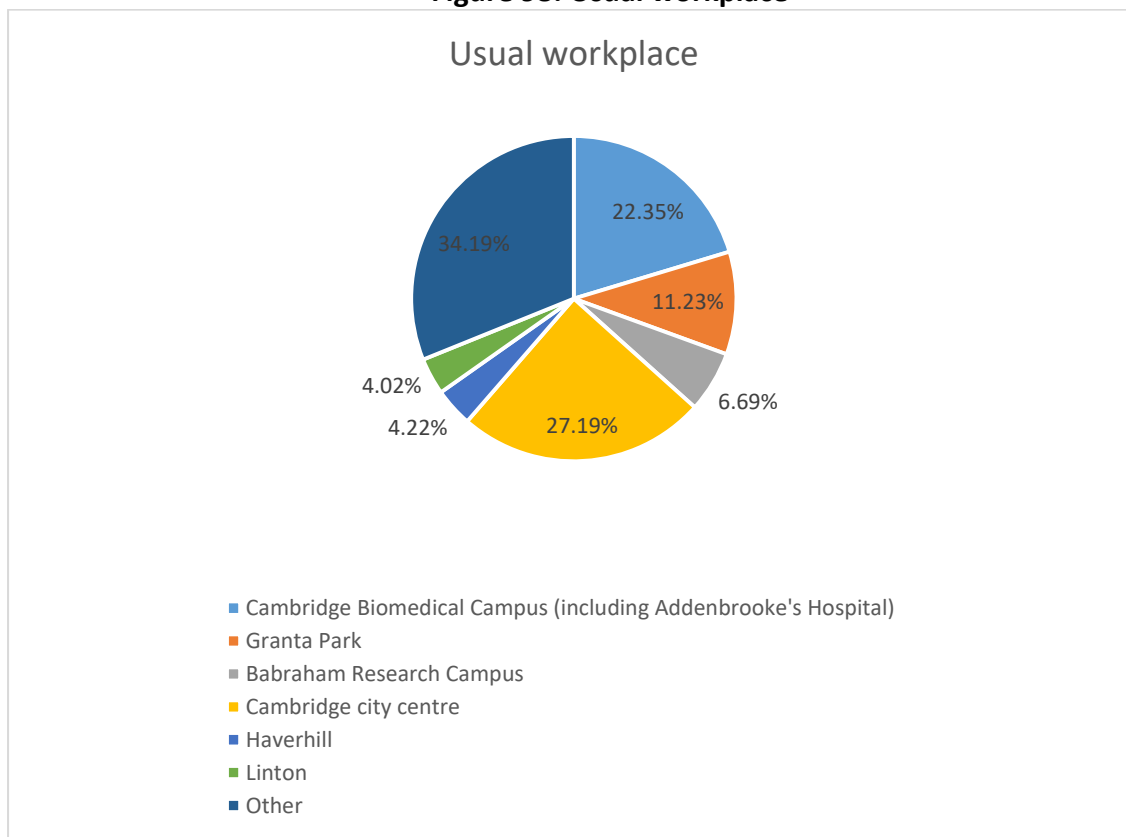


Question 9: If you commute in the area, please indicate your usual workplace

971 respondents answered the question on where their usual workplace was located if they commuted in the area being consulted on. Respondents could select multiple answers for this question. Over a quarter of respondents indicated they usually work in Cambridge city centre (27.19%). Over a fifth (22.35%) indicated they usually work at the Cambridge Biomedical Campus (including Addenbrooke’s Hospital). 34.19% of respondents indicated their usual workplace as ‘other’. ‘Other’ responses included villages along the route, employment locations such as ARM in Fulbourn and the Science Park, as well as places outside of Cambridgeshire, such as Stevenage, Essex and London. It should be noted that there were numerous responses indicating areas in central Cambridge. 11.23% indicated they usually worked at Granta Park.

Cambridge Biomedical Campus (including Addenbrooke's Hospital)	217	22.35%
Granta Park	109	11.23%
Babraham Research Campus	65	6.69%
Cambridge city centre	264	27.19%
Haverhill	41	4.22%
Linton	39	4.02%
Other	332	34.19%
Total		971

Figure 98: Usual workplace

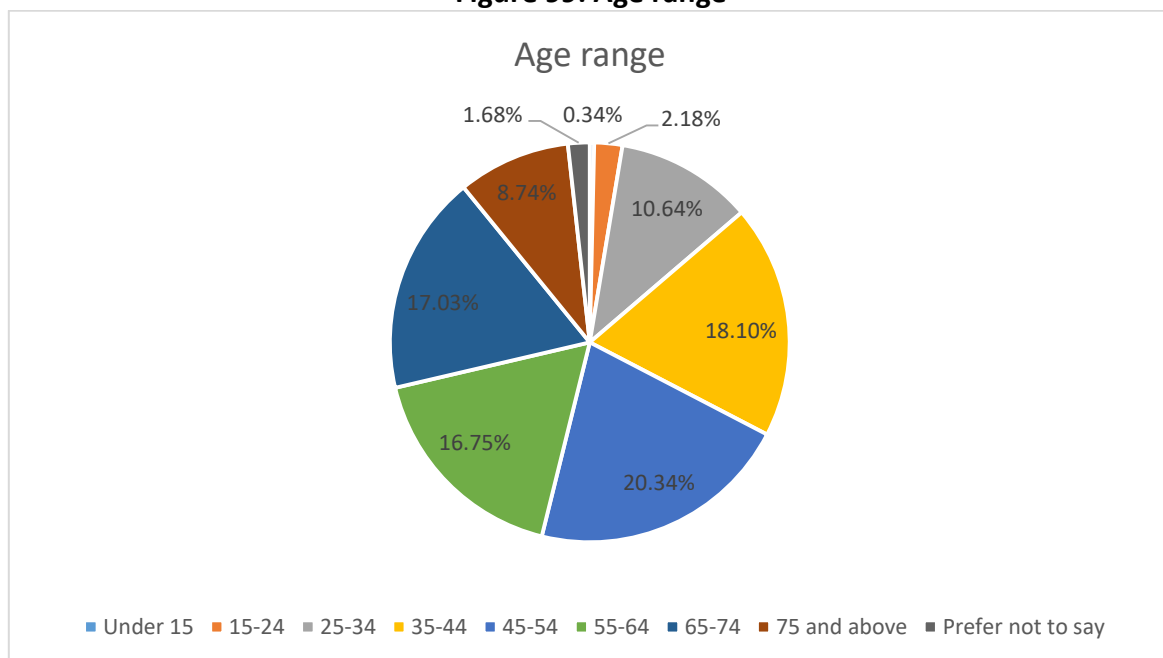


Question 10: Please indicate your age range.

1710 respondents answered the question on their age range. Average working ages, from 15-24 to 55-64, were well represented.

Under 15	6	0.34%
15-24	39	2.18%
25-34	190	10.64%
35-44	323	18.10%
45-54	363	20.34%
55-64	299	16.75%
65-74	304	17.03%
75 and above	156	8.74%
Prefer not to say	30	1.68%
Total	1710	

Figure 99: Age range

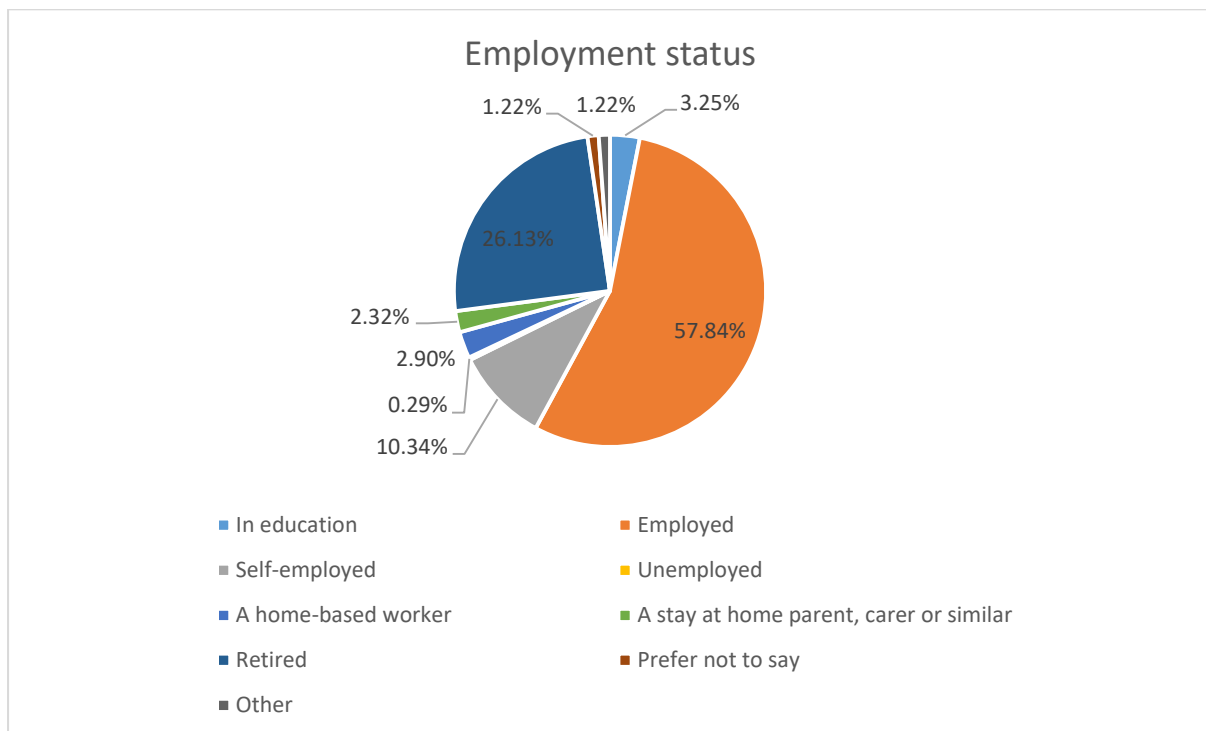


Question 11: Are you (employment status)

1722 respondents answered the question about their employment status. Respondents could select multiple answers for this question. The majority of respondents indicated they were employed (57.84%). Over a quarter of respondents indicated they were retired (26.13%). 10.34% of respondents indicated they were self-employed.

In education	56	3.25%
Employed	996	57.84%
Self-employed	178	10.34%
Unemployed	5	0.29%
A home-based worker	50	2.90%
A stay at home parent, carer or similar	40	2.32%
Retired	450	26.13%
Prefer not to say	21	1.22%
Other	21	1.22%
	Total	1722

Figure 100: Employment status

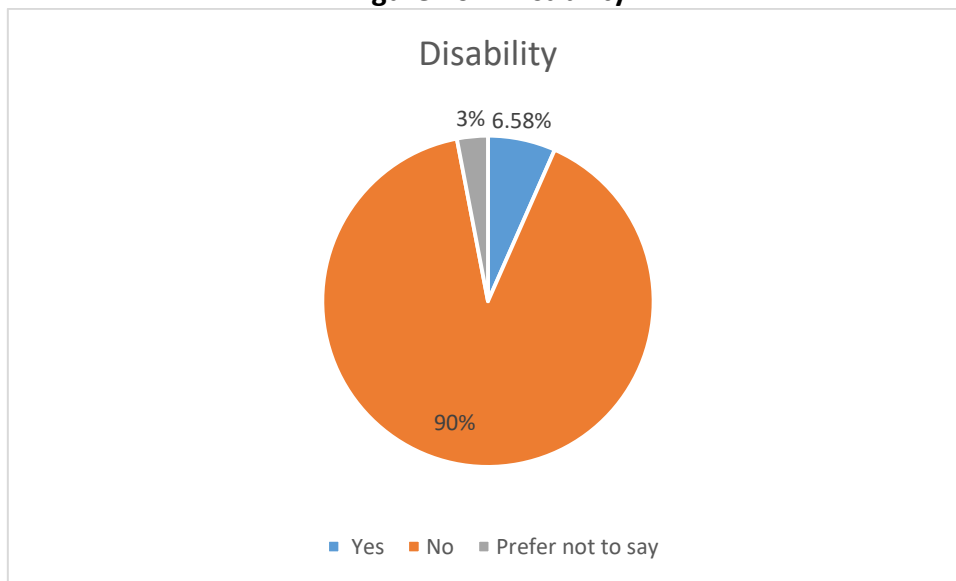


Question 12: Do you have a disability which influences the way you travel?

1686 respondents answered the question about whether they had a disability that influences the way they travel. 6.58% of respondents indicated they had a disability that influences the way they travel.

Yes	111	6.58%
No	1525	90%
Prefer not to say	50	3%
Total		1686

Figure 101: Disability



Stakeholders responses

Background

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

A1307 Parishes Forum	Grosvenor
Axis Land Partnerships	Hinxton Parish Council
Babraham Research Campus	Historic England
Bartlow Parish Meeting	Hobson's Conduit Trust
BioMed Realty	Horseheath Parish Council
Cambridge Biomedical Campus Travel, Transport & Sustainability Group (CBCTTSG)	Linton Parish Council
Cambridge Past, Present & Future (CPPF)	Little Abington Parish Council
Camcycle	MedImmune
CEG	Natural England
Confederation of Passenger Transport UK (CPTUK)	Railfuture East Anglia
Coppice Avenue Residents' Association (CARA)	Sawston Parish Council
Councillor Tony Orgee	Smarter Cambridge Transport
CPRE Cambridgeshire & Peterborough	St John's College
CTC Cambridge	The Bursar's Environment and Planning Sub-Committee (BEPS)
Granta Park, Biomed Realty and The Welding Institute (GPBRWI)	The Magog Trust
Great Abington Parish Council	The Rt Hon Matt Hancock MP
Great Shelford Parish Council	Trumpington Residents' Association
	University of Cambridge
	Wellcome Genome Campus
	West Wickham Parish Council
	Wildlife Trust

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

Main themes

Strategy 1. Many stakeholders discussed this theme. Some stakeholders felt that adaptations were needed to improve the route and that these adaptations and the final route plan should be considered in context of other routes and developments in the area.

Some stakeholders indicated their support for strategy 1, feeling that it would bring the most improvement to public transport services, would attract more modal shift to both public transport and cycling, and was the most future proofed.

Some stakeholders indicated they were opposed to strategy 1, as they were concerned about the negative effect on the environment and villages on the route, about what form of

transport would use the route, and the smaller cost/benefit in comparison to the other strategies.

Environment. Many stakeholders discussed this theme. Some stakeholders were concerned about the negative impact the strategies' route could have on the countryside and ecology along the route.

Some stakeholders felt that strategy 1 could have a negative impact on Nine Wells Nature Reserve and the County Wildlife Site.

Some stakeholders felt that strategy 2 could have a negative visual impact on the area and risk damaging the local environment due to its proximity to Wandlebury Country Park as well as possibly encouraging infill.

Some stakeholders felt that strategy 3 would require road widening and this would damage existing biodiversity.

Bus service improvements. Many stakeholders discussed this theme. Stakeholders felt that any improvements to bus service reliability, frequency, cost and journey times would increase modal shift towards public transport.

Some stakeholders felt that bus routes needed to link up to key areas of employment, such as Granta Park, and to all villages along the route as well as with other schemes.

Strategy 3. Many stakeholders discussed this theme. A few stakeholders supported this strategy, feeling it had a positive cost/benefit ratio.

Some stakeholders indicated they were opposed to this strategy, feeling it would have a negative impact on environment and local residents due to road widening and would not be effective at improving public transport journey times.

Strategy 2. Many stakeholders discussed this theme. Some of these stakeholders indicated they were opposed to strategy 2, who felt that this strategy would result in undesired land development and have a negative impact on the environment, as well as lacking in future proofing.

Some stakeholders indicated their support for strategy 2, who felt that there was a positive cost/benefit ratio and that it would improve public transport reliability and journey times.

Safety. Many stakeholders discussed this theme. Stakeholders were concerned about the safety of the area, particularly across the A1307. These stakeholders felt that the proposals were a positive move to solving this issue.

Consultation. Some stakeholders discussed this theme. These stakeholders felt the documentation was lacking information on things like, details of improvements on cycle routes, details on the exact route of each strategy, details on how the proposals could affect each other and how they work with other schemes in the area, locations of key environmental sites, and details of cost assessments and funding.

Linton Greenway. Some stakeholders discussed this theme. These stakeholders were generally positive about the Linton Greenway, but some indicated they felt some aspects needed to be reconsidered. These included: avoiding Gog Magog Hill, the bridge over the A11 to be wide enough for two cargo bikes to pass each other, ensuring the Greenway is away from the A1307, exploring the route between Stapleford and Sawston, and a thorough environmental assessment.

Park & Ride. Some stakeholders discussed this theme. A few stakeholders felt that more information was needed on the location of the Park & Ride.

Some stakeholders felt that a Park & Ride should be located closer to Haverhill, as a significant portion of commuting traffic came from Haverhill.

Haverhill. Some respondents discussed this theme. These respondents felt that the route proposals should extend to Haverhill, due to planned expansions in the area and the significant portion of commuting traffic travelling towards Cambridge from Haverhill.

Minor themes

Multi-user underpass at Wandlebury. Some stakeholders discussed this theme. Some stakeholders indicated they opposed this element, feeling that the cost was too high for predicted usage, that it required redesigning, and felt that a crossing located closer to Babraham Research Campus would be more beneficial.

Some stakeholders supported this element, who felt that it could improve safety and benefit local wildlife. Some of these stakeholders felt that the underpass design should avoid 'blind' corners as this could prove unsafe for equestrians and cyclists.

Signalisation and right-turn ban at Linton High Street. Some stakeholders discussed this theme. Some stakeholders indicated their support for this element.

Some stakeholders opposed part of this element, who felt that the right-turn ban would encourage drivers to take other unsuitable routes and cause congestion issues for residents of Linton.

Dean Road crossroads. Some stakeholders discussed this theme. A few stakeholders indicated they support this element.

A few stakeholders felt that it was important a safe space was kept for cyclists attempting to cross this road.

Some stakeholders opposed this element, who felt that it would cause issues for heavy goods vehicles accessing work sites nearby with the diversions. These stakeholders felt other measures could be used instead, such as reducing lanes and widening the refuge for crossing traffic.

Rail links. Some stakeholders discussed this theme. These stakeholders felt that rail link between Haverhill and Cambridge should be reopened and made accessible to villages and work sites along the route. This was felt to be a more environmentally friendly and future proof than the proposed strategies.

M11 improvements. Some stakeholders discussed this theme. These stakeholders felt that improvements needed to be made to the M11 to ease congestion in the area, such as improving access at Junction 9 and improving access to the M11 from Haverhill.

Bartlow Road roundabout and rural hub. Some stakeholders discussed this theme. Some stakeholders indicated their support for this element, as it would improve safety in the area. However some felt that the capacity of the site was not future proofed and some felt that traffic lights may be safer than a roundabout.

Multi-user crossing of A11 via improved footbridge and underpass. Some stakeholders discussed this theme. Some stakeholders indicated their support for this element. A few stakeholders had concerns over the size of this bridge and felt it should be wide enough to manage two wide bikes, such as cargo bikes, passing each other.

Impact on villages. Some stakeholders discussed this theme. These stakeholders were concerned about the potential negative impact the proposals would have on the villages along the route and felt these needed to be mitigated.

Granham's Road junction. A few stakeholders discussed this theme. Some stakeholders supported this element.

A few stakeholders felt that further improvements needed to be made to cycle routes at the junction and right-turns were still supported.

Haverhill Road and the Gog Farm Shop junction safety improvement. A few stakeholders discussed this theme. Some stakeholders indicated they supported this element. A few stakeholders indicated they did not support this element, as they felt that improvements weren't enough for cyclists.

Speed reduction measures – Horseheath to Linton. A few stakeholders discussed this theme. A few stakeholders indicated they supported this element. A few stakeholders felt there should be fewer changes to speed limits, that they should ideally be kept to 50 mph and reduced at key safety areas.

Extra cycle storage at Babraham Park & Ride. A few stakeholders discussed this theme. A few stakeholders indicated they supported this element.

Linton Village College junction signal upgrade. A few stakeholders discussed this theme. A few stakeholders indicated they supported this element. A few stakeholders felt the lights should link with others in the area to ensure traffic flow.

Signalised crossing at the Babraham Research Campus Roundabout. A few stakeholders discussed this theme who indicated their support for this element.

Signalise Hildersham crossroads with Toucan/Pegasus crossing. A few stakeholders discussed this theme who indicated their support for this element. A few stakeholders felt that a bridge would also be a suitable solution for making Hildersham crossroads safer.

Concerns about housing development. A few stakeholders discussed this theme, who were concerned the route developments, particularly strategies 1 and 2, would encourage housing developments in areas designated as Green Belt.

Eastbound bus lane at A11. A few stakeholders discussed this theme who indicated their support for this element.

Cost of development. A few stakeholders discussed this theme, who indicated that they felt the cost of developing the strategies was too high and money could be better spent on other improvements.

Parking restrictions. A few stakeholders discussed this theme, who felt that introducing parking restrictions in streets around areas of employment, such as Addenbrooke's Hospital, should dissuade commuters from parking on the street instead of using alternatives.

Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction. A few stakeholders discussed this theme who indicated their support for this element.

Westbound bus lanes on approach to B1052. A few stakeholders discussed this theme who indicated their support for this element.

Email, social media and consultation event responses

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

Main themes

Strategy 1. Many respondents discussed this theme. Many of these respondents indicated their support for strategy 1 and felt it would be the best long term solution to increasing congestion problems in the area. A few of these respondents felt that a short term solution was needed during strategy 1's development. A few respondents indicated they were opposed to strategy 1 as they felt it would negatively impact on the Greenbelt and villages along the route.

Safety. Some respondents discussed this theme. Many of these respondents felt that the proposals were a positive step to improve the safety of the route. A few respondents felt that potholes and other road maintenance needed to be better kept up as these contributed to problems in the area.

Right-turn ban at Linton High Street. Some respondents discussed this theme. These respondents felt that a right-turn ban would negatively impact residents of Linton, as it would result in drivers using alternative routes unsuited to high volumes of traffic. A few respondents felt that a traffic light system for all vehicles would be a better solution and a few respondents felt that a roundabout would be a better solution.

Cycle routes. Some respondents discussed this theme. Many of these respondents felt that the Greenway was a positive improvement. Some of these respondents felt that the Greenway needed extending to Haverhill. Some respondents felt that the old railway line and Roman Road should be used instead.

Bus service improvements. Some respondents discussed this theme. These respondents felt that currently the villages along the A1307 were underserved by public transport. This, alongside the cost of bus tickets and the time taken to get to destinations, was felt to be the reason many people used personal vehicles to commute. Without improvements in all these areas, these respondents felt that people wouldn't, and in some cases couldn't, move to using public transport.

Increased congestion. Some respondents discussed this theme. These respondents felt that some of the proposals would reduce the flow of traffic and increase congestion in some areas. Some of these respondents felt that bus lanes would cause difficulties for personal vehicles due to the reduced lanes. A few of these respondents were concerned about increased traffic, particularly heavy goods vehicles, travelling through Horseheath due to the closure of the Deans Road crossroads. A few respondents were concerned about the disruption caused from building these improvements.

Minor themes

Rail links. Some respondents discussed this theme. These respondents felt that rail links would be a greater and more future proofed than the current proposals. Many of these respondents highlighted the old rail link to Haverhill and felt this should be reopened.

Consultation. Some respondents discussed this theme. Some of these respondents felt that they needed more information on the proposals. Some of the respondents at the consultation events felt they had been handled well and were given good explanations.

Environment. Some respondents discussed this theme. Some of these respondents were concerned the increase in congestion caused by some of the proposals would increase air pollution. A few respondents were concerned about the impact on the Green Belt from strategy 1. A few respondents were concerned about the impact on Nine Wells Nature Reserve from strategy 2.

Strategy 2. Some respondents discussed this theme. Some of these respondents were opposed to strategy 2, a few of these respondents because of the impact on Nine Wells Nature Reserve, a few of these respondents because they felt it would have little impact on problems in the area. A few of these respondents indicated their support for strategy 2.

Haverhill traffic. Some respondents discussed this theme. These respondents felt that many of the congestion problems on the A1307 were the result of commuters from Haverhill and felt it would get worse with the planned developments there. These respondents felt that the proposals needed to extend out to Haverhill to be effective.

Park & Ride location. A few respondents discussed this theme. Some of these respondents felt that a Park & Ride needed to be located closer to Haverhill. A few of these respondents felt that the proposed Park & Ride at Four Went Ways needed to be located in a different place to avoid queues on the A11.

Vehicle restrictions in Cambridge. A few respondents discussed this theme. These respondents felt that parking needed to be limited in Cambridge and other restrictions placed on vehicles in the city.

Impact on villages. A few respondents discussed this theme. These respondents felt that more consideration needed to be made to the impact these proposals would have on villages along the route. Some of these respondents were concerned about the impact from strategy 1.

Haverhill Road and Gog Farm shop junction safety improvements. A few respondents discussed this theme. These respondents felt that although improvements needed to be made, the design needed rethinking.

Concerns about housing development. A few respondents discussed this theme. These respondents were concerned that strategy 1, 2 and a mass rapid transit system would encourage housing development in the area and wished to avoid this.

Strategy 3. A few respondents discussed this theme. These respondents indicated they were opposed to strategy 3.

Cost of development. A few respondents discussed this theme. These respondents were concerned that funding would be available for the full development of strategy 1.

Appendices

Appendix 1: Full Survey

		Figure	% of total respondents	Coded 'Response Grouping': Whilst the bulk of responses came from within the core study area low numbers of responses came from further afield, for completeness these responses are included in the four groupings.
Total respondents		1785	100%	
Parish	Ashdon	1	0.06%	East of Linton
	Babraham	15	0.84%	Babraham to Linton
	Balsham	46	2.58%	East of Linton
	Barnardiston	1	0.06%	East of Linton
	Bartlow	8	0.45%	East of Linton
	Biggleswade	1	0.06%	West of Babraham
	Bishop's Stortford	1	0.06%	Babraham to Linton
	Bluntisham	1	0.06%	West of Babraham
	Bottisham	1	0.06%	West of Babraham
	Buntingford	1	0.06%	Babraham to Linton
	Burwell	2	0.11%	East of Linton
	Carlton	1	0.06%	East of Linton
	Castle Camps	2	0.11%	East of Linton
	Cheveley	1	0.06%	East of Linton
	Dullingham	1	0.06%	East of Linton
	Duxford	8	0.45%	Babraham to Linton
	Fowlmere	1	0.06%	Babraham to Linton
	Foxton	1	0.06%	West of Babraham
	Fulbourn	5	0.28%	West of Babraham
	Godmanchester	1	0.06%	West of Babraham
	Great Abington	37	2.07%	Babraham to Linton
	Great Bradley	3	0.17%	East of Linton
	Great Chesterford	1	0.06%	Babraham to Linton
	Great Shelford	141	7.90%	West of Babraham
	Great Thurlow	2	0.11%	East of Linton
	Hadstock	10	0.56%	Babraham to Linton
	Hardwick	1	0.06%	West of Babraham
	Harlton	1	0.06%	West of Babraham
	Hauxton	1	0.06%	West of Babraham
	Haverhill	94	5.27%	East of Linton
	Helions Bumpstead	1	0.06%	East of Linton
	Hempstead	1	0.06%	East of Linton

Hildersham	12	0.67%	Babraham to Linton	
Hinxton	2	0.11%	Babraham to Linton	
Horningsea	1	0.06%	West of Babraham	
Horseheath	17	0.95%	East of Linton	
Hundon	1	0.06%	East of Linton	
Ickleton	3	0.17%	Babraham to Linton	
Ixworth	1	0.06%	East of Linton	
Kedington	9	0.50%	East of Linton	
Linton	250	14.01%	Babraham to Linton	
Litlington	1	0.06%	West of Babraham	
Little Abington	34	1.90%	Babraham to Linton	
Little Baddow	1	0.06%	East of Linton	
Little Shelford	1	0.06%	West of Babraham	
Little Wilbraham	1	0.06%	West of Babraham	
Little Wratting	1	0.06%	East of Linton	
Melbourn	2	0.11%	West of Babraham	
Moulton	1	0.06%	East of Linton	
Newmarket	1	0.06%	East of Linton	
Offley	1	0.06%	West of Babraham	
Orchard Park	1	0.06%	West of Babraham	
Pampisford	6	0.34%	Babraham to Linton	
Papworth Everard	1	0.06%	West of Babraham	
Red Lodge	1	0.06%	East of Linton	
Royston	2	0.11%	West of Babraham	
Saffron Walden	5	0.28%	Babraham to Linton	
Sawston	136	7.62%	Babraham to Linton	
Shudy Camps	13	0.73%	East of Linton	
Smallburgh	4	0.22%	East of Linton	
Soham	2	0.11%	East of Linton	
St. Neots	1	0.06%	West of Babraham	
Stapleford	95	5.32%	West of Babraham	
Steeple Bumpstead	2	0.11%	East of Linton	
Thaxted	2	0.11%	East of Linton	
Thriplow	3	0.17%	Babraham to Linton	
Waterbeach	2	0.11%	West of Babraham	
West Wickham	33	1.85%	East of Linton	
West Wratting	1	0.06%	East of Linton	
Weston Colville	4	0.22%	East of Linton	
Whittlesford	5	0.28%	Babraham to Linton	
Willingham	1	0.06%	East of Linton	
Withersfield	8	0.45%	East of Linton	
Ward	Abbey	3	0.17%	West of Babraham
	Arbury	5	0.28%	West of Babraham
	Castle	1	0.06%	West of Babraham
	Cherry Hinton	12	0.67%	West of Babraham

Coleridge	17	0.95%	West of Babraham
East Chesterton	2	0.11%	West of Babraham
King's Hedges	1	0.06%	West of Babraham
Market	3	0.17%	West of Babraham
Newnham	1	0.06%	West of Babraham
Petersfield	9	0.50%	West of Babraham
Queen Edith's	172	9.64%	West of Babraham
Romsey	8	0.45%	West of Babraham
Trumpington	66	3.70%	West of Babraham
West Chesterton	4	0.22%	West of Babraham
Respondents with no parish/ward data	421	23.59%	

Appendix 2: Respondent profile breakdown for quantitative questions

		Figure	% of total respondents	Coded 'Response Grouping': Whilst the bulk of responses came from within the core study area low numbers of responses came from further afield, for completeness these responses are included in the four groupings.
Total respondents		1785	100%	
Parish	Ashdon	1	0.06%	East of Linton
	Babraham	15	0.84%	Babraham to Linton
	Balsham	46	2.58%	East of Linton
	Barnardiston	1	0.06%	East of Linton
	Bartlow	8	0.45%	East of Linton
	Biggleswade	1	0.06%	West of Babraham
	Bishop's Stortford	1	0.06%	Babraham to Linton
	Bluntisham	1	0.06%	West of Babraham
	Bottisham	1	0.06%	West of Babraham
	Buntingford	1	0.06%	Babraham to Linton
	Burwell	2	0.11%	East of Linton
	Carlton	1	0.06%	East of Linton
	Castle Camps	2	0.11%	East of Linton
	Cheveley	1	0.06%	East of Linton
	Dullingham	1	0.06%	East of Linton
	Duxford	8	0.45%	Babraham to Linton
	Fowlmere	1	0.06%	Babraham to Linton
	Foxton	1	0.06%	West of Babraham
	Fulbourn	5	0.28%	West of Babraham
	Godmanchester	1	0.06%	West of Babraham
	Great Abington	37	2.07%	Babraham to Linton
	Great Bradley	3	0.17%	East of Linton
	Great Chesterford	1	0.06%	Babraham to Linton
	Great Shelford	141	7.90%	West of Babraham
	Great Thurlow	2	0.11%	East of Linton
	Hadstock	10	0.56%	Babraham to Linton
	Hardwick	1	0.06%	West of Babraham
	Harlton	1	0.06%	West of Babraham
	Hauxton	1	0.06%	West of Babraham
	Haverhill	94	5.27%	East of Linton
	Helions Bumpstead	1	0.06%	East of Linton
	Hempstead	1	0.06%	East of Linton
	Hildersham	12	0.67%	Babraham to Linton
	Hinxton	2	0.11%	Babraham to Linton
	Horningsea	1	0.06%	West of Babraham
	Horseheath	17	0.95%	East of Linton

Hundon	1	0.06%	East of Linton	
Ickleton	3	0.17%	Babraham to Linton	
Ixworth	1	0.06%	East of Linton	
Kedington	9	0.50%	East of Linton	
Linton	250	14.01%	Babraham to Linton	
Litlington	1	0.06%	West of Babraham	
Little Abington	34	1.90%	Babraham to Linton	
Little Baddow	1	0.06%	East of Linton	
Little Shelford	1	0.06%	West of Babraham	
Little Wilbraham	1	0.06%	West of Babraham	
Little Wratting	1	0.06%	East of Linton	
Melbourn	2	0.11%	West of Babraham	
Moulton	1	0.06%	East of Linton	
Newmarket	1	0.06%	East of Linton	
Offley	1	0.06%	West of Babraham	
Orchard Park	1	0.06%	West of Babraham	
Pampisford	6	0.34%	Babraham to Linton	
Papworth Everard	1	0.06%	West of Babraham	
Red Lodge	1	0.06%	East of Linton	
Royston	2	0.11%	West of Babraham	
Saffron Walden	5	0.28%	Babraham to Linton	
Sawston	136	7.62%	Babraham to Linton	
Shudy Camps	13	0.73%	East of Linton	
Smallburgh	4	0.22%	East of Linton	
Soham	2	0.11%	East of Linton	
St. Neots	1	0.06%	West of Babraham	
Stapleford	95	5.32%	West of Babraham	
Steeple Bumpstead	2	0.11%	East of Linton	
Thaxted	2	0.11%	East of Linton	
Thriplow	3	0.17%	Babraham to Linton	
Waterbeach	2	0.11%	West of Babraham	
West Wickham	33	1.85%	East of Linton	
West Wratting	1	0.06%	East of Linton	
Weston Colville	4	0.22%	East of Linton	
Whittlesford	5	0.28%	Babraham to Linton	
Willingham	1	0.06%	East of Linton	
Withersfield	8	0.45%	East of Linton	
Ward	Abbey	3	0.17%	West of Babraham
	Arbury	5	0.28%	West of Babraham
	Castle	1	0.06%	West of Babraham
	Cherry Hinton	12	0.67%	West of Babraham
	Coleridge	17	0.95%	West of Babraham
	East Chesterton	2	0.11%	West of Babraham
	King's Hedges	1	0.06%	West of Babraham
	Market	3	0.17%	West of Babraham

Newnham	1	0.06%	West of Babraham
Petersfield	9	0.50%	West of Babraham
Queen Edith's	172	9.64%	West of Babraham
Romsey	8	0.45%	West of Babraham
Trumpington	66	3.70%	West of Babraham
West Chesterton	4	0.22%	West of Babraham
Respondents with no parish/ward data	421	23.59%	

Question 1

Question 1	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Granham's Road junction - right-turn lane						
Total	688 (41.3%)	468 (28.1%)	458 (27.5%)	31 (1.9%)	19 (1.1%)	1664
Interest in project						
Resident in Cambridge	179 (47%)	109 (28.6%)	76 (19.9%)	10 (2.6%)	7 (1.8%)	381
Resident in South Cambridgeshire	476 (44.9%)	310 (29.2%)	250 (23.6%)	17 (1.6%)	8 (0.8%)	1061
Resident elsewhere	34 (20.4%)	34 (20.4%)	93 (55.7%)	4 (2.4%)	2 (1.2%)	167
Local business owner/employer	30 (32.3%)	19 (20.4%)	39 (41.9%)	3 (3.2%)	2 (2.2%)	93
Regularly travel in the area	375 (40.5%)	266 (28.7%)	256 (27.6%)	19 (2%)	11 (1.2%)	927
Occasionally travel in the area	44 (43.1%)	23 (22.5%)	33 (32.4%)	2 (2%)	0 (0%)	102
Work in the area	246 (38.1%)	175 (27.1%)	205 (31.7%)	11 (1.7%)	9 (1.4%)	646
Study in the area	16 (38.1%)	9 (21.4%)	15 (35.7%)	0 (0%)	2 (4.8%)	42
Other	30 (49.2%)	15 (24.6%)	12 (19.7%)	2 (3.3%)	2 (3.3%)	61
Usual mode of travel						
Car driver	597 (42.8%)	388 (27.8%)	368 (26.4%)	27 (1.9%)	15 (1.1%)	1395
Car passenger	164 (44.2%)	112 (30.2%)	82 (22.1%)	7 (1.9%)	6 (1.6%)	371
Van or lorry driver	11 (30.6%)	11 (30.6%)	13 (36.1%)	1 (2.8%)	0 (0%)	36
Bicycle	321 (48.6%)	175 (26.5%)	142 (21.5%)	14 (2.1%)	9 (1.4%)	661
Powered two wheeler	14 (41.2%)	11 (32.4%)	8 (23.5%)	1 (2.9%)	0 (0%)	34
Bus user	285 (47.7%)	161 (27%)	139 (23.3%)	5 (0.8%)	7 (1.2%)	597
On foot	230 (47.4%)	146 (30.1%)	92 (19%)	9 (1.9%)	8 (1.6%)	485
Other	36 (43.4%)	23 (27.7%)	21 (25.3%)	1 (1.2%)	2 (2.4%)	83
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						

Cambridge Biomedical Campus (including Addenbrooke's Hospital)	85 (41.5%)	54 (26.3%)	59 (28.8%)	2 (1%)	5 (2.4%)	205
Granta Park	34 (32.4%)	27 (25.7%)	41 (39%)	2 (1.9%)	1 (1%)	105
Babraham Research Campus	20 (31.3%)	15 (23.4%)	26 (40.6%)	1 (1.6%)	2 (3.1%)	64
Cambridge city centre	103 (40.7%)	71 (28.1%)	69 (27.3%)	6 (2.4%)	4 (1.6%)	253
Haverhill	7 (19.4%)	13 (36.1%)	14 (38.9%)	0 (0%)	2 (5.6%)	36
Linton	14 (41.2%)	6 (17.6%)	9 (26.5%)	3 (8.8%)	2 (5.9%)	34
Other	134 (41.4%)	88 (27.2%)	91 (28.1%)	7 (2.2%)	4 (1.2%)	324
Age range						
Under 15	1 (16.7%)	2 (33.3%)	2 (33.3%)	1 (16.7%)	0 (0%)	6
15-24	9 (23.1%)	8 (20.5%)	22 (56.4%)	0 (0%)	0 (0%)	39
25-34	67 (35.6%)	41 (21.8%)	76 (40.4%)	4 (2.1%)	0 (0%)	188
35-44	107 (34.7%)	85 (27.6%)	106 (34.4%)	5 (1.6%)	5 (1.6%)	308
45-54	133 (38%)	106 (30.3%)	99 (28.3%)	9 (2.6%)	3 (0.9%)	350
55-64	120 (42.9%)	81 (28.9%)	71 (25.4%)	3 (1.1%)	5 (1.8%)	280
65-74	156 (54.5%)	83 (29%)	40 (14%)	5 (1.7%)	2 (0.7%)	286
75 and above	76 (54.7%)	40 (28.8%)	19 (13.7%)	3 (2.2%)	1 (0.7%)	139
Prefer not to say	8 (27.6%)	9 (31%)	9 (31%)	0 (0%)	3 (10.3%)	29
Employment status						
In education	18 (34.6%)	12 (23.1%)	21 (40.4%)	1 (1.9%)	0 (0%)	52
Employed	358 (37.3%)	267 (27.8%)	305 (31.8%)	18 (1.9%)	12 (1.3%)	960
Self-employed	66 (39.3%)	45 (26.8%)	51 (30.4%)	4 (2.4%)	2 (1.2%)	168
Unemployed	1 (20%)	0 (0%)	4 (80%)	0 (0%)	0 (0%)	5
A home-based worker	29 (59.2%)	12 (24.5%)	6 (12.2%)	0 (0%)	2 (4.1%)	49
A stay at home parent, carer or similar	15 (39.5%)	9 (23.7%)	14 (36.8%)	0 (0%)	0 (0%)	38
Retired	236 (56.5%)	116 (27.8%)	56 (13.4%)	6 (1.4%)	4 (1%)	418
Prefer not to say	2 (10%)	9 (45%)	6 (30%)	1 (5%)	2 (10%)	20
Other	7 (35%)	6 (30%)	6 (30%)	0 (0%)	1 (5%)	20
Disability that influences travel decisions						
	42 (41.2%)	34 (33.3%)	23 (22.5%)	2 (2%)	1 (1%)	102
Location of respondents						
East of Linton	69 (28.5%)	62 (25.6%)	107 (44.2%)	3 (1.2%)	1 (0.4%)	242
Babraham to Linton	193 (38.4%)	169 (33.7%)	132 (26.3%)	5 (1%)	3 (0.6%)	502
West of Babraham	290 (53.9%)	148 (27.5%)	77 (14.3%)	14 (2.6%)	9 (1.7%)	538
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total
Extra cycle storage at Babraham Road P&R						
Total	590 (35.5%)	537 (32.3%)	498 (29.9%)	20 (1.2%)	18 (1.1%)	1663
Interest in project						

Resident in Cambridge	164 (43.2%)	117 (30.8%)	91 (23.9%)	5 (1.3%)	3 (0.8%)	380
Resident in South Cambridgeshire	380 (35.9%)	345 (32.6%)	310 (29.3%)	12 (1.1%)	11 (1%)	1058
Resident elsewhere	38 (22.8%)	56 (33.5%)	70 (41.9%)	1 (0.6%)	2 (1.2%)	167
Local business owner/employer	21 (22.6%)	29 (31.2%)	36 (38.7%)	3 (3.2%)	4 (4.3%)	93
Regularly travel in the area	328 (35.4%)	310 (33.5%)	270 (29.2%)	7 (0.8%)	11 (1.2%)	926
Occasionally travel in the area	38 (37.3%)	35 (34.3%)	27 (26.5%)	2 (2%)	0 (0%)	102
Work in the area	233 (35.9%)	204 (31.4%)	196 (30.2%)	8 (1.2%)	8 (1.2%)	649
Study in the area	14 (34.1%)	13 (31.7%)	12 (29.3%)	1 (2.4%)	1 (2.4%)	41
Other	20 (32.8%)	22 (36.1%)	17 (27.9%)	0 (0%)	2 (3.3%)	61
Usual mode of travel						
Car driver	483 (34.7%)	462 (33.2%)	414 (29.8%)	17 (1.2%)	15 (1.1%)	1391
Car passenger	135 (36.8%)	120 (32.7%)	103 (28.1%)	2 (0.5%)	7 (1.9%)	367
Van or lorry driver	13 (36.1%)	10 (27.8%)	11 (30.6%)	0 (0%)	2 (5.6%)	36
Bicycle	325 (49%)	209 (31.5%)	122 (18.4%)	2 (0.3%)	5 (0.8%)	663
Powered two wheeler	9 (26.5%)	13 (38.2%)	9 (26.5%)	2 (5.9%)	1 (2.9%)	34
Bus user	212 (35.6%)	209 (35.1%)	160 (26.8%)	6 (1%)	9 (1.5%)	596
On foot	205 (42.4%)	166 (34.3%)	103 (21.3%)	2 (0.4%)	8 (1.7%)	484
Other	30 (36.1%)	27 (32.5%)	26 (31.3%)	0 (0%)	0 (0%)	83
Not applicable	1 (25%)	0 (0%)	3 (75%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	98 (46.7%)	63 (30%)	46 (21.9%)	0 (0%)	3 (1.4%)	210
Granta Park	36 (34.3%)	31 (29.5%)	34 (32.4%)	3 (2.9%)	1 (1%)	105
Babraham Research Campus	25 (39.7%)	14 (22.2%)	23 (36.5%)	0 (0%)	1 (1.6%)	63
Cambridge city centre	107 (42.8%)	68 (27.2%)	67 (26.8%)	4 (1.6%)	4 (1.6%)	250
Haverhill	6 (16.2%)	11 (29.7%)	17 (45.9%)	1 (2.7%)	2 (5.4%)	37
Linton	11 (31.4%)	10 (28.6%)	11 (31.4%)	0 (0%)	3 (8.6%)	35
Other	98 (30.3%)	106 (32.8%)	105 (32.5%)	6 (1.9%)	8 (2.5%)	323
Age range						
Under 15	3 (50%)	2 (33.3%)	1 (16.7%)	0 (0%)	0 (0%)	6
15-24	9 (23.7%)	13 (34.2%)	14 (36.8%)	0 (0%)	2 (5.3%)	38
25-34	59 (31.4%)	51 (27.1%)	74 (39.4%)	1 (0.5%)	3 (1.6%)	188
35-44	126 (40.6%)	96 (31%)	83 (26.8%)	4 (1.3%)	1 (0.3%)	310
45-54	149 (42.2%)	104 (29.5%)	93 (26.3%)	6 (1.7%)	1 (0.3%)	353
55-64	98 (35%)	89 (31.8%)	86 (30.7%)	2 (0.7%)	5 (1.8%)	280
65-74	89 (31.4%)	104 (36.7%)	83 (29.3%)	3 (1.1%)	4 (1.4%)	283
75 and above	35 (25.9%)	59 (43.7%)	39 (28.9%)	2 (1.5%)	0 (0%)	135
Prefer not to say	8 (27.6%)	6 (20.7%)	12 (41.4%)	1 (3.4%)	2 (6.9%)	29

Employment status						
In education	21 (41.2%)	14 (27.5%)	15 (29.4%)	0 (0%)	1 (2%)	51
Employed	361 (37.5%)	298 (31%)	284 (29.5%)	10 (1%)	9 (0.9%)	962
Self-employed	67 (39.6%)	39 (23.1%)	53 (31.4%)	5 (3%)	5 (3%)	169
Unemployed	1 (20%)	1 (20%)	3 (60%)	0 (0%)	0 (0%)	5
A home-based worker	23 (46.9%)	15 (30.6%)	10 (20.4%)	0 (0%)	1 (2%)	49
A stay at home parent, carer or similar	11 (28.9%)	13 (34.2%)	14 (36.8%)	0 (0%)	0 (0%)	38
Retired	131 (31.9%)	158 (38.4%)	115 (28%)	3 (0.7%)	4 (1%)	411
Prefer not to say	4 (20%)	7 (35%)	7 (35%)	1 (5%)	1 (5%)	20
Other	5 (26.3%)	6 (31.6%)	7 (36.8%)	0 (0%)	1 (5.3%)	19
Disability that influences travel decisions	28 (27.7%)	42 (41.6%)	31 (30.7%)	0 (0%)	0 (0%)	101
Location of respondents						
East of Linton	74 (30.2%)	76 (31%)	88 (35.9%)	3 (1.2%)	4 (1.6%)	245
Babraham to Linton	158 (31.7%)	178 (35.7%)	152 (30.5%)	7 (1.4%)	3 (0.6%)	498
West of Babraham	235 (44%)	174 (32.6%)	116 (21.7%)	4 (0.7%)	5 (0.9%)	534
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Linton Greenway

Total	716 (43.7%)	504 (30.7%)	351 (21.4%)	40 (2.4%)	29 (1.8%)	1640
Interest in project						
Resident in Cambridge	181 (48%)	101 (26.8%)	81 (21.5%)	9 (2.4%)	5 (1.3%)	377
Resident in South Cambridgeshire	477 (46%)	321 (30.9%)	196 (18.9%)	25 (2.4%)	19 (1.8%)	1038
Resident elsewhere	50 (30.3%)	52 (31.5%)	54 (32.7%)	5 (3%)	4 (2.4%)	165
Local business owner/employer	38 (41.8%)	26 (28.6%)	21 (23.1%)	2 (2.2%)	4 (4.4%)	91
Regularly travel in the area	415 (45.6%)	276 (30.3%)	182 (20%)	24 (2.6%)	14 (1.5%)	911
Occasionally travel in the area	38 (38%)	37 (37%)	21 (21%)	2 (2%)	2 (2%)	100
Work in the area	307 (47.5%)	193 (29.9%)	123 (19%)	14 (2.2%)	9 (1.4%)	646
Study in the area	18 (45%)	10 (25%)	8 (20%)	3 (7.5%)	1 (2.5%)	40
Other	19 (32.2%)	25 (42.4%)	12 (20.3%)	2 (3.4%)	1 (1.7%)	59
Usual mode of travel						
Car driver	580 (42.4%)	440 (32.1%)	292 (21.3%)	33 (2.4%)	24 (1.8%)	1369
Car passenger	150 (41.4%)	114 (31.5%)	79 (21.8%)	10 (2.8%)	9 (2.5%)	362
Van or lorry driver	17 (47.2%)	10 (27.8%)	6 (16.7%)	2 (5.6%)	1 (2.8%)	36
Bicycle	382 (58.4%)	160 (24.5%)	97 (14.8%)	7 (1.1%)	8 (1.2%)	654
Powered two wheeler	6 (18.2%)	15 (45.5%)	11 (33.3%)	1 (3%)	0 (0%)	33
Bus user	258 (44.2%)	181 (31%)	119 (20.4%)	14 (2.4%)	12 (2.1%)	584
On foot	222 (46.1%)	163 (33.8%)	79 (16.4%)	12 (2.5%)	6 (1.2%)	482
Other	37 (45.1%)	30 (36.6%)	12 (14.6%)	3 (3.7%)	0 (0%)	82

Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	97 (46.9%)	58 (28%)	40 (19.3%)	3 (1.4%)	9 (4.3%)	207
Granta Park	64 (60.4%)	26 (24.5%)	15 (14.2%)	0 (0%)	1 (0.9%)	106
Babraham Research Campus	38 (60.3%)	8 (12.7%)	16 (25.4%)	0 (0%)	1 (1.6%)	63
Cambridge city centre	125 (50.2%)	61 (24.5%)	54 (21.7%)	5 (2%)	4 (1.6%)	249
Haverhill	13 (33.3%)	13 (33.3%)	9 (23.1%)	2 (5.1%)	2 (5.1%)	39
Linton	17 (47.2%)	12 (33.3%)	4 (11.1%)	1 (2.8%)	2 (5.6%)	36
Other	134 (42.3%)	105 (33.1%)	62 (19.6%)	12 (3.8%)	4 (1.3%)	317
Age range						
Under 15	3 (50%)	2 (33.3%)	1 (16.7%)	0 (0%)	0 (0%)	6
15-24	17 (44.7%)	10 (26.3%)	10 (26.3%)	1 (2.6%)	0 (0%)	38
25-34	93 (50%)	41 (22%)	48 (25.8%)	1 (0.5%)	3 (1.6%)	186
35-44	150 (48.5%)	89 (28.8%)	66 (21.4%)	2 (0.6%)	2 (0.6%)	309
45-54	180 (51%)	96 (27.2%)	61 (17.3%)	10 (2.8%)	6 (1.7%)	353
55-64	108 (39.1%)	94 (34.1%)	60 (21.7%)	7 (2.5%)	7 (2.5%)	276
65-74	104 (37.7%)	95 (34.4%)	64 (23.2%)	9 (3.3%)	4 (1.4%)	276
75 and above	39 (29.8%)	53 (40.5%)	28 (21.4%)	8 (6.1%)	3 (2.3%)	131
Prefer not to say	7 (25%)	12 (42.9%)	4 (14.3%)	1 (3.6%)	4 (14.3%)	28
Employment status						
In education	21 (40.4%)	18 (34.6%)	12 (23.1%)	1 (1.9%)	0 (0%)	52
Employed	452 (47.2%)	276 (28.8%)	196 (20.5%)	18 (1.9%)	15 (1.6%)	957
Self-employed	80 (47.9%)	40 (24%)	38 (22.8%)	5 (3%)	4 (2.4%)	167
Unemployed	0 (0%)	2 (40%)	2 (40%)	0 (0%)	1 (20%)	5
A home-based worker	24 (50%)	15 (31.3%)	6 (12.5%)	0 (0%)	3 (6.3%)	48
A stay at home parent, carer or similar	13 (34.2%)	11 (28.9%)	14 (36.8%)	0 (0%)	0 (0%)	38
Retired	147 (36.8%)	145 (36.3%)	84 (21.1%)	13 (3.3%)	10 (2.5%)	399
Prefer not to say	6 (30%)	7 (35%)	4 (20%)	2 (10%)	1 (5%)	20
Other	5 (27.8%)	4 (22.2%)	6 (33.3%)	2 (11.1%)	1 (5.6%)	18
Disability that influences travel decisions						
	35 (34.7%)	28 (27.7%)	26 (25.7%)	7 (6.9%)	5 (5%)	101
Location of respondents						
East of Linton	93 (38.6%)	81 (33.6%)	58 (24.1%)	6 (2.5%)	3 (1.2%)	241
Babraham to Linton	248 (50.1%)	147 (29.7%)	77 (15.6%)	13 (2.6%)	10 (2%)	495
West of Babraham	224 (43%)	165 (31.7%)	114 (21.9%)	9 (1.7%)	9 (1.7%)	521
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Haverhill Road and the Gog Farm Shop junction safety improvement

Total	979 (58.2%)	495 (29.4%)	156 (9.3%)	36 (2.1%)	15 (0.9%)	1681
Interest in project						
Resident in Cambridge	236 (61.8%)	100 (26.2%)	40 (10.5%)	3 (0.8%)	3 (0.8%)	382
Resident in South Cambridgeshire	640 (59.6%)	311 (29%)	84 (7.8%)	28 (2.6%)	10 (0.9%)	1073
Resident elsewhere	77 (46.4%)	63 (38%)	21 (12.7%)	4 (2.4%)	1 (0.6%)	166
Local business owner/employer	54 (58.1%)	26 (28%)	10 (10.8%)	2 (2.2%)	1 (1.1%)	93
Regularly travel in the area	542 (58%)	282 (30.2%)	80 (8.6%)	22 (2.4%)	8 (0.9%)	934
Occasionally travel in the area	58 (56.3%)	34 (33%)	9 (8.7%)	2 (1.9%)	0 (0%)	103
Work in the area	375 (57.5%)	202 (31%)	59 (9%)	13 (2%)	3 (0.5%)	652
Study in the area	23 (54.8%)	14 (33.3%)	3 (7.1%)	1 (2.4%)	1 (2.4%)	42
Other	33 (53.2%)	18 (29%)	9 (14.5%)	1 (1.6%)	1 (1.6%)	62
Usual mode of travel						
Car driver	831 (59.2%)	409 (29.2%)	118 (8.4%)	30 (2.1%)	15 (1.1%)	1403
Car passenger	220 (59.1%)	113 (30.4%)	26 (7%)	11 (3%)	2 (0.5%)	372
Van or lorry driver	19 (52.8%)	13 (36.1%)	4 (11.1%)	0 (0%)	0 (0%)	36
Bicycle	420 (63.3%)	170 (25.6%)	54 (8.1%)	12 (1.8%)	7 (1.1%)	663
Powered two wheeler	21 (60%)	9 (25.7%)	4 (11.4%)	1 (2.9%)	0 (0%)	35
Bus user	365 (60.3%)	171 (28.3%)	49 (8.1%)	14 (2.3%)	6 (1%)	605
On foot	305 (61.9%)	135 (27.4%)	38 (7.7%)	11 (2.2%)	4 (0.8%)	493
Other	48 (57.1%)	22 (26.2%)	9 (10.7%)	3 (3.6%)	2 (2.4%)	84
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	124 (59.3%)	60 (28.7%)	20 (9.6%)	1 (0.5%)	4 (1.9%)	209
Granta Park	58 (55.2%)	33 (31.4%)	11 (10.5%)	2 (1.9%)	1 (1%)	105
Babraham Research Campus	38 (59.4%)	20 (31.3%)	3 (4.7%)	1 (1.6%)	2 (3.1%)	64
Cambridge city centre	163 (63.7%)	65 (25.4%)	22 (8.6%)	5 (2%)	1 (0.4%)	256
Haverhill	16 (42.1%)	12 (31.6%)	8 (21.1%)	1 (2.6%)	1 (2.6%)	38
Linton	22 (61.1%)	10 (27.8%)	1 (2.8%)	2 (5.6%)	1 (2.8%)	36
Other	168 (52.5%)	109 (34.1%)	32 (10%)	8 (2.5%)	3 (0.9%)	320
Age range						
Under 15	3 (50%)	2 (33.3%)	0 (0%)	1 (16.7%)	0 (0%)	6
15-24	19 (48.7%)	16 (41%)	4 (10.3%)	0 (0%)	0 (0%)	39
25-34	103 (54.8%)	57 (30.3%)	24 (12.8%)	3 (1.6%)	1 (0.5%)	188
35-44	183 (58.3%)	86 (27.4%)	35 (11.1%)	8 (2.5%)	2 (0.6%)	314
45-54	205 (58.4%)	110 (31.3%)	31 (8.8%)	3 (0.9%)	2 (0.6%)	351
55-64	154 (55%)	86 (30.7%)	27 (9.6%)	10 (3.6%)	3 (1.1%)	280
65-74	187 (64.3%)	74 (25.4%)	18 (6.2%)	8 (2.7%)	4 (1.4%)	291

75 and above	93 (66%)	38 (27%)	9 (6.4%)	0 (0%)	1 (0.7%)	141
Prefer not to say	13 (43.3%)	10 (33.3%)	4 (13.3%)	1 (3.3%)	2 (6.7%)	30
Employment status						
In education	23 (44.2%)	23 (44.2%)	5 (9.6%)	1 (1.9%)	0 (0%)	52
Employed	550 (57%)	290 (30.1%)	97 (10.1%)	21 (2.2%)	7 (0.7%)	965
Self-employed	95 (55.6%)	50 (29.2%)	18 (10.5%)	4 (2.3%)	4 (2.3%)	171
Unemployed	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)	5
A home-based worker	29 (60.4%)	14 (29.2%)	4 (8.3%)	0 (0%)	1 (2.1%)	48
A stay at home parent, carer or similar	25 (65.8%)	10 (26.3%)	3 (7.9%)	0 (0%)	0 (0%)	38
Retired	276 (65.2%)	106 (25.1%)	27 (6.4%)	9 (2.1%)	5 (1.2%)	423
Prefer not to say	10 (47.6%)	10 (47.6%)	0 (0%)	0 (0%)	1 (4.8%)	21
Other	8 (40%)	6 (30%)	5 (25%)	1 (5%)	0 (0%)	20
Disability that influences travel decisions						
	61 (57%)	32 (29.9%)	9 (8.4%)	4 (3.7%)	1 (0.9%)	107
Location of respondents						
East of Linton	134 (53.6%)	83 (33.2%)	25 (10%)	7 (2.8%)	1 (0.4%)	250
Babraham to Linton	280 (55.7%)	175 (34.8%)	36 (7.2%)	11 (2.2%)	1 (0.2%)	503
West of Babraham	364 (67.8%)	115 (21.4%)	38 (7.1%)	10 (1.9%)	10 (1.9%)	537
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total
Multi-user underpass at Wandlebury						
Total	664 (39.6%)	553 (33%)	324 (19.3%)	80 (4.8%)	56 (3.3%)	1677
Interest in project						
Resident in Cambridge	183 (47.5%)	112 (29.1%)	61 (15.8%)	21 (5.5%)	8 (2.1%)	385
Resident in South Cambridgeshire	437 (40.9%)	349 (32.6%)	190 (17.8%)	52 (4.9%)	41 (3.8%)	1069
Resident elsewhere	41 (24.4%)	66 (39.3%)	51 (30.4%)	9 (5.4%)	1 (0.6%)	168
Local business owner/employer	34 (37%)	27 (29.3%)	18 (19.6%)	8 (8.7%)	5 (5.4%)	92
Regularly travel in the area	358 (38.3%)	322 (34.5%)	174 (18.6%)	49 (5.2%)	31 (3.3%)	934
Occasionally travel in the area	34 (33.3%)	39 (38.2%)	18 (17.6%)	8 (7.8%)	3 (2.9%)	102
Work in the area	257 (39.5%)	222 (34.2%)	129 (19.8%)	30 (4.6%)	12 (1.8%)	650
Study in the area	13 (31%)	14 (33.3%)	9 (21.4%)	2 (4.8%)	4 (9.5%)	42
Other	27 (42.2%)	20 (31.3%)	8 (12.5%)	7 (10.9%)	2 (3.1%)	64
Usual mode of travel						
Car driver	559 (39.9%)	461 (32.9%)	266 (19%)	71 (5.1%)	44 (3.1%)	1401
Car passenger	158 (42.4%)	132 (35.4%)	55 (14.7%)	15 (4%)	13 (3.5%)	373
Van or lorry driver	14 (40%)	14 (40%)	6 (17.1%)	1 (2.9%)	0 (0%)	35
Bicycle	327 (49.1%)	193 (29%)	101 (15.2%)	28 (4.2%)	17 (2.6%)	666
Powered two wheeler	12 (34.3%)	16 (45.7%)	6 (17.1%)	0 (0%)	1 (2.9%)	35

Bus user	243 (40.1%)	201 (33.2%)	106 (17.5%)	27 (4.5%)	29 (4.8%)	606
On foot	222 (44.9%)	170 (34.4%)	69 (14%)	16 (3.2%)	17 (3.4%)	494
Other	47 (56%)	23 (27.4%)	8 (9.5%)	4 (4.8%)	2 (2.4%)	84
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	86 (41%)	59 (28.1%)	53 (25.2%)	5 (2.4%)	7 (3.3%)	210
Granta Park	42 (40.4%)	40 (38.5%)	15 (14.4%)	4 (3.8%)	3 (2.9%)	104
Babraham Research Campus	24 (38.1%)	25 (39.7%)	11 (17.5%)	1 (1.6%)	2 (3.2%)	63
Cambridge city centre	122 (48.2%)	74 (29.2%)	42 (16.6%)	8 (3.2%)	7 (2.8%)	253
Haverhill	6 (16.2%)	14 (37.8%)	14 (37.8%)	1 (2.7%)	2 (5.4%)	37
Linton	11 (31.4%)	17 (48.6%)	4 (11.4%)	1 (2.9%)	2 (5.7%)	35
Other	126 (39.1%)	96 (29.8%)	71 (22%)	18 (5.6%)	11 (3.4%)	322
Age range						
Under 15	0 (0%)	4 (66.7%)	2 (33.3%)	0 (0%)	0 (0%)	6
15-24	13 (33.3%)	14 (35.9%)	9 (23.1%)	1 (2.6%)	2 (5.1%)	39
25-34	74 (39.4%)	62 (33%)	43 (22.9%)	7 (3.7%)	2 (1.1%)	188
35-44	135 (43.5%)	107 (34.5%)	51 (16.5%)	12 (3.9%)	5 (1.6%)	310
45-54	161 (45.6%)	94 (26.6%)	73 (20.7%)	18 (5.1%)	7 (2%)	353
55-64	102 (36.2%)	99 (35.1%)	63 (22.3%)	8 (2.8%)	10 (3.5%)	282
65-74	109 (37.5%)	99 (34%)	49 (16.8%)	19 (6.5%)	15 (5.2%)	291
75 and above	51 (37%)	46 (33.3%)	25 (18.1%)	10 (7.2%)	6 (4.3%)	138
Prefer not to say	7 (23.3%)	10 (33.3%)	4 (13.3%)	3 (10%)	6 (20%)	30
Employment status						
In education	12 (23.1%)	22 (42.3%)	13 (25%)	2 (3.8%)	3 (5.8%)	52
Employed	401 (41.6%)	309 (32.1%)	195 (20.2%)	38 (3.9%)	21 (2.2%)	964
Self-employed	73 (42.7%)	53 (31%)	29 (17%)	10 (5.8%)	6 (3.5%)	171
Unemployed	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5
A home-based worker	19 (38.8%)	15 (30.6%)	8 (16.3%)	4 (8.2%)	3 (6.1%)	49
A stay at home parent, carer or similar	16 (42.1%)	14 (36.8%)	6 (15.8%)	1 (2.6%)	1 (2.6%)	38
Retired	160 (38%)	142 (33.7%)	72 (17.1%)	25 (5.9%)	22 (5.2%)	421
Prefer not to say	5 (23.8%)	10 (47.6%)	3 (14.3%)	2 (9.5%)	1 (4.8%)	21
Other	7 (33.3%)	6 (28.6%)	3 (14.3%)	2 (9.5%)	3 (14.3%)	21
Disability that influences travel decisions						
	39 (36.8%)	31 (29.2%)	23 (21.7%)	8 (7.5%)	5 (4.7%)	106
Location of respondents						
East of Linton	73 (29.3%)	95 (38.2%)	68 (27.3%)	11 (4.4%)	2 (0.8%)	249
Babraham to Linton	181 (36.1%)	181 (36.1%)	101 (20.1%)	20 (4%)	19 (3.8%)	502

West of Babraham	270 (50.2%)	152 (28.3%)	68 (12.6%)	30 (5.6%)	18 (3.3%)	538
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Signalised crossing at the Babraham Research Campus roundabout

Total	393 (23.8%)	516 (31.2%)	504 (30.5%)	15 7 (9.5%)	82 (5%)	1652
Interest in project						
Resident in Cambridge	110 (29.2%)	102 (27.1%)	117 (31%)	27 (7.2%)	21 (5.6%)	377
Resident in South Cambridgeshire	247 (23.4%)	345 (32.7%)	320 (30.3%)	98 (9.3%)	46 (4.4%)	1056
Resident elsewhere	27 (16.4%)	53 (32.1%)	48 (29.1%)	26 (15.8%)	11 (6.7%)	165
Local business owner/employer	20 (21.7%)	22 (23.9%)	33 (35.9%)	7 (7.6%)	10 (10.9%)	92
Regularly travel in the area	214 (23.1%)	283 (30.5%)	287 (31%)	98 (10.6%)	45 (4.9%)	927
Occasionally travel in the area	27 (26.5%)	41 (40.2%)	22 (21.6%)	9 (8.8%)	3 (2.9%)	102
Work in the area	153 (23.8%)	195 (30.3%)	181 (28.1%)	77 (12%)	38 (5.9%)	644
Study in the area	10 (24.4%)	10 (24.4%)	12 (29.3%)	5 (12.2%)	4 (9.8%)	41
Other	15 (25.4%)	15 (25.4%)	20 (33.9%)	7 (11.9%)	2 (3.4%)	59
Usual mode of travel						
Car driver	314 (22.7%)	439 (31.7%)	418 (30.2%)	14 2 (10.2%)	73 (5.3%)	1386
Car passenger	92 (25.3%)	118 (32.4%)	109 (29.9%)	26 (7.1%)	19 (5.2%)	364
Van or lorry driver	6 (16.7%)	16 (44.4%)	8 (22.2%)	4 (11.1%)	2 (5.6%)	36
Bicycle	185 (28.5%)	195 (30%)	208 (32%)	43 (6.6%)	18 (2.8%)	649
Powered two wheeler	5 (14.7%)	16 (47.1%)	6 (17.6%)	4 (11.8%)	3 (8.8%)	34
Bus user	136 (22.9%)	209 (35.2%)	178 (30%)	50 (8.4%)	21 (3.5%)	594
On foot	121 (25.2%)	165 (34.3%)	147 (30.6%)	33 (6.9%)	15 (3.1%)	481
Other	25 (30.1%)	21 (25.3%)	32 (38.6%)	3 (3.6%)	2 (2.4%)	83
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	46 (22.4%)	58 (28.3%)	58 (28.3%)	28 (13.7%)	15 (7.3%)	205
Granta Park	31 (29.5%)	29 (27.6%)	28 (26.7%)	7 (6.7%)	10 (9.5%)	105
Babraham Research Campus	33 (52.4%)	19 (30.2%)	2 (3.2%)	6 (9.5%)	3 (4.8%)	63
Cambridge city centre	66 (26.2%)	76 (30.2%)	64 (25.4%)	29 (11.5%)	17 (6.7%)	252
Haverhill	3 (8.1%)	17 (45.9%)	13 (35.1%)	1 (2.7%)	3 (8.1%)	37
Linton	5 (14.3%)	9 (25.7%)	10 (28.6%)	6 (17.1%)	5 (14.3%)	35
Other	70 (21.9%)	85 (26.6%)	117 (36.6%)	30 (9.4%)	18 (5.6%)	320
Age range						
Under 15	2 (40%)	2 (40%)	1 (20%)	0 (0%)	0 (0%)	5
15-24	7 (17.9%)	9 (23.1%)	14 (35.9%)	4 (10.3%)	5 (12.8%)	39

25-34	48 (25.5%)	57 (30.3%)	57 (30.3%)	16 (8.5%)	10 (5.3%)	188
35-44	77 (25%)	94 (30.5%)	96 (31.2%)	28 (9.1%)	13 (4.2%)	308
45-54	105 (30.1%)	85 (24.4%)	107 (30.7%)	34 (9.7%)	18 (5.2%)	349
55-64	59 (21.2%)	90 (32.4%)	80 (28.8%)	30 (10.8%)	19 (6.8%)	278
65-74	53 (18.8%)	112 (39.7%)	82 (29.1%)	28 (9.9%)	7 (2.5%)	282
75 and above	28 (20.1%)	53 (38.1%)	43 (30.9%)	10 (7.2%)	5 (3.6%)	139
Prefer not to say	4 (14.8%)	5 (18.5%)	10 (37%)	4 (14.8%)	4 (14.8%)	27
Employment status						
In education	13 (25.5%)	14 (27.5%)	18 (35.3%)	4 (7.8%)	2 (3.9%)	51
Employed	245 (25.7%)	263 (27.6%)	292 (30.6%)	95 (10%)	59 (6.2%)	954
Self-employed	39 (22.9%)	59 (34.7%)	45 (26.5%)	19 (11.2%)	8 (4.7%)	170
Unemployed	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)	5
A home-based worker	10 (20.4%)	17 (34.7%)	13 (26.5%)	5 (10.2%)	4 (8.2%)	49
A stay at home parent, carer or similar	5 (13.2%)	14 (36.8%)	16 (42.1%)	3 (7.9%)	0 (0%)	38
Retired	86 (20.8%)	159 (38.5%)	125 (30.3%)	29 (7%)	14 (3.4%)	413
Prefer not to say	3 (15.8%)	4 (21.1%)	5 (26.3%)	5 (26.3%)	2 (10.5%)	19
Other	5 (27.8%)	2 (11.1%)	8 (44.4%)	2 (11.1%)	1 (5.6%)	18
Disability that influences travel decisions						
	26 (25.2%)	28 (27.2%)	26 (25.2%)	15 (14.6%)	8 (7.8%)	103
Location of respondents						
East of Linton	50 (20.2%)	78 (31.5%)	77 (31%)	29 (11.7%)	14 (5.6%)	248
Babraham to Linton	122 (24.3%)	173 (34.4%)	133 (26.4%)	47 (9.3%)	28 (5.6%)	503
West of Babraham	141 (26.8%)	156 (29.6%)	174 (33%)	39 (7.4%)	17 (3.2%)	527
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Eastbound bus lane at A11

Total	358 (21.8%)	480 (29.2%)	582 (35.4%)	12 (6 (7.7%))	97 (5.9%)	1643
Interest in project						
Resident in Cambridge	68 (18.1%)	87 (23.1%)	182 (48.4%)	22 (5.9%)	17 (4.5%)	376
Resident in South Cambridgeshire	248 (23.7%)	315 (30.1%)	334 (31.9%)	87 (8.3%)	64 (6.1%)	1048
Resident elsewhere	31 (18.5%)	61 (36.3%)	50 (29.8%)	15 (8.9%)	11 (6.5%)	168
Local business owner/employer	18 (19.8%)	24 (26.4%)	28 (30.8%)	7 (7.7%)	14 (15.4%)	91
Regularly travel in the area	204 (22.1%)	272 (29.5%)	304 (33%)	83 (9%)	58 (6.3%)	921
Occasionally travel in the area	22 (22%)	34 (34%)	33 (33%)	5 (5%)	6 (6%)	100
Work in the area	154 (24%)	170 (26.5%)	209 (32.6%)	61 (9.5%)	47 (7.3%)	641
Study in the area	15 (37.5%)	7 (17.5%)	11 (27.5%)	4 (10%)	3 (7.5%)	40
Other	13 (21.7%)	15 (25%)	27 (45%)	2 (3.3%)	3 (5%)	60

Usual mode of travel						
Car driver	285 (20.7%)	414 (30.1%)	473 (34.4%)	11 6 (8.4%)	87 (6.3%)	1375
Car passenger	90 (24.4%)	100 (27.1%)	126 (34.1%)	32 (8.7%)	21 (5.7%)	369
Van or lorry driver	5 (14.3%)	14 (40%)	8 (22.9%)	6 (17.1%)	2 (5.7%)	35
Bicycle	154 (23.8%)	174 (26.9%)	248 (38.4%)	43 (6.7%)	27 (4.2%)	646
Powered two wheeler	4 (12.1%)	13 (39.4%)	9 (27.3%)	1 (3%)	6 (18.2%)	33
Bus user	155 (26.2%)	193 (32.7%)	185 (31.3%)	37 (6.3%)	21 (3.6%)	591
On foot	100 (20.9%)	138 (28.8%)	177 (37%)	39 (8.1%)	25 (5.2%)	479
Other	17 (21.5%)	23 (29.1%)	30 (38%)	5 (6.3%)	4 (5.1%)	79
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	50 (24.4%)	47 (22.9%)	74 (36.1%)	16 (7.8%)	18 (8.8%)	205
Granta Park	28 (26.7%)	28 (26.7%)	35 (33.3%)	5 (4.8%)	9 (8.6%)	105
Babraham Research Campus	11 (17.2%)	18 (28.1%)	21 (32.8%)	7 (10.9%)	7 (10.9%)	64
Cambridge city centre	79 (31.7%)	58 (23.3%)	80 (32.1%)	16 (6.4%)	16 (6.4%)	249
Haverhill	8 (21.6%)	8 (21.6%)	11 (29.7%)	4 (10.8%)	6 (16.2%)	37
Linton	9 (25.7%)	8 (22.9%)	11 (31.4%)	1 (2.9%)	6 (17.1%)	35
Other	55 (17.4%)	82 (25.9%)	123 (38.9%)	34 (10.8%)	22 (7%)	316
Age range						
Under 15	1 (20%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	5
15-24	14 (35.9%)	11 (28.2%)	11 (28.2%)	1 (2.6%)	2 (5.1%)	39
25-34	36 (19.4%)	46 (24.7%)	73 (39.2%)	11 (5.9%)	20 (10.8%)	186
35-44	66 (21.4%)	87 (28.2%)	116 (37.7%)	28 (9.1%)	11 (3.6%)	308
45-54	90 (25.9%)	78 (22.5%)	125 (36%)	29 (8.4%)	25 (7.2%)	347
55-64	44 (16%)	89 (32.4%)	98 (35.6%)	25 (9.1%)	19 (6.9%)	275
65-74	66 (23.5%)	108 (38.4%)	83 (29.5%)	16 (5.7%)	8 (2.8%)	281
75 and above	28 (20.4%)	44 (32.1%)	51 (37.2%)	11 (8%)	3 (2.2%)	137
Prefer not to say	4 (13.8%)	5 (17.2%)	11 (37.9%)	3 (10.3%)	6 (20.7%)	29
Employment status						
In education	16 (32.7%)	14 (28.6%)	16 (32.7%)	1 (2%)	2 (4.1%)	49
Employed	204 (21.5%)	254 (26.8%)	345 (36.4%)	76 (8%)	70 (7.4%)	949
Self-employed	40 (24%)	44 (26.3%)	55 (32.9%)	19 (11.4%)	9 (5.4%)	167
Unemployed	2 (40%)	1 (20%)	2 (40%)	0 (0%)	0 (0%)	5
A home-based worker	12 (24.5%)	13 (26.5%)	12 (24.5%)	6 (12.2%)	6 (12.2%)	49
A stay at home parent, carer or similar	4 (10.5%)	11 (28.9%)	20 (52.6%)	3 (7.9%)	0 (0%)	38
Retired	93 (22.7%)	152 (37.1%)	127 (31%)	24 (5.9%)	14 (3.4%)	410
Prefer not to say	3 (15%)	2 (10%)	10 (50%)	3 (15%)	2 (10%)	20
Other	5 (26.3%)	4 (21.1%)	7 (36.8%)	2 (10.5%)	1 (5.3%)	19

Disability that influences travel decisions	21 (20.6%)	34 (33.3%)	31 (30.4%)	10 (9.8%)	6 (5.9%)	102
Location of respondents						
East of Linton	67 (27.3%)	85 (34.7%)	60 (24.5%)	20 (8.2%)	13 (5.3%)	245
Babraham to Linton	125 (25%)	143 (28.5%)	147 (29.3%)	53 (10.6%)	33 (6.6%)	501
West of Babraham	105 (20.2%)	153 (29.4%)	223 (42.8%)	23 (4.4%)	17 (3.3%)	521
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Multi-user crossing of A11 via improved footbridge & underpass

Total	581 (35.3%)	556 (33.7%)	455 (27.6%)	27 (1.6%)	29 (1.8%)	1648
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Interest in project						
Resident in Cambridge	131 (34.6%)	123 (32.5%)	117 (30.9%)	4 (1.1%)	4 (1.1%)	379
Resident in South Cambridgeshire	388 (36.9%)	354 (33.7%)	277 (26.4%)	15 (1.4%)	17 (1.6%)	1051
Resident elsewhere	52 (31.3%)	60 (36.1%)	44 (26.5%)	7 (4.2%)	3 (1.8%)	166
Local business owner/employer	32 (35.2%)	28 (30.8%)	24 (26.4%)	1 (1.1%)	6 (6.6%)	91
Regularly travel in the area	341 (37%)	311 (33.7%)	244 (26.5%)	12 (1.3%)	14 (1.5%)	922
Occasionally travel in the area	28 (27.7%)	49 (48.5%)	24 (23.8%)	0 (0%)	0 (0%)	101
Work in the area	255 (39.5%)	218 (33.8%)	154 (23.9%)	8 (1.2%)	10 (1.6%)	645
Study in the area	15 (38.5%)	13 (33.3%)	9 (23.1%)	0 (0%)	2 (5.1%)	39
Other	21 (35%)	16 (26.7%)	20 (33.3%)	0 (0%)	3 (5%)	60

Usual mode of travel						
Car driver	483 (35%)	477 (34.6%)	374 (27.1%)	23 (1.7%)	22 (1.6%)	1379
Car passenger	134 (36.3%)	122 (33.1%)	100 (27.1%)	7 (1.9%)	6 (1.6%)	369
Van or lorry driver	12 (33.3%)	14 (38.9%)	6 (16.7%)	2 (5.6%)	2 (5.6%)	36
Bicycle	305 (46.9%)	187 (28.8%)	151 (23.2%)	2 (0.3%)	5 (0.8%)	650
Powered two wheeler	6 (17.6%)	16 (47.1%)	11 (32.4%)	0 (0%)	1 (2.9%)	34
Bus user	204 (34.4%)	207 (34.9%)	165 (27.8%)	8 (1.3%)	9 (1.5%)	593
On foot	179 (36.8%)	161 (33.1%)	138 (28.4%)	3 (0.6%)	5 (1%)	486
Other	41 (48.8%)	18 (21.4%)	23 (27.4%)	1 (1.2%)	1 (1.2%)	84
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4

Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	69 (33.8%)	68 (33.3%)	59 (28.9%)	4 (2%)	4 (2%)	204
Granta Park	54 (51.9%)	37 (35.6%)	9 (8.7%)	2 (1.9%)	2 (1.9%)	104
Babraham Research Campus	27 (42.9%)	16 (25.4%)	19 (30.2%)	0 (0%)	1 (1.6%)	63
Cambridge city centre	110 (43.7%)	78 (31%)	56 (22.2%)	2 (0.8%)	6 (2.4%)	252
Haverhill	9 (24.3%)	13 (35.1%)	12 (32.4%)	1 (2.7%)	2 (5.4%)	37
Linton	10 (28.6%)	15 (42.9%)	6 (17.1%)	1 (2.9%)	3 (8.6%)	35

Other	112 (35.3%)	108 (34.1%)	84 (26.5%)	7 (2.2%)	6 (1.9%)	317
Age range						
Under 15	3 (60%)	1 (20%)	0 (0%)	0 (0%)	1 (20%)	5
15-24	14 (36.8%)	10 (26.3%)	14 (36.8%)	0 (0%)	0 (0%)	38
25-34	75 (39.9%)	54 (28.7%)	53 (28.2%)	3 (1.6%)	3 (1.6%)	188
35-44	113 (37.3%)	101 (33.3%)	82 (27.1%)	5 (1.7%)	2 (0.7%)	303
45-54	156 (44.3%)	100 (28.4%)	89 (25.3%)	4 (1.1%)	3 (0.9%)	352
55-64	89 (32%)	108 (38.8%)	65 (23.4%)	7 (2.5%)	9 (3.2%)	278
65-74	81 (28.8%)	106 (37.7%)	87 (31%)	4 (1.4%)	3 (1.1%)	281
75 and above	33 (24.3%)	53 (39%)	45 (33.1%)	3 (2.2%)	2 (1.5%)	136
Prefer not to say	1 (3.4%)	11 (37.9%)	12 (41.4%)	0 (0%)	5 (17.2%)	29
Employment status						
In education	19 (37.3%)	14 (27.5%)	17 (33.3%)	0 (0%)	1 (2%)	51
Employed	365 (38.3%)	310 (32.6%)	246 (25.8%)	16 (1.7%)	15 (1.6%)	952
Self-employed	64 (38.3%)	54 (32.3%)	40 (24%)	4 (2.4%)	5 (3%)	167
Unemployed	3 (60%)	0 (0%)	2 (40%)	0 (0%)	0 (0%)	5
A home-based worker	22 (45.8%)	15 (31.3%)	10 (20.8%)	0 (0%)	1 (2.1%)	48
A stay at home parent, carer or similar	8 (21.6%)	12 (32.4%)	17 (45.9%)	0 (0%)	0 (0%)	37
Retired	119 (28.8%)	157 (38%)	123 (29.8%)	6 (1.5%)	8 (1.9%)	413
Prefer not to say	3 (15.8%)	3 (15.8%)	11 (57.9%)	1 (5.3%)	1 (5.3%)	19
Other	5 (26.3%)	7 (36.8%)	6 (31.6%)	0 (0%)	1 (5.3%)	19
Disability that influences travel decisions						
	28 (27.5%)	30 (29.4%)	37 (36.3%)	3 (2.9%)	4 (3.9%)	102
Location of respondents						
East of Linton	80 (33.1%)	91 (37.6%)	60 (24.8%)	8 (3.3%)	3 (1.2%)	242
Babraham to Linton	201 (40.3%)	171 (34.3%)	111 (22.2%)	6 (1.2%)	10 (2%)	499
West of Babraham	193 (36.4%)	167 (31.5%)	162 (30.6%)	3 (0.6%)	5 (0.9%)	530
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Signalise Hildersham crossroads with Toucan/Pegasus crossing

Total	397 (24.1%)	477 (28.9%)	616 (37.4%)	93 (5.6%)	66 (4%)	1649
Interest in project						
Resident in Cambridge	59 (15.8%)	95 (25.5%)	208 (55.8%)	8 (2.1%)	3 (0.8%)	373
Resident in South Cambridgeshire	289 (27.4%)	332 (31.4%)	347 (32.9%)	57 (5.4%)	31 (2.9%)	1056
Resident elsewhere	36 (21.7%)	40 (24.1%)	54 (32.5%)	20 (12%)	16 (9.6%)	166
Local business owner/employer	18 (20.2%)	22 (24.7%)	37 (41.6%)	5 (5.6%)	7 (7.9%)	89
Regularly travel in the area	223 (24.2%)	270 (29.3%)	334 (36.2%)	64 (6.9%)	32 (3.5%)	923
Occasionally travel in the area	21 (20.8%)	38 (37.6%)	38 (37.6%)	0 (0%)	4 (4%)	101

Work in the area	147 (22.9%)	176 (27.5%)	244 (38.1%)	45 (7%)	29 (4.5%)	641
Study in the area	10 (24.4%)	13 (31.7%)	13 (31.7%)	3 (7.3%)	2 (4.9%)	41
Other	14 (23.3%)	18 (30%)	21 (35%)	3 (5%)	4 (6.7%)	60
Usual mode of travel						
Car driver	328 (23.7%)	403 (29.2%)	511 (37%)	84 (6.1%)	56 (4.1%)	1382
Car passenger	95 (25.9%)	106 (28.9%)	139 (37.9%)	15 (4.1%)	12 (3.3%)	367
Van or lorry driver	9 (25.7%)	10 (28.6%)	9 (25.7%)	2 (5.7%)	5 (14.3%)	35
Bicycle	165 (25.5%)	164 (25.4%)	283 (43.8%)	20 (3.1%)	14 (2.2%)	646
Powered two wheeler	5 (15.6%)	13 (40.6%)	10 (31.3%)	4 (12.5%)	0 (0%)	32
Bus user	148 (25%)	196 (33.1%)	207 (35%)	27 (4.6%)	14 (2.4%)	592
On foot	119 (24.8%)	144 (30.1%)	194 (40.5%)	13 (2.7%)	9 (1.9%)	479
Other	32 (38.6%)	17 (20.5%)	30 (36.1%)	3 (3.6%)	1 (1.2%)	83
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	46 (22.3%)	53 (25.7%)	82 (39.8%)	15 (7.3%)	10 (4.9%)	206
Granta Park	26 (24.8%)	21 (20%)	47 (44.8%)	6 (5.7%)	5 (4.8%)	105
Babraham Research Campus	14 (21.9%)	11 (17.2%)	35 (54.7%)	1 (1.6%)	3 (4.7%)	64
Cambridge city centre	64 (25.6%)	59 (23.6%)	99 (39.6%)	17 (6.8%)	11 (4.4%)	250
Haverhill	10 (26.3%)	10 (26.3%)	12 (31.6%)	2 (5.3%)	4 (10.5%)	38
Linton	12 (33.3%)	10 (27.8%)	3 (8.3%)	5 (13.9%)	6 (16.7%)	36
Other	73 (23.1%)	93 (29.4%)	107 (33.9%)	22 (7%)	21 (6.6%)	316
Age range						
Under 15	2 (40%)	2 (40%)	1 (20%)	0 (0%)	0 (0%)	5
15-24	7 (17.9%)	12 (30.8%)	12 (30.8%)	3 (7.7%)	5 (12.8%)	39
25-34	39 (20.9%)	39 (20.9%)	83 (44.4%)	17 (9.1%)	9 (4.8%)	187
35-44	61 (20%)	79 (25.9%)	146 (47.9%)	11 (3.6%)	8 (2.6%)	305
45-54	103 (29.9%)	86 (25%)	122 (35.5%)	13 (3.8%)	20 (5.8%)	344
55-64	61 (21.6%)	94 (33.3%)	92 (32.6%)	23 (8.2%)	12 (4.3%)	282
65-74	79 (27.8%)	100 (35.2%)	89 (31.3%)	12 (4.2%)	4 (1.4%)	284
75 and above	31 (22.5%)	49 (35.5%)	47 (34.1%)	9 (6.5%)	2 (1.4%)	138
Prefer not to say	2 (7.1%)	8 (28.6%)	13 (46.4%)	1 (3.6%)	4 (14.3%)	28
Employment status						
In education	14 (28%)	13 (26%)	18 (36%)	1 (2%)	4 (8%)	50
Employed	219 (23%)	250 (26.2%)	383 (40.1%)	57 (6%)	45 (4.7%)	954
Self-employed	44 (26.7%)	49 (29.7%)	56 (33.9%)	7 (4.2%)	9 (5.5%)	165
Unemployed	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)	5
A home-based worker	11 (22.4%)	15 (30.6%)	16 (32.7%)	4 (8.2%)	3 (6.1%)	49
A stay at home parent, carer or similar	8 (21.1%)	12 (31.6%)	17 (44.7%)	1 (2.6%)	0 (0%)	38
Retired	109 (26.3%)	145 (34.9%)	129 (31.1%)	24 (5.8%)	8 (1.9%)	415

Prefer not to say	3 (16.7%)	4 (22.2%)	7 (38.9%)	1 (5.6%)	3 (16.7%)	18
Other	4 (21.1%)	5 (26.3%)	9 (47.4%)	1 (5.3%)	0 (0%)	19
Disability that influences travel decisions	22 (21.2%)	32 (30.8%)	37 (35.6%)	8 (7.7%)	5 (4.8%)	104
Location of respondents						
East of Linton	67 (26.9%)	82 (32.9%)	55 (22.1%)	28 (11.2%)	17 (6.8%)	249
Babraham to Linton	153 (30.6%)	170 (34%)	121 (24.2%)	32 (6.4%)	24 (4.8%)	500
West of Babraham	103 (19.8%)	136 (26.1%)	266 (51.1%)	12 (2.3%)	4 (0.8%)	521
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Peak-hour eastbound bus lanes on approach to Linton Village College junction and safety improvements at Dalehead Foods junction

Total	487 (29.2%)	456 (27.4%)	573 (34.4%)	82 (4.9%)	68 (4.1%)	1666
Interest in project						
Resident in Cambridge	60 (15.9%)	78 (20.7%)	217 (57.6%)	13 (3.4%)	9 (2.4%)	377
Resident in South Cambridgeshire	325 (30.6%)	310 (29.2%)	331 (31.2%)	55 (5.2%)	40 (3.8%)	1061
Resident elsewhere	67 (39.6%)	56 (33.1%)	21 (12.4%)	12 (7.1%)	13 (7.7%)	169
Local business owner/employer	26 (28%)	21 (22.6%)	26 (28%)	8 (8.6%)	12 (12.9%)	93
Regularly travel in the area	283 (30.3%)	249 (26.7%)	309 (33.1%)	51 (5.5%)	41 (4.4%)	933
Occasionally travel in the area	30 (29.1%)	33 (32%)	29 (28.2%)	7 (6.8%)	4 (3.9%)	103
Work in the area	206 (31.6%)	156 (23.9%)	221 (33.9%)	35 (5.4%)	34 (5.2%)	652
Study in the area	17 (41.5%)	9 (22%)	9 (22%)	3 (7.3%)	3 (7.3%)	41
Other	14 (23.3%)	17 (28.3%)	24 (40%)	3 (5%)	2 (3.3%)	60
Usual mode of travel						
Car driver	397 (28.5%)	396 (28.4%)	464 (33.3%)	77 (5.5%)	60 (4.3%)	1394
Car passenger	104 (28%)	103 (27.7%)	129 (34.7%)	21 (5.6%)	15 (4%)	372
Van or lorry driver	12 (34.3%)	10 (28.6%)	8 (22.9%)	4 (11.4%)	1 (2.9%)	35
Bicycle	161 (24.7%)	156 (23.9%)	302 (46.3%)	22 (3.4%)	11 (1.7%)	652
Powered two wheeler	5 (14.7%)	12 (35.3%)	13 (38.2%)	1 (2.9%)	3 (8.8%)	34
Bus user	194 (32.3%)	176 (29.3%)	200 (33.3%)	15 (2.5%)	16 (2.7%)	601
On foot	124 (25.6%)	118 (24.4%)	204 (42.1%)	21 (4.3%)	17 (3.5%)	484
Other	23 (28.8%)	21 (26.3%)	33 (41.3%)	2 (2.5%)	1 (1.3%)	80
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	70 (33.3%)	38 (18.1%)	84 (40%)	10 (4.8%)	8 (3.8%)	210
Granta Park	32 (30.5%)	22 (21%)	43 (41%)	4 (3.8%)	4 (3.8%)	105

Babraham Research Campus	14 (21.9%)	15 (23.4%)	29 (45.3%)	3 (4.7%)	3 (4.7%)	64
Cambridge city centre	90 (35.9%)	57 (22.7%)	84 (33.5%)	12 (4.8%)	8 (3.2%)	251
Haverhill	15 (38.5%)	14 (35.9%)	1 (2.6%)	2 (5.1%)	7 (17.9%)	39
Linton	16 (44.4%)	9 (25%)	4 (11.1%)	2 (5.6%)	5 (13.9%)	36
Other	83 (26.2%)	76 (24%)	112 (35.3%)	25 (7.9%)	21 (6.6%)	317
Age range						
Under 15	2 (40%)	2 (40%)	1 (20%)	0 (0%)	0 (0%)	5
15-24	18 (46.2%)	7 (17.9%)	10 (25.6%)	1 (2.6%)	3 (7.7%)	39
25-34	56 (29.8%)	36 (19.1%)	75 (39.9%)	11 (5.9%)	10 (5.3%)	188
35-44	84 (27%)	74 (23.8%)	128 (41.2%)	16 (5.1%)	9 (2.9%)	311
45-54	119 (33.8%)	82 (23.3%)	120 (34.1%)	21 (6%)	10 (2.8%)	352
55-64	63 (22.7%)	88 (31.8%)	91 (32.9%)	16 (5.8%)	19 (6.9%)	277
65-74	96 (33.4%)	97 (33.8%)	82 (28.6%)	6 (2.1%)	6 (2.1%)	287
75 and above	35 (25.2%)	49 (35.3%)	48 (34.5%)	5 (3.6%)	2 (1.4%)	139
Prefer not to say	1 (3.4%)	10 (34.5%)	9 (31%)	3 (10.3%)	6 (20.7%)	29
Employment status						
In education	17 (33.3%)	16 (31.4%)	16 (31.4%)	0 (0%)	2 (3.9%)	51
Employed	285 (29.7%)	223 (23.2%)	352 (36.6%)	56 (5.8%)	45 (4.7%)	961
Self-employed	48 (28.6%)	51 (30.4%)	49 (29.2%)	12 (7.1%)	8 (4.8%)	168
Unemployed	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)	5
A home-based worker	13 (26.5%)	14 (28.6%)	12 (24.5%)	6 (12.2%)	4 (8.2%)	49
A stay at home parent, carer or similar	8 (21.1%)	9 (23.7%)	19 (50%)	2 (5.3%)	0 (0%)	38
Retired	123 (29.3%)	152 (36.2%)	125 (29.8%)	12 (2.9%)	8 (1.9%)	420
Prefer not to say	3 (15.8%)	4 (21.1%)	6 (31.6%)	1 (5.3%)	5 (26.3%)	19
Other	4 (21.1%)	4 (21.1%)	9 (47.4%)	1 (5.3%)	1 (5.3%)	19
Disability that influences travel decisions						
	35 (32.7%)	35 (32.7%)	28 (26.2%)	4 (3.7%)	5 (4.7%)	107
Location of respondents						
East of Linton	128 (51.6%)	80 (32.3%)	17 (6.9%)	10 (4%)	13 (5.2%)	248
Babraham to Linton	176 (34.9%)	151 (29.9%)	120 (23.8%)	35 (6.9%)	23 (4.6%)	505
West of Babraham	90 (17.1%)	128 (24.3%)	284 (53.9%)	16 (3%)	9 (1.7%)	527
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total
Linton Village College junction signal upgrade						
Total	566 (33.9%)	493 (29.6%)	563 (33.8%)	30 (1.8%)	16 (1%)	1668
Interest in project						
Resident in Cambridge	60 (16%)	95 (25.3%)	216 (57.4%)	2 (0.5%)	3 (0.8%)	376
Resident in South Cambridgeshire	375 (35.2%)	338 (31.7%)	326 (30.6%)	18 (1.7%)	9 (0.8%)	1066
Resident elsewhere	93 (55.4%)	43 (25.6%)	25 (14.9%)	6 (3.6%)	1 (0.6%)	168

Local business owner/employer	30 (32.3%)	23 (24.7%)	32 (34.4%)	4 (4.3%)	4 (4.3%)	93
Regularly travel in the area	324 (34.5%)	294 (31.3%)	293 (31.2%)	21 (2.2%)	6 (0.6%)	938
Occasionally travel in the area	31 (30.4%)	31 (30.4%)	37 (36.3%)	3 (2.9%)	0 (0%)	102
Work in the area	239 (36.5%)	181 (27.7%)	213 (32.6%)	16 (2.4%)	5 (0.8%)	654
Study in the area	15 (36.6%)	10 (24.4%)	13 (31.7%)	1 (2.4%)	2 (4.9%)	41
Other	15 (25%)	21 (35%)	21 (35%)	3 (5%)	0 (0%)	60
Usual mode of travel						
Car driver	485 (34.7%)	423 (30.3%)	451 (32.3%)	25 (1.8%)	14 (1%)	1398
Car passenger	123 (33.2%)	122 (32.9%)	116 (31.3%)	6 (1.6%)	4 (1.1%)	371
Van or lorry driver	13 (37.1%)	13 (37.1%)	8 (22.9%)	1 (2.9%)	0 (0%)	35
Bicycle	172 (26.5%)	161 (24.8%)	302 (46.5%)	9 (1.4%)	6 (0.9%)	650
Powered two wheeler	7 (20.6%)	13 (38.2%)	14 (41.2%)	0 (0%)	0 (0%)	34
Bus user	190 (31.6%)	204 (33.9%)	192 (31.9%)	10 (1.7%)	6 (1%)	602
On foot	127 (26.2%)	159 (32.8%)	190 (39.2%)	6 (1.2%)	3 (0.6%)	485
Other	22 (27.5%)	24 (30%)	32 (40%)	2 (2.5%)	0 (0%)	80
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	71 (33.8%)	49 (23.3%)	82 (39%)	5 (2.4%)	3 (1.4%)	210
Granta Park	34 (32.7%)	27 (26%)	42 (40.4%)	0 (0%)	1 (1%)	104
Babraham Research Campus	16 (25%)	13 (20.3%)	33 (51.6%)	1 (1.6%)	1 (1.6%)	64
Cambridge city centre	100 (39.8%)	65 (25.9%)	76 (30.3%)	6 (2.4%)	4 (1.6%)	251
Haverhill	19 (48.7%)	14 (35.9%)	3 (7.7%)	1 (2.6%)	2 (5.1%)	39
Linton	22 (59.5%)	11 (29.7%)	1 (2.7%)	1 (2.7%)	2 (5.4%)	37
Other	123 (38.4%)	81 (25.3%)	105 (32.8%)	8 (2.5%)	3 (0.9%)	320
Age range						
Under 15	1 (20%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	5
15-24	19 (48.7%)	11 (28.2%)	9 (23.1%)	0 (0%)	0 (0%)	39
25-34	75 (40.1%)	41 (21.9%)	69 (36.9%)	2 (1.1%)	0 (0%)	187
35-44	104 (33.3%)	72 (23.1%)	133 (42.6%)	2 (0.6%)	1 (0.3%)	312
45-54	127 (36%)	101 (28.6%)	116 (32.9%)	6 (1.7%)	3 (0.8%)	353
55-64	88 (31.7%)	90 (32.4%)	87 (31.3%)	9 (3.2%)	4 (1.4%)	278
65-74	95 (32.9%)	104 (36%)	85 (29.4%)	3 (1%)	2 (0.7%)	289
75 and above	37 (27%)	50 (36.5%)	43 (31.4%)	5 (3.6%)	2 (1.5%)	137
Prefer not to say	6 (20.7%)	11 (37.9%)	8 (27.6%)	1 (3.4%)	3 (10.3%)	29
Employment status						
In education	21 (41.2%)	15 (29.4%)	14 (27.5%)	1 (2%)	0 (0%)	51
Employed	342 (35.5%)	248 (25.7%)	348 (36.1%)	19 (2%)	7 (0.7%)	964

Self-employed	58 (34.3%)	62 (36.7%)	45 (26.6%)	2 (1.2%)	2 (1.2%)	169
Unemployed	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)	5
A home-based worker	15 (31.3%)	12 (25%)	16 (33.3%)	3 (6.3%)	2 (4.2%)	48
A stay at home parent, carer or similar	10 (25.6%)	12 (30.8%)	17 (43.6%)	0 (0%)	0 (0%)	39
Retired	134 (32.1%)	149 (35.7%)	123 (29.5%)	6 (1.4%)	5 (1.2%)	417
Prefer not to say	4 (21.1%)	8 (42.1%)	5 (26.3%)	0 (0%)	2 (10.5%)	19
Other	6 (31.6%)	4 (21.1%)	8 (42.1%)	1 (5.3%)	0 (0%)	19
Disability that influences travel decisions	31 (29%)	40 (37.4%)	29 (27.1%)	5 (4.7%)	2 (1.9%)	107
Location of respondents						
East of Linton	152 (61%)	73 (29.3%)	17 (6.8%)	5 (2%)	2 (0.8%)	249
Babraham to Linton	201 (39.6%)	169 (33.3%)	118 (23.3%)	13 (2.6%)	6 (1.2%)	507
West of Babraham	94 (17.9%)	135 (25.7%)	286 (54.5%)	7 (1.3%)	3 (0.6%)	525
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Signalisation and right-turn ban (except buses) from Linton High Street

Total	327 (19.7%)	323 (19.4%)	632 (38%)	14 (8.9%)	23 (14.1%)	1664
Interest in project						
Resident in Cambridge	44 (11.7%)	61 (16.3%)	247 (65.9%)	13 (3.5%)	10 (2.7%)	375
Resident in South Cambridgeshire	198 (18.6%)	204 (19.2%)	356 (33.5%)	10 (10.2%)	19 (18.5%)	1063
Resident elsewhere	59 (34.9%)	45 (26.6%)	32 (18.9%)	18 (10.7%)	15 (8.9%)	169
Local business owner/employer	14 (15.1%)	14 (15.1%)	36 (38.7%)	10 (10.8%)	19 (20.4%)	93
Regularly travel in the area	181 (19.4%)	171 (18.3%)	338 (36.3%)	10 (10.7%)	14 (15.2%)	932
Occasionally travel in the area	15 (14.7%)	25 (24.5%)	37 (36.3%)	14 (13.7%)	11 (10.8%)	102
Work in the area	129 (19.8%)	122 (18.7%)	245 (37.6%)	72 (11.1%)	83 (12.7%)	651
Study in the area	8 (19.5%)	4 (9.8%)	12 (29.3%)	8 (19.5%)	9 (22%)	41
Other	16 (26.7%)	16 (26.7%)	23 (38.3%)	2 (3.3%)	3 (5%)	60
Usual mode of travel						
Car driver	277 (19.8%)	277 (19.8%)	511 (36.6%)	12 (8.9%)	20 (14.9%)	1398
Car passenger	73 (19.7%)	80 (21.6%)	139 (37.5%)	29 (7.8%)	50 (13.5%)	371
Van or lorry driver	7 (19.4%)	9 (25%)	9 (25%)	6 (16.7%)	5 (13.9%)	36
Bicycle	106 (16.3%)	123 (18.9%)	336 (51.7%)	33 (5.1%)	52 (8%)	650
Powered two wheeler	8 (23.5%)	6 (17.6%)	14 (41.2%)	3 (8.8%)	3 (8.8%)	34
Bus user	108 (18%)	142 (23.6%)	224 (37.3%)	56 (9.3%)	71 (11.8%)	601
On foot	75 (15.5%)	102 (21%)	221 (45.6%)	32 (6.6%)	55 (11.3%)	485
Other	16 (19.8%)	15 (18.5%)	44 (54.3%)	4 (4.9%)	2 (2.5%)	81
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4

Usual workplace destination							
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	47 (22.3%)	34 (16.1%)	90 (42.7%)	17 (8.1%)	23 (10.9%)		211
Granta Park	17 (16.5%)	14 (13.6%)	54 (52.4%)	8 (7.8%)	10 (9.7%)		103
Babraham Research Campus	11 (17.2%)	9 (14.1%)	34 (53.1%)	4 (6.3%)	6 (9.4%)		64
Cambridge city centre	64 (25.5%)	46 (18.3%)	93 (37.1%)	19 (7.6%)	29 (11.6%)		251
Haverhill	21 (52.5%)	6 (15%)	4 (10%)	2 (5%)	7 (17.5%)		40
Linton	12 (31.6%)	3 (7.9%)	0 (0%)	6 (15.8%)	17 (44.7%)		38
Other	67 (20.9%)	47 (14.6%)	122 (38%)	26 (8.1%)	59 (18.4%)		321
Age range							
Under 15	1 (20%)	0 (0%)	1 (20%)	2 (40%)	1 (20%)		5
15-24	11 (28.2%)	3 (7.7%)	11 (28.2%)	7 (17.9%)	7 (17.9%)		39
25-34	42 (22.6%)	27 (14.5%)	76 (40.9%)	14 (7.5%)	27 (14.5%)		186
35-44	56 (17.9%)	42 (13.4%)	152 (48.6%)	24 (7.7%)	39 (12.5%)		313
45-54	77 (21.8%)	67 (18.9%)	125 (35.3%)	26 (7.3%)	59 (16.7%)		354
55-64	48 (17.3%)	60 (21.7%)	103 (37.2%)	28 (10.1%)	38 (13.7%)		277
65-74	57 (19.9%)	84 (29.4%)	88 (30.8%)	28 (9.8%)	29 (10.1%)		286
75 and above	24 (17.5%)	30 (21.9%)	51 (37.2%)	12 (8.8%)	20 (14.6%)		137
Prefer not to say	4 (13.8%)	4 (13.8%)	12 (41.4%)	2 (6.9%)	7 (24.1%)		29
Employment status							
In education	10 (19.6%)	9 (17.6%)	17 (33.3%)	7 (13.7%)	8 (15.7%)		51
Employed	193 (20%)	160 (16.6%)	387 (40.2%)	83 (8.6%)	140 (14.5%)		963
Self-employed	33 (19.4%)	37 (21.8%)	59 (34.7%)	15 (8.8%)	26 (15.3%)		170
Unemployed	1 (20%)	1 (20%)	2 (40%)	0 (0%)	1 (20%)		5
A home-based worker	9 (18.4%)	5 (10.2%)	24 (49%)	5 (10.2%)	6 (12.2%)		49
A stay at home parent, carer or similar	2 (5.1%)	11 (28.2%)	18 (46.2%)	4 (10.3%)	4 (10.3%)		39
Retired	81 (19.6%)	110 (26.6%)	134 (32.4%)	40 (9.7%)	48 (11.6%)		413
Prefer not to say	5 (26.3%)	1 (5.3%)	7 (36.8%)	0 (0%)	6 (31.6%)		19
Other	3 (15.8%)	3 (15.8%)	9 (47.4%)	2 (10.5%)	2 (10.5%)		19
Disability that influences travel decisions							
	27 (25.7%)	20 (19%)	32 (30.5%)	12 (11.4%)	14 (13.3%)		105
Location of respondents							
East of Linton	97 (38.8%)	67 (26.8%)	25 (10%)	38 (15.2%)	23 (9.2%)		250
Babraham to Linton	96 (19%)	78 (15.5%)	118 (23.4%)	65 (12.9%)	147 (29.2%)		504
West of Babraham	63 (12%)	107 (20.4%)	324 (61.7%)	20 (3.8%)	11 (2.1%)		525
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE		Grand Total

Measures to ease bus movements in Linton

Total	373 (22.5%)	436 (26.3%)	744 (44.9%)	59 (3.6%)	46 (2.8%)	1658
Interest in project						
Resident in Cambridge	51 (13.5%)	69 (18.3%)	244 (64.7%)	7 (1.9%)	6 (1.6%)	377
Resident in South Cambridgeshire	249 (23.6%)	295 (27.9%)	434 (41.1%)	43 (4.1%)	36 (3.4%)	1057
Resident elsewhere	49 (29.2%)	49 (29.2%)	61 (36.3%)	6 (3.6%)	3 (1.8%)	168
Local business owner/employer	18 (19.6%)	21 (22.8%)	44 (47.8%)	4 (4.3%)	5 (5.4%)	92
Regularly travel in the area	216 (23.3%)	251 (27.1%)	396 (42.8%)	34 (3.7%)	29 (3.1%)	926
Occasionally travel in the area	20 (19.6%)	33 (32.4%)	44 (43.1%)	3 (2.9%)	2 (2%)	102
Work in the area	154 (23.7%)	166 (25.5%)	282 (43.4%)	30 (4.6%)	18 (2.8%)	650
Study in the area	14 (35%)	8 (20%)	14 (35%)	3 (7.5%)	1 (2.5%)	40
Other	11 (18.3%)	15 (25%)	30 (50%)	2 (3.3%)	2 (3.3%)	60
Usual mode of travel						
Car driver	301 (21.7%)	378 (27.2%)	620 (44.6%)	50 (3.6%)	41 (2.9%)	1390
Car passenger	85 (23%)	93 (25.2%)	160 (43.4%)	18 (4.9%)	13 (3.5%)	369
Van or lorry driver	6 (17.1%)	11 (31.4%)	15 (42.9%)	1 (2.9%)	2 (5.7%)	35
Bicycle	117 (18%)	153 (23.5%)	348 (53.5%)	16 (2.5%)	16 (2.5%)	650
Powered two wheeler	7 (21.2%)	7 (21.2%)	18 (54.5%)	1 (3%)	0 (0%)	33
Bus user	156 (26%)	172 (28.7%)	242 (40.3%)	14 (2.3%)	16 (2.7%)	600
On foot	94 (19.4%)	129 (26.7%)	232 (47.9%)	15 (3.1%)	14 (2.9%)	484
Other	16 (20.3%)	22 (27.8%)	40 (50.6%)	1 (1.3%)	0 (0%)	79
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	53 (25.4%)	42 (20.1%)	96 (45.9%)	10 (4.8%)	8 (3.8%)	209
Granta Park	21 (20.4%)	19 (18.4%)	59 (57.3%)	1 (1%)	3 (2.9%)	103
Babraham Research Campus	11 (17.2%)	12 (18.8%)	35 (54.7%)	3 (4.7%)	3 (4.7%)	64
Cambridge city centre	73 (29.1%)	61 (24.3%)	101 (40.2%)	6 (2.4%)	10 (4%)	251
Haverhill	12 (30.8%)	13 (33.3%)	9 (23.1%)	0 (0%)	5 (12.8%)	39
Linton	16 (44.4%)	5 (13.9%)	8 (22.2%)	3 (8.3%)	4 (11.1%)	36
Other	66 (20.8%)	73 (23%)	153 (48.1%)	20 (6.3%)	6 (1.9%)	318
Age range						
Under 15	1 (20%)	0 (0%)	3 (60%)	1 (20%)	0 (0%)	5
15-24	18 (46.2%)	5 (12.8%)	12 (30.8%)	1 (2.6%)	3 (7.7%)	39
25-34	49 (26.5%)	39 (21.1%)	87 (47%)	5 (2.7%)	5 (2.7%)	185
35-44	59 (19%)	79 (25.4%)	155 (49.8%)	8 (2.6%)	10 (3.2%)	311
45-54	83 (23.6%)	93 (26.4%)	149 (42.3%)	16 (4.5%)	11 (3.1%)	352
55-64	49 (17.6%)	68 (24.5%)	140 (50.4%)	15 (5.4%)	6 (2.2%)	278

65-74	72 (25.3%)	97 (34%)	107 (37.5%)	5 (1.8%)	4 (1.4%)	285
75 and above	32 (23.2%)	34 (24.6%)	67 (48.6%)	2 (1.4%)	3 (2.2%)	138
Prefer not to say	4 (13.8%)	9 (31%)	11 (37.9%)	2 (6.9%)	3 (10.3%)	29
Employment status						
In education	18 (35.3%)	11 (21.6%)	20 (39.2%)	1 (2%)	1 (2%)	51
Employed	207 (21.6%)	233 (24.3%)	449 (46.8%)	39 (4.1%)	31 (3.2%)	959
Self-employed	35 (20.7%)	50 (29.6%)	71 (42%)	7 (4.1%)	6 (3.6%)	169
Unemployed	2 (50%)	1 (25%)	1 (25%)	0 (0%)	0 (0%)	4
A home-based worker	9 (18.4%)	10 (20.4%)	24 (49%)	5 (10.2%)	1 (2%)	49
A stay at home parent, carer or similar	6 (15.8%)	9 (23.7%)	23 (60.5%)	0 (0%)	0 (0%)	38
Retired	109 (26.2%)	127 (30.5%)	168 (40.4%)	5 (1.2%)	7 (1.7%)	416
Prefer not to say	2 (11.1%)	4 (22.2%)	9 (50%)	1 (5.6%)	2 (11.1%)	18
Other	3 (15.8%)	5 (26.3%)	10 (52.6%)	1 (5.3%)	0 (0%)	19
Disability that influences travel decisions						
	24 (22.4%)	37 (34.6%)	38 (35.5%)	2 (1.9%)	6 (5.6%)	107
Location of respondents						
East of Linton	90 (36%)	81 (32.4%)	68 (27.2%)	6 (2.4%)	5 (2%)	250
Babraham to Linton	136 (27.2%)	148 (29.6%)	169 (33.8%)	28 (5.6%)	19 (3.8%)	500
West of Babraham	72 (13.7%)	112 (21.4%)	328 (62.6%)	8 (1.5%)	4 (0.8%)	524
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Westbound bus lanes on approach to B1052

Total	272 (16.9%)	336 (20.8%)	826 (51.2%)	10 (0.6%)	2 (0.1%)	77 (4.8%)	1613
Interest in project							
Resident in Cambridge	44 (11.9%)	56 (15.1%)	247 (66.8%)	14 (3.8%)	9 (2.4%)	370	
Resident in South Cambridgeshire	181 (17.5%)	230 (22.3%)	498 (48.2%)	73 (7.1%)	51 (4.9%)	1033	
Resident elsewhere	41 (25%)	34 (20.7%)	67 (40.9%)	12 (7.3%)	10 (6.1%)	164	
Local business owner/employer	16 (18%)	11 (12.4%)	43 (48.3%)	11 (12.4%)	8 (9%)	89	
Regularly travel in the area	157 (17.3%)	200 (22%)	443 (48.7%)	66 (7.3%)	44 (4.8%)	910	
Occasionally travel in the area	17 (17.2%)	19 (19.2%)	50 (50.5%)	8 (8.1%)	5 (5.1%)	99	
Work in the area	121 (19.1%)	124 (19.5%)	319 (50.2%)	43 (6.8%)	28 (4.4%)	635	
Study in the area	11 (28.2%)	6 (15.4%)	17 (43.6%)	3 (7.7%)	2 (5.1%)	39	
Other	8 (13.6%)	13 (22%)	31 (52.5%)	5 (8.5%)	2 (3.4%)	59	
Usual mode of travel							
Car driver	223 (16.4%)	291 (21.4%)	688 (50.7%)	87 (6.4%)	69 (5.1%)	1358	
Car passenger	62 (17%)	72 (19.7%)	185 (50.7%)	31 (8.5%)	15 (4.1%)	365	
Van or lorry driver	4 (11.4%)	10 (28.6%)	17 (48.6%)	4 (11.4%)	0 (0%)	35	

Bicycle	97 (15.2%)	110 (17.2%)	383 (59.8%)	34 (5.3%)	16 (2.5%)	640
Powered two wheeler	5 (15.2%)	7 (21.2%)	16 (48.5%)	2 (6.1%)	3 (9.1%)	33
Bus user	116 (19.8%)	137 (23.4%)	283 (48.4%)	32 (5.5%)	17 (2.9%)	585
On foot	66 (13.8%)	104 (21.7%)	254 (52.9%)	37 (7.7%)	19 (4%)	480
Other	11 (14.1%)	18 (23.1%)	47 (60.3%)	2 (2.6%)	0 (0%)	78
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	31 (15.2%)	39 (19.1%)	117 (57.4%)	10 (4.9%)	7 (3.4%)	204
Granta Park	11 (11%)	16 (16%)	63 (63%)	4 (4%)	6 (6%)	100
Babraham Research Campus	11 (17.2%)	9 (14.1%)	36 (56.3%)	4 (6.3%)	4 (6.3%)	64
Cambridge city centre	61 (24.6%)	45 (18.1%)	115 (46.4%)	16 (6.5%)	11 (4.4%)	248
Haverhill	10 (27%)	9 (24.3%)	9 (24.3%)	5 (13.5%)	4 (10.8%)	37
Linton	12 (32.4%)	8 (21.6%)	10 (27%)	3 (8.1%)	4 (10.8%)	37
Other	57 (18.4%)	51 (16.5%)	163 (52.6%)	22 (7.1%)	17 (5.5%)	310
Age range						
Under 15	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5
15-24	13 (33.3%)	5 (12.8%)	18 (46.2%)	0 (0%)	3 (7.7%)	39
25-34	31 (16.8%)	30 (16.2%)	100 (54.1%)	16 (8.6%)	8 (4.3%)	185
35-44	45 (15%)	63 (20.9%)	171 (56.8%)	14 (4.7%)	8 (2.7%)	301
45-54	70 (20.4%)	65 (19%)	171 (49.9%)	22 (6.4%)	15 (4.4%)	343
55-64	31 (11.4%)	52 (19%)	144 (52.7%)	23 (8.4%)	23 (8.4%)	273
65-74	58 (20.9%)	71 (25.6%)	126 (45.5%)	15 (5.4%)	7 (2.5%)	277
75 and above	19 (14.6%)	33 (25.4%)	67 (51.5%)	6 (4.6%)	5 (3.8%)	130
Prefer not to say	1 (3.6%)	7 (25%)	12 (42.9%)	3 (10.7%)	5 (17.9%)	28
Employment status						
In education	12 (24%)	12 (24%)	22 (44%)	1 (2%)	3 (6%)	50
Employed	157 (16.8%)	175 (18.7%)	498 (53.3%)	62 (6.6%)	43 (4.6%)	935
Self-employed	32 (19.3%)	36 (21.7%)	74 (44.6%)	16 (9.6%)	8 (4.8%)	166
Unemployed	1 (20%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	5
A home-based worker	9 (18.8%)	10 (20.8%)	21 (43.8%)	5 (10.4%)	3 (6.3%)	48
A stay at home parent, carer or similar	3 (7.7%)	5 (12.8%)	28 (71.8%)	2 (5.1%)	1 (2.6%)	39
Retired	73 (18.2%)	101 (25.2%)	190 (47.4%)	20 (5%)	17 (4.2%)	401
Prefer not to say	2 (11.1%)	0 (0%)	10 (55.6%)	1 (5.6%)	5 (27.8%)	18
Other	3 (15.8%)	2 (10.5%)	10 (52.6%)	2 (10.5%)	2 (10.5%)	19
Disability that influences travel decisions						
	14 (13.6%)	30 (29.1%)	47 (45.6%)	5 (4.9%)	7 (6.8%)	103
Location of respondents						

East of Linton	76 (32.5%)	54 (23.1%)	76 (32.5%)	18 (7.7%)	10 (4.3%)	234
Babraham to Linton	81 (16.6%)	119 (24.4%)	205 (42%)	45 (9.2%)	38 (7.8%)	488
West of Babraham	68 (13.1%)	90 (17.3%)	336 (64.7%)	18 (3.5%)	7 (1.3%)	519
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Bartlow Road roundabout and rural hub

Total	479 (29.1%)	388 (23.5%)	666 (40.4%)	61 (3.7%)	54 (3.3%)	1648
Interest in project						
Resident in Cambridge	54 (14.5%)	66 (17.7%)	243 (65.3%)	6 (1.6%)	3 (0.8%)	372
Resident in South Cambridgeshire	340 (32.3%)	260 (24.7%)	375 (35.6%)	42 (4%)	36 (3.4%)	1053
Resident elsewhere	58 (34.7%)	48 (28.7%)	41 (24.6%)	8 (4.8%)	12 (7.2%)	167
Local business owner/employer	25 (27.5%)	24 (26.4%)	30 (33%)	3 (3.3%)	9 (9.9%)	91
Regularly travel in the area	273 (29.7%)	213 (23.2%)	363 (39.5%)	38 (4.1%)	33 (3.6%)	920
Occasionally travel in the area	22 (21.8%)	37 (36.6%)	37 (36.6%)	3 (3%)	2 (2%)	101
Work in the area	191 (29.8%)	139 (21.7%)	267 (41.6%)	22 (3.4%)	23 (3.6%)	642
Study in the area	14 (35%)	7 (17.5%)	16 (40%)	2 (5%)	1 (2.5%)	40
Other	17 (28.3%)	18 (30%)	20 (33.3%)	2 (3.3%)	3 (5%)	60
Usual mode of travel						
Car driver	405 (29.3%)	335 (24.2%)	544 (39.3%)	54 (3.9%)	46 (3.3%)	1384
Car passenger	91 (24.8%)	88 (24%)	154 (42%)	14 (3.8%)	20 (5.4%)	367
Van or lorry driver	10 (28.6%)	16 (45.7%)	7 (20%)	1 (2.9%)	1 (2.9%)	35
Bicycle	139 (21.6%)	130 (20.2%)	345 (53.6%)	19 (3%)	11 (1.7%)	644
Powered two wheeler	8 (24.2%)	10 (30.3%)	12 (36.4%)	1 (3%)	2 (6.1%)	33
Bus user	167 (28.1%)	151 (25.4%)	240 (40.4%)	21 (3.5%)	15 (2.5%)	594
On foot	103 (21.3%)	121 (25%)	237 (49%)	17 (3.5%)	6 (1.2%)	484
Other	20 (25.6%)	20 (25.6%)	38 (48.7%)	0 (0%)	0 (0%)	78
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	55 (26.4%)	38 (18.3%)	100 (48.1%)	8 (3.8%)	7 (3.4%)	208
Granta Park	24 (23.3%)	17 (16.5%)	55 (53.4%)	2 (1.9%)	5 (4.9%)	103
Babraham Research Campus	15 (23.8%)	10 (15.9%)	37 (58.7%)	0 (0%)	1 (1.6%)	63
Cambridge city centre	84 (34%)	47 (19%)	98 (39.7%)	12 (4.9%)	6 (2.4%)	247
Haverhill	21 (52.5%)	8 (20%)	6 (15%)	1 (2.5%)	4 (10%)	40
Linton	20 (52.6%)	8 (21.1%)	4 (10.5%)	1 (2.6%)	5 (13.2%)	38
Other	103 (32.7%)	61 (19.4%)	121 (38.4%)	16 (5.1%)	14 (4.4%)	315
Age range						
Under 15	1 (20%)	1 (20%)	1 (20%)	1 (20%)	1 (20%)	5

15-24	8 (21.1%)	6 (15.8%)	21 (55.3%)	2 (5.3%)	1 (2.6%)	38
25-34	43 (23%)	39 (20.9%)	90 (48.1%)	8 (4.3%)	7 (3.7%)	187
35-44	78 (25.3%)	58 (18.8%)	154 (50%)	11 (3.6%)	7 (2.3%)	308
45-54	119 (33.9%)	82 (23.4%)	126 (35.9%)	11 (3.1%)	13 (3.7%)	351
55-64	80 (29.4%)	69 (25.4%)	99 (36.4%)	11 (4%)	13 (4.8%)	272
65-74	93 (32.3%)	79 (27.4%)	102 (35.4%)	9 (3.1%)	5 (1.7%)	288
75 and above	38 (27.9%)	43 (31.6%)	48 (35.3%)	6 (4.4%)	1 (0.7%)	136
Prefer not to say	6 (21.4%)	5 (17.9%)	12 (42.9%)	1 (3.6%)	4 (14.3%)	28
Employment status						
In education	11 (21.6%)	9 (17.6%)	26 (51%)	2 (3.9%)	3 (5.9%)	51
Employed	277 (29.1%)	191 (20.1%)	414 (43.5%)	39 (4.1%)	30 (3.2%)	951
Self-employed	50 (29.9%)	47 (28.1%)	53 (31.7%)	6 (3.6%)	11 (6.6%)	167
Unemployed	0 (0%)	1 (20%)	3 (60%)	0 (0%)	1 (20%)	5
A home-based worker	10 (21.3%)	13 (27.7%)	22 (46.8%)	0 (0%)	2 (4.3%)	47
A stay at home parent, carer or similar	9 (23.1%)	10 (25.6%)	20 (51.3%)	0 (0%)	0 (0%)	39
Retired	128 (30.8%)	123 (29.6%)	143 (34.4%)	12 (2.9%)	10 (2.4%)	416
Prefer not to say	4 (22.2%)	5 (27.8%)	7 (38.9%)	1 (5.6%)	1 (5.6%)	18
Other	4 (22.2%)	5 (27.8%)	8 (44.4%)	1 (5.6%)	0 (0%)	18
Disability that influences travel decisions						
	38 (36.2%)	24 (22.9%)	37 (35.2%)	2 (1.9%)	4 (3.8%)	105
Location of respondents						
East of Linton	127 (51.4%)	63 (25.5%)	34 (13.8%)	12 (4.9%)	11 (4.5%)	247
Babraham to Linton	175 (34.9%)	138 (27.5%)	138 (27.5%)	30 (6%)	21 (4.2%)	502
West of Babraham	83 (15.9%)	109 (20.9%)	316 (60.7%)	9 (1.7%)	4 (0.8%)	521
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Dean Road crossroads - close central reserve

Total	412 (25.2%)	309 (18.9%)	760 (46.4%)	76 (4.6%)	81 (4.9%)	1638
Interest in project						
Resident in Cambridge	55 (14.8%)	56 (15.1%)	251 (67.7%)	6 (1.6%)	3 (0.8%)	371
Resident in South Cambridgeshire	263 (25.1%)	211 (20.2%)	454 (43.4%)	54 (5.2%)	65 (6.2%)	1047
Resident elsewhere	69 (42.1%)	26 (15.9%)	51 (31.1%)	11 (6.7%)	7 (4.3%)	164
Local business owner/employer	22 (24.2%)	18 (19.8%)	38 (41.8%)	4 (4.4%)	9 (9.9%)	91
Regularly travel in the area	246 (27%)	168 (18.4%)	398 (43.6%)	52 (5.7%)	48 (5.3%)	912
Occasionally travel in the area	16 (15.8%)	27 (26.7%)	50 (49.5%)	5 (5%)	3 (3%)	101
Work in the area	160 (25%)	115 (18%)	295 (46.2%)	39 (6.1%)	30 (4.7%)	639
Study in the area	14 (35.9%)	5 (12.8%)	15 (38.5%)	3 (7.7%)	2 (5.1%)	39
Other	15 (25%)	12 (20%)	27 (45%)	4 (6.7%)	2 (3.3%)	60

Usual mode of travel							
Car driver	349 (25.4%)	265 (19.3%)	618 (45%)	67 (4.9%)	74 (5.4%)		1373
Car passenger	83 (22.7%)	73 (19.9%)	175 (47.8%)	13 (3.6%)	22 (6%)		366
Van or lorry driver	11 (31.4%)	11 (31.4%)	11 (31.4%)	1 (2.9%)	1 (2.9%)		35
Bicycle	120 (18.7%)	104 (16.2%)	372 (57.9%)	25 (3.9%)	21 (3.3%)		642
Powered two wheeler	8 (24.2%)	9 (27.3%)	14 (42.4%)	2 (6.1%)	0 (0%)		33
Bus user	144 (24.3%)	128 (21.6%)	275 (46.4%)	27 (4.6%)	19 (3.2%)		593
On foot	93 (19.3%)	98 (20.4%)	262 (54.5%)	15 (3.1%)	13 (2.7%)		481
Other	18 (22.8%)	20 (25.3%)	39 (49.4%)	1 (1.3%)	1 (1.3%)		79
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)		4
Usual workplace destination							
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	51 (24.8%)	37 (18%)	99 (48.1%)	11 (5.3%)	8 (3.9%)		206
Granta Park	28 (27.7%)	8 (7.9%)	57 (56.4%)	3 (3%)	5 (5%)		101
Babraham Research Campus	13 (20.6%)	7 (11.1%)	39 (61.9%)	0 (0%)	4 (6.3%)		63
Cambridge city centre	68 (27.4%)	46 (18.5%)	114 (46%)	12 (4.8%)	8 (3.2%)		248
Haverhill	15 (38.5%)	9 (23.1%)	6 (15.4%)	3 (7.7%)	6 (15.4%)		39
Linton	17 (47.2%)	5 (13.9%)	8 (22.2%)	3 (8.3%)	3 (8.3%)		36
Other	86 (27.4%)	47 (15%)	140 (44.6%)	19 (6.1%)	22 (7%)		314
Age range							
Under 15	2 (40%)	1 (20%)	1 (20%)	0 (0%)	1 (20%)		5
15-24	10 (26.3%)	5 (13.2%)	20 (52.6%)	2 (5.3%)	1 (2.6%)		38
25-34	42 (22.7%)	25 (13.5%)	104 (56.2%)	8 (4.3%)	6 (3.2%)		185
35-44	73 (23.9%)	46 (15%)	174 (56.9%)	5 (1.6%)	8 (2.6%)		306
45-54	101 (29%)	63 (18.1%)	143 (41.1%)	18 (5.2%)	23 (6.6%)		348
55-64	62 (22.9%)	59 (21.8%)	111 (41%)	20 (7.4%)	19 (7%)		271
65-74	79 (27.8%)	69 (24.3%)	112 (39.4%)	12 (4.2%)	12 (4.2%)		284
75 and above	29 (21.3%)	29 (21.3%)	66 (48.5%)	7 (5.1%)	5 (3.7%)		136
Prefer not to say	6 (20.7%)	4 (13.8%)	14 (48.3%)	1 (3.4%)	4 (13.8%)		29
Employment status							
In education	12 (24%)	9 (18%)	25 (50%)	2 (4%)	2 (4%)		50
Employed	243 (25.6%)	159 (16.8%)	458 (48.3%)	47 (5%)	41 (4.3%)		948
Self-employed	42 (25.5%)	34 (20.6%)	68 (41.2%)	10 (6.1%)	11 (6.7%)		165
Unemployed	1 (20%)	1 (20%)	3 (60%)	0 (0%)	0 (0%)		5
A home-based worker	10 (22.2%)	6 (13.3%)	25 (55.6%)	2 (4.4%)	2 (4.4%)		45
A stay at home parent, carer or similar	5 (13.5%)	5 (13.5%)	25 (67.6%)	1 (2.7%)	1 (2.7%)		37
Retired	107 (25.9%)	96 (23.2%)	173 (41.9%)	14 (3.4%)	23 (5.6%)		413
Prefer not to say	5 (26.3%)	3 (15.8%)	7 (36.8%)	1 (5.3%)	3 (15.8%)		19
Other	5 (27.8%)	1 (5.6%)	9 (50%)	2 (11.1%)	1 (5.6%)		18

Disability that influences travel decisions	30 (29.1%)	22 (21.4%)	43 (41.7%)	3 (2.9%)	5 (4.9%)	103
Location of respondents						
East of Linton	104 (42.1%)	38 (15.4%)	37 (15%)	24 (9.7%)	44 (17.8%)	247
Babraham to Linton	152 (30.7%)	113 (22.8%)	182 (36.8%)	29 (5.9%)	19 (3.8%)	495
West of Babraham	76 (14.6%)	90 (17.3%)	343 (66%)	8 (1.5%)	3 (0.6%)	520
	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total

Speed reduction measures - Horseheath to Linton

Total	539 (32.6%)	420 (25.4%)	495 (29.9%)	11 9 (7.2%)	82 (5%)	1655
Interest in project						
Resident in Cambridge	75 (20.2%)	97 (26.1%)	176 (47.3%)	14 (3.8%)	10 (2.7%)	372
Resident in South Cambridgeshire	388 (36.7%)	279 (26.4%)	295 (27.9%)	64 (6.1%)	31 (2.9%)	1057
Resident elsewhere	49 (29%)	37 (21.9%)	27 (16%)	32 (18.9%)	24 (14.2%)	169
Local business owner/employer	26 (28.6%)	20 (22%)	29 (31.9%)	7 (7.7%)	9 (9.9%)	91
Regularly travel in the area	301 (32.5%)	237 (25.6%)	255 (27.6%)	77 (8.3%)	55 (5.9%)	925
Occasionally travel in the area	29 (28.7%)	28 (27.7%)	28 (27.7%)	9 (8.9%)	7 (6.9%)	101
Work in the area	192 (29.6%)	145 (22.3%)	194 (29.9%)	73 (11.2%)	45 (6.9%)	649
Study in the area	14 (35%)	9 (22.5%)	9 (22.5%)	5 (12.5%)	3 (7.5%)	40
Other	17 (27.9%)	24 (39.3%)	14 (23%)	4 (6.6%)	2 (3.3%)	61
Usual mode of travel						
Car driver	444 (32.1%)	360 (26%)	402 (29%)	10 8 (7.8%)	71 (5.1%)	1385
Car passenger	119 (32.3%)	90 (24.5%)	111 (30.2%)	34 (9.2%)	14 (3.8%)	368
Van or lorry driver	12 (34.3%)	10 (28.6%)	6 (17.1%)	3 (8.6%)	4 (11.4%)	35
Bicycle	181 (27.9%)	170 (26.2%)	252 (38.9%)	29 (4.5%)	16 (2.5%)	648
Powered two wheeler	9 (28.1%)	6 (18.8%)	7 (21.9%)	6 (18.8%)	4 (12.5%)	32
Bus user	207 (34.6%)	176 (29.4%)	169 (28.2%)	31 (5.2%)	16 (2.7%)	599
On foot	148 (30.6%)	139 (28.8%)	161 (33.3%)	22 (4.6%)	13 (2.7%)	483
Other	27 (32.1%)	22 (26.2%)	25 (29.8%)	6 (7.1%)	4 (4.8%)	84
Not applicable	0 (0%)	0 (0%)	4 (100%)	0 (0%)	0 (0%)	4
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	65 (31.3%)	44 (21.2%)	67 (32.2%)	14 (6.7%)	18 (8.7%)	208
Granta Park	23 (22.3%)	16 (15.5%)	51 (49.5%)	9 (8.7%)	4 (3.9%)	103
Babraham Research Campus	14 (21.5%)	11 (16.9%)	26 (40%)	8 (12.3%)	6 (9.2%)	65
Cambridge city centre	87 (34.3%)	61 (24%)	70 (27.6%)	22 (8.7%)	14 (5.5%)	254

Haverhill	12 (30%)	8 (20%)	3 (7.5%)	6 (15%)	11 (27.5%)	40
Linton	21 (56.8%)	7 (18.9%)	3 (8.1%)	4 (10.8%)	2 (5.4%)	37
Other	108 (34.2%)	58 (18.4%)	93 (29.4%)	33 (10.4%)	24 (7.6%)	316
Age range						
Under 15	2 (40%)	1 (20%)	1 (20%)	0 (0%)	1 (20%)	5
15-24	13 (33.3%)	9 (23.1%)	5 (12.8%)	6 (15.4%)	6 (15.4%)	39
25-34	45 (24.1%)	31 (16.6%)	66 (35.3%)	27 (14.4%)	18 (9.6%)	187
35-44	89 (28.6%)	66 (21.2%)	117 (37.6%)	23 (7.4%)	16 (5.1%)	311
45-54	135 (38.6%)	78 (22.3%)	98 (28%)	23 (6.6%)	16 (4.6%)	350
55-64	80 (29%)	84 (30.4%)	82 (29.7%)	16 (5.8%)	14 (5.1%)	276
65-74	110 (38.3%)	92 (32.1%)	69 (24%)	14 (4.9%)	2 (0.7%)	287
75 and above	43 (32.1%)	48 (35.8%)	35 (26.1%)	6 (4.5%)	2 (1.5%)	134
Prefer not to say	7 (24.1%)	2 (6.9%)	13 (44.8%)	3 (10.3%)	4 (13.8%)	29
Employment status						
In education	12 (23.5%)	12 (23.5%)	16 (31.4%)	5 (9.8%)	6 (11.8%)	51
Employed	299 (31.2%)	204 (21.3%)	301 (31.5%)	90 (9.4%)	63 (6.6%)	957
Self-employed	57 (33.3%)	43 (25.1%)	50 (29.2%)	14 (8.2%)	7 (4.1%)	171
Unemployed	1 (20%)	1 (20%)	3 (60%)	0 (0%)	0 (0%)	5
A home-based worker	15 (31.3%)	17 (35.4%)	13 (27.1%)	1 (2.1%)	2 (4.2%)	48
A stay at home parent, carer or similar	9 (23.7%)	12 (31.6%)	17 (44.7%)	0 (0%)	0 (0%)	38
Retired	147 (35.6%)	146 (35.4%)	98 (23.7%)	15 (3.6%)	7 (1.7%)	413
Prefer not to say	5 (27.8%)	2 (11.1%)	6 (33.3%)	2 (11.1%)	3 (16.7%)	18
Other	7 (38.9%)	6 (33.3%)	5 (27.8%)	0 (0%)	0 (0%)	18
Disability that influences travel decisions						
	30 (28.3%)	28 (26.4%)	31 (29.2%)	11 (10.4%)	6 (5.7%)	106
Location of respondents						
East of Linton	116 (47%)	54 (21.9%)	19 (7.7%)	29 (11.7%)	29 (11.7%)	247
Babraham to Linton	206 (40.7%)	135 (26.7%)	112 (22.1%)	33 (6.5%)	20 (4%)	506
West of Babraham	113 (21.6%)	147 (28.2%)	232 (44.4%)	21 (4%)	9 (1.7%)	522

Question 3

Strategy 1	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Total
Total	710 (42.8%)	354 (21.3%)	218 (13.1%)	140 (8.4%)	237 (14.3%)	1659
Interest in project						
Resident in Cambridge	187 (48.6%)	75 (19.5%)	32 (8.3%)	37 (9.6%)	54 (14%)	385
Resident in South Cambridgeshire	464 (44.4%)	217 (20.8%)	127 (12.2%)	82 (7.8%)	155 (14.8%)	1045
Resident elsewhere	51 (31.5%)	46 (28.4%)	39 (24.1%)	17 (10.5%)	9 (5.6%)	162

Local business owner/employer	35 (38%)	18 (19.6%)	14 (15.2%)	7 (7.6%)	18 (19.6%)	92
Regularly travel in the area	408 (44.1%)	205 (22.1%)	120 (13%)	78 (8.4%)	115 (12.4%)	926
Occasionally travel in the area	33 (32.7%)	22 (21.8%)	20 (19.8%)	10 (9.9%)	16 (15.8%)	101
Work in the area	310 (47.1%)	146 (22.2%)	78 (11.9%)	50 (7.6%)	74 (11.2%)	658
Study in the area	16 (36.4%)	7 (15.9%)	8 (18.2%)	5 (11.4%)	8 (18.2%)	44
Other	25 (40.3%)	10 (16.1%)	10 (16.1%)	8 (12.9%)	9 (14.5%)	62
Usual mode of travel						
Car driver	604 (43.6%)	298 (21.5%)	179 (12.9%)	117 (8.4%)	188 (13.6%)	1386
Car passenger	159 (43.1%)	77 (20.9%)	47 (12.7%)	30 (8.1%)	56 (15.2%)	369
Van or lorry driver	11 (30.6%)	3 (8.3%)	12 (33.3%)	3 (8.3%)	7 (19.4%)	36
Bicycle	331 (49.9%)	123 (18.6%)	40 (6%)	54 (8.1%)	115 (17.3%)	663
Powered two wheeler	9 (27.3%)	5 (15.2%)	5 (15.2%)	7 (21.2%)	7 (21.2%)	33
Bus user	248 (41.8%)	130 (21.9%)	81 (13.6%)	59 (9.9%)	76 (12.8%)	594
On foot	231 (46.7%)	85 (17.2%)	50 (10.1%)	43 (8.7%)	86 (17.4%)	495
Other	33 (40.2%)	15 (18.3%)	10 (12.2%)	5 (6.1%)	19 (23.2%)	82
Not applicable	0 (0%)	1 (33.3%)	1 (33.3%)	1 (33.3%)	0 (0%)	3
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	122 (57.3%)	43 (20.2%)	15 (7%)	10 (4.7%)	23 (10.8%)	213
Granta Park	67 (63.2%)	18 (17%)	8 (7.5%)	4 (3.8%)	9 (8.5%)	106
Babraham Research Campus	28 (43.1%)	21 (32.3%)	7 (10.8%)	6 (9.2%)	3 (4.6%)	65
Cambridge city centre	125 (49.4%)	41 (16.2%)	33 (13%)	19 (7.5%)	35 (13.8%)	253
Haverhill	12 (30.8%)	10 (25.6%)	9 (23.1%)	4 (10.3%)	4 (10.3%)	39
Linton	10 (27.8%)	8 (22.2%)	12 (33.3%)	2 (5.6%)	4 (11.1%)	36
Other	129 (40.6%)	70 (22%)	39 (12.3%)	31 (9.7%)	49 (15.4%)	318
Age range						
Under 15	3 (60%)	0 (0%)	0 (0%)	0 (0%)	2 (40%)	5
15-24	12 (30.8%)	11 (28.2%)	10 (25.6%)	2 (5.1%)	4 (10.3%)	39
25-34	98 (52.4%)	42 (22.5%)	26 (13.9%)	12 (6.4%)	9 (4.8%)	187
35-44	165 (51.6%)	63 (19.7%)	28 (8.8%)	22 (6.9%)	42 (13.1%)	320
45-54	151 (42.9%)	78 (22.2%)	42 (11.9%)	30 (8.5%)	51 (14.5%)	352
55-64	120 (42.4%)	64 (22.6%)	33 (11.7%)	24 (8.5%)	42 (14.8%)	283
65-74	99 (35.9%)	51 (18.5%)	50 (18.1%)	34 (12.3%)	42 (15.2%)	276
75 and above	51 (39.8%)	31 (24.2%)	20 (15.6%)	13 (10.2%)	13 (10.2%)	128
Prefer not to say	4 (14.3%)	6 (21.4%)	4 (14.3%)	1 (3.6%)	13 (46.4%)	28
Employment status						
In education	18 (33.3%)	12 (22.2%)	10 (18.5%)	3 (5.6%)	11 (20.4%)	54
Employed	468 (48.2%)	206 (21.2%)	101 (10.4%)	77 (7.9%)	119 (12.3%)	971

Self-employed	59 (34.9%)	38 (22.5%)	30 (17.8%)	15 (8.9%)	27 (16%)	169
Unemployed	0 (0%)	2 (40%)	0 (0%)	0 (0%)	3 (60%)	5
A home-based worker	18 (36.7%)	9 (18.4%)	4 (8.2%)	6 (12.2%)	12 (24.5%)	49
A stay at home parent, carer or similar	11 (28.9%)	9 (23.7%)	6 (15.8%)	4 (10.5%)	8 (21.1%)	38
Retired	156 (39.2%)	78 (19.6%)	65 (16.3%)	44 (11.1%)	55 (13.8%)	398
Prefer not to say	2 (11.1%)	6 (33.3%)	2 (11.1%)	1 (5.6%)	7 (38.9%)	18
Other	5 (25%)	1 (5%)	6 (30%)	2 (10%)	6 (30%)	20
Disability that influences travel decisions	39 (37.9%)	27 (26.2%)	15 (14.6%)	9 (8.7%)	13 (12.6%)	103

Location of respondents						
East of Linton	94 (37.3%)	61 (24.2%)	57 (22.6%)	25 (9.9%)	15 (6%)	252
Babraham to Linton	241 (49.2%)	105 (21.4%)	69 (14.1%)	39 (8%)	36 (7.3%)	490
West of Babraham	247 (45.7%)	90 (16.7%)	32 (5.9%)	47 (8.7%)	124 (23%)	540

Strategy 2	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total
Total	298 (18.5%)	570 (35.3%)	337 (20.9%)	236 (14.6%)	174 (10.8%)	1615
Interest in project						
Resident in Cambridge	63 (16.8%)	137 (36.6%)	57 (15.2%)	55 (14.7%)	62 (16.6%)	374
Resident in South Cambridgeshire	187 (18.5%)	362 (35.7%)	214 (21.1%)	149 (14.7%)	101 (10%)	1013
Resident elsewhere	26 (16%)	54 (33.1%)	46 (28.2%)	27 (16.6%)	10 (6.1%)	163
Local business owner/employer	11 (12.2%)	26 (28.9%)	17 (18.9%)	18 (20%)	18 (20%)	90
Regularly travel in the area	160 (17.5%)	329 (36.1%)	189 (20.7%)	138 (15.1%)	96 (10.5%)	912
Occasionally travel in the area	15 (15%)	37 (37%)	21 (21%)	18 (18%)	9 (9%)	100
Work in the area	122 (18.9%)	221 (34.2%)	138 (21.4%)	98 (15.2%)	67 (10.4%)	646
Study in the area	13 (29.5%)	11 (25%)	8 (18.2%)	5 (11.4%)	7 (15.9%)	44
Other	7 (11.5%)	20 (32.8%)	11 (18%)	15 (24.6%)	8 (13.1%)	61
Usual mode of travel						
Car driver	237 (17.5%)	478 (35.3%)	286 (21.1%)	206 (15.2%)	148 (10.9%)	1355
Car passenger	57 (16%)	135 (37.9%)	62 (17.4%)	57 (16%)	45 (12.6%)	356
Van or lorry driver	11 (30.6%)	10 (27.8%)	7 (19.4%)	5 (13.9%)	3 (8.3%)	36
Bicycle	127 (19.7%)	244 (37.9%)	91 (14.1%)	101 (15.7%)	81 (12.6%)	644
Powered two wheeler	5 (15.2%)	12 (36.4%)	4 (12.1%)	8 (24.2%)	4 (12.1%)	33
Bus user	120 (20.8%)	208 (36%)	106 (18.4%)	83 (14.4%)	60 (10.4%)	577
On foot	86 (18%)	163 (34%)	76 (15.9%)	83 (17.3%)	71 (14.8%)	479
Other	17 (21.3%)	27 (33.8%)	17 (21.3%)	9 (11.3%)	10 (12.5%)	80
Not applicable	1 (33.3%)	0 (0%)	2 (66.7%)	0 (0%)	0 (0%)	3

Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	55 (26.1%)	78 (37%)	27 (12.8%)	27 (12.8%)	24 (11.4%)	211
Granta Park	23 (22.1%)	40 (38.5%)	24 (23.1%)	5 (4.8%)	12 (11.5%)	104
Babraham Research Campus	16 (25.4%)	26 (41.3%)	11 (17.5%)	5 (7.9%)	5 (7.9%)	63
Cambridge city centre	44 (18.1%)	77 (31.7%)	56 (23%)	39 (16%)	27 (11.1%)	243
Haverhill	7 (17.9%)	7 (17.9%)	12 (30.8%)	8 (20.5%)	5 (12.8%)	39
Linton	5 (13.9%)	9 (25%)	15 (41.7%)	1 (2.8%)	6 (16.7%)	36
Other	55 (17.5%)	102 (32.4%)	71 (22.5%)	49 (15.6%)	38 (12.1%)	315

Age range						
Under 15	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5
15-24	9 (23.7%)	15 (39.5%)	10 (26.3%)	2 (5.3%)	2 (5.3%)	38
25-34	36 (19.3%)	77 (41.2%)	37 (19.8%)	27 (14.4%)	10 (5.3%)	187
35-44	51 (16.3%)	115 (36.9%)	68 (21.8%)	37 (11.9%)	41 (13.1%)	312
45-54	72 (20.8%)	110 (31.8%)	66 (19.1%)	57 (16.5%)	41 (11.8%)	346
55-64	42 (15.2%)	106 (38.4%)	55 (19.9%)	44 (15.9%)	29 (10.5%)	276
65-74	56 (21.1%)	86 (32.3%)	62 (23.3%)	39 (14.7%)	23 (8.6%)	266
75 and above	21 (17.4%)	42 (34.7%)	27 (22.3%)	18 (14.9%)	13 (10.7%)	121
Prefer not to say	3 (10.7%)	4 (14.3%)	6 (21.4%)	6 (21.4%)	9 (32.1%)	28

Employment status						
In education	11 (20.4%)	23 (42.6%)	13 (24.1%)	4 (7.4%)	3 (5.6%)	54
Employed	177 (18.6%)	344 (36.2%)	199 (20.9%)	131 (13.8%)	100 (10.5%)	951
Self-employed	25 (15.1%)	52 (31.3%)	37 (22.3%)	32 (19.3%)	20 (12%)	166
Unemployed	0 (0%)	4 (80%)	0 (0%)	0 (0%)	1 (20%)	5
A home-based worker	6 (12.2%)	17 (34.7%)	10 (20.4%)	8 (16.3%)	8 (16.3%)	49
A stay at home parent, carer or similar	3 (8.1%)	16 (43.2%)	9 (24.3%)	3 (8.1%)	6 (16.2%)	37
Retired	82 (21.3%)	132 (34.3%)	76 (19.7%)	58 (15.1%)	37 (9.6%)	385
Prefer not to say	2 (11.1%)	4 (22.2%)	2 (11.1%)	6 (33.3%)	4 (22.2%)	18
Other	2 (11.1%)	5 (27.8%)	6 (33.3%)	2 (11.1%)	3 (16.7%)	18

Disability that influences travel decisions						
	22 (22%)	33 (33%)	22 (22%)	16 (16%)	7 (7%)	100

Location of respondents						
East of Linton	44 (17.7%)	88 (35.5%)	68 (27.4%)	35 (14.1%)	13 (5.2%)	248
Babraham to Linton	80 (16.8%)	179 (37.6%)	104 (21.8%)	70 (14.7%)	43 (9%)	476
West of Babraham	105 (19.9%)	190 (36.1%)	76 (14.4%)	82 (15.6%)	74 (14%)	527

Strategy 3	STRONGLY SUPPORT	SUPPORT	NO OPINION	OPPOSE	STRONGLY OPPOSE	Grand Total
Total	321 (19.8%)	513 (31.7%)	326 (20.1%)	254 (15.7%)	205 (12.7%)	1619

Interest in project						
Resident in Cambridge	65 (17.2%)	101 (26.7%)	76 (20.1%)	63 (16.7%)	73 (19.3%)	378
Resident in South Cambridgeshire	194 (19.2%)	348 (34.5%)	200 (19.8%)	155 (15.4%)	112 (11.1%)	1009
Resident elsewhere	33 (20%)	48 (29.1%)	41 (24.8%)	27 (16.4%)	16 (9.7%)	165
Local business owner/employer	16 (18%)	28 (31.5%)	15 (16.9%)	12 (13.5%)	18 (20.2%)	89
Regularly travel in the area	179 (19.6%)	298 (32.7%)	172 (18.9%)	152 (16.7%)	110 (12.1%)	911
Occasionally travel in the area	22 (22.2%)	36 (36.4%)	20 (20.2%)	12 (12.1%)	9 (9.1%)	99
Work in the area	142 (22%)	198 (30.7%)	120 (18.6%)	110 (17.1%)	74 (11.5%)	644
Study in the area	11 (26.2%)	13 (31%)	3 (7.1%)	7 (16.7%)	8 (19%)	42
Other	10 (16.7%)	19 (31.7%)	13 (21.7%)	10 (16.7%)	8 (13.3%)	60
Usual mode of travel						
Car driver	260 (19.1%)	428 (31.5%)	276 (20.3%)	222 (16.3%)	173 (12.7%)	1359
Car passenger	75 (20.9%)	123 (34.4%)	62 (17.3%)	57 (15.9%)	41 (11.5%)	358
Van or lorry driver	12 (33.3%)	10 (27.8%)	5 (13.9%)	5 (13.9%)	4 (11.1%)	36
Bicycle	119 (18.4%)	225 (34.8%)	113 (17.5%)	97 (15%)	92 (14.2%)	646
Powered two wheeler	6 (18.2%)	15 (45.5%)	6 (18.2%)	3 (9.1%)	3 (9.1%)	33
Bus user	143 (24.8%)	193 (33.4%)	91 (15.8%)	83 (14.4%)	67 (11.6%)	577
On foot	89 (18.4%)	158 (32.7%)	72 (14.9%)	88 (18.2%)	76 (15.7%)	483
Other	12 (15.2%)	30 (38%)	20 (25.3%)	11 (13.9%)	6 (7.6%)	79
Not applicable	0 (0%)	0 (0%)	3 (100%)	0 (0%)	0 (0%)	3
Usual workplace destination						
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	44 (21.1%)	65 (31.1%)	30 (14.4%)	44 (21.1%)	26 (12.4%)	209
Granta Park	21 (20%)	38 (36.2%)	24 (22.9%)	15 (14.3%)	7 (6.7%)	105
Babraham Research Campus	15 (23.8%)	20 (31.7%)	13 (20.6%)	9 (14.3%)	6 (9.5%)	63
Cambridge city centre	57 (23.2%)	72 (29.3%)	43 (17.5%)	37 (15%)	37 (15%)	246
Haverhill	13 (32.5%)	10 (25%)	6 (15%)	5 (12.5%)	6 (15%)	40
Linton	10 (26.3%)	10 (26.3%)	10 (26.3%)	2 (5.3%)	6 (15.8%)	38
Other	68 (21.7%)	85 (27.1%)	68 (21.7%)	47 (15%)	46 (14.6%)	314
Age range						
Under 15	2 (40%)	2 (40%)	0 (0%)	0 (0%)	1 (20%)	5
15-24	17 (44.7%)	7 (18.4%)	8 (21.1%)	3 (7.9%)	3 (7.9%)	38
25-34	36 (19.4%)	58 (31.2%)	36 (19.4%)	38 (20.4%)	18 (9.7%)	186
35-44	53 (17%)	107 (34.3%)	63 (20.2%)	45 (14.4%)	44 (14.1%)	312
45-54	70 (20.3%)	100 (29%)	72 (20.9%)	56 (16.2%)	47 (13.6%)	345
55-64	47 (16.8%)	96 (34.3%)	54 (19.3%)	51 (18.2%)	32 (11.4%)	280
65-74	55 (20.7%)	88 (33.1%)	58 (21.8%)	35 (13.2%)	30 (11.3%)	266
75 and above	23 (19%)	36 (29.8%)	29 (24%)	17 (14%)	16 (13.2%)	121

Prefer not to say	7 (25%)	6 (21.4%)	5 (17.9%)	2 (7.1%)	8 (28.6%)	28
Employment status						
In education	17 (31.5%)	16 (29.6%)	10 (18.5%)	7 (13%)	4 (7.4%)	54
Employed	183 (19.2%)	305 (32%)	187 (19.6%)	158 (16.6%)	120 (12.6%)	953
Self-employed	28 (17%)	50 (30.3%)	39 (23.6%)	25 (15.2%)	23 (13.9%)	165
Unemployed	1 (20%)	3 (60%)	0 (0%)	0 (0%)	1 (20%)	5
A home-based worker	9 (18.4%)	15 (30.6%)	9 (18.4%)	11 (22.4%)	5 (10.2%)	49
A stay at home parent, carer or similar	6 (16.2%)	15 (40.5%)	11 (29.7%)	1 (2.7%)	4 (10.8%)	37
Retired	78 (20.2%)	125 (32.4%)	81 (21%)	55 (14.2%)	47 (12.2%)	386
Prefer not to say	5 (27.8%)	2 (11.1%)	2 (11.1%)	4 (22.2%)	5 (27.8%)	18
Other	3 (17.6%)	4 (23.5%)	5 (29.4%)	3 (17.6%)	2 (11.8%)	17
Disability that influences travel decisions						
	26 (25.7%)	27 (26.7%)	19 (18.8%)	18 (17.8%)	11 (10.9%)	101

Location of respondents						
East of Linton	56 (22.7%)	71 (28.7%)	58 (23.5%)	42 (17%)	20 (8.1%)	247
Babraham to Linton	80 (16.9%)	177 (37.3%)	92 (19.4%)	73 (15.4%)	52 (11%)	474
West of Babraham	99 (18.8%)	162 (30.7%)	96 (18.2%)	84 (15.9%)	87 (16.5%)	528

Question 4

Strategy 1	Yes	No	Total
Total	523 (29.3%)	1262 (70.7%)	1785
Interest in project			
Resident in Cambridge	102 (25.2%)	303 (74.8%)	405
Resident in South Cambridgeshire	374 (33.7%)	735 (66.3%)	1109
Resident elsewhere	44 (25.4%)	129 (74.6%)	173
Local business owner/employer	25 (26%)	71 (74%)	96
Regularly travel in the area	311 (32.3%)	653 (67.7%)	964
Occasionally travel in the area	21 (18.9%)	90 (81.1%)	111
Work in the area	247 (36.9%)	422 (63.1%)	669
Study in the area	11 (24.4%)	34 (75.6%)	45
Other	22 (32.4%)	46 (67.6%)	68
Usual mode of travel			
Car driver	480 (33%)	976 (67%)	1456
Car passenger	120 (31.3%)	264 (68.8%)	384
Van or lorry driver	8 (21.6%)	29 (78.4%)	37
Bicycle	238 (34.7%)	447 (65.3%)	685
Powered two wheeler	12 (33.3%)	24 (66.7%)	36
Bus user	165 (26.1%)	468 (73.9%)	633

On foot	161 (31.2%)	355 (68.8%)	516
Other	27 (30.7%)	61 (69.3%)	88
Not applicable	0 (0%)	4 (100%)	4
Usual workplace destination			
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	98 (45.2%)	119 (54.8%)	217
Granta Park	52 (47.7%)	57 (52.3%)	109
Babraham Research Campus	27 (41.5%)	38 (58.5%)	65
Cambridge city centre	87 (33%)	177 (67%)	264
Haverhill	14 (34.1%)	27 (65.9%)	41
Linton	7 (17.9%)	32 (82.1%)	39
Other	106 (31.9%)	226 (68.1%)	332
Age range			
Under 15	2 (33.3%)	4 (66.7%)	6
15-24	5 (12.8%)	34 (87.2%)	39
25-34	72 (37.9%)	118 (62.1%)	190
35-44	143 (44.3%)	180 (55.7%)	323
45-54	114 (31.4%)	249 (68.6%)	363
55-64	84 (28.1%)	215 (71.9%)	299
65-74	68 (22.4%)	236 (77.6%)	304
75 and above	25 (16%)	131 (84%)	156
Prefer not to say	4 (13.3%)	26 (86.7%)	30
Employment status			
In education	10 (17.9%)	46 (82.1%)	56
Employed	366 (36.7%)	630 (63.3%)	996
Self-employed	44 (24.7%)	134 (75.3%)	178
Unemployed	0 (0%)	5 (100%)	5
A home-based worker	11 (22%)	39 (78%)	50
A stay at home parent, carer or similar	10 (25%)	30 (75%)	40
Retired	97 (21.6%)	353 (78.4%)	450
Prefer not to say	2 (9.5%)	19 (90.5%)	21
Other	3 (14.3%)	18 (85.7%)	21
Disability that influences travel decisions			
	24 (21.6%)	87 (78.4%)	111
Location of respondents			
East of Linton	65 (24.4%)	201 (75.6%)	266
Babraham to Linton	213 (40.2%)	317 (59.8%)	530
West of Babraham	152 (27%)	411 (73%)	563
Strategy 2			
	Yes	No	Total
Total	156 (8.7%)	1629 (91.3%)	1785

Interest in project			
Resident in Cambridge	19 (4.7%)	386 (95.3%)	405
Resident in South Cambridgeshire	111 (10%)	998 (90%)	1109
Resident elsewhere	14 (8.1%)	159 (91.9%)	173
Local business owner/employer	12 (12.5%)	84 (87.5%)	96
Regularly travel in the area	91 (9.4%)	873 (90.6%)	964
Occasionally travel in the area	7 (6.3%)	104 (93.7%)	111
Work in the area	67 (10%)	602 (90%)	669
Study in the area	7 (15.6%)	38 (84.4%)	45
Other	4 (5.9%)	64 (94.1%)	68
Usual mode of travel			
Car driver	136 (9.3%)	1320 (90.7%)	1456
Car passenger	26 (6.8%)	358 (93.2%)	384
Van or lorry driver	5 (13.5%)	32 (86.5%)	37
Bicycle	57 (8.3%)	628 (91.7%)	685
Powered two wheeler	4 (11.1%)	32 (88.9%)	36
Bus user	57 (9%)	576 (91%)	633
On foot	39 (7.6%)	477 (92.4%)	516
Other	7 (8%)	81 (92%)	88
Not applicable	0 (0%)	4 (100%)	4
Usual workplace destination			
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	30 (13.8%)	187 (86.2%)	217
Granta Park	10 (9.2%)	99 (90.8%)	109
Babraham Research Campus	8 (12.3%)	57 (87.7%)	65
Cambridge city centre	14 (5.3%)	250 (94.7%)	264
Haverhill	4 (9.8%)	37 (90.2%)	41
Linton	4 (10.3%)	35 (89.7%)	39
Other	25 (7.5%)	307 (92.5%)	332
Age range			
Under 15	1 (16.7%)	5 (83.3%)	6
15-24	5 (12.8%)	34 (87.2%)	39
25-34	15 (7.9%)	175 (92.1%)	190
35-44	25 (7.7%)	298 (92.3%)	323
45-54	40 (11%)	323 (89%)	363
55-64	28 (9.4%)	271 (90.6%)	299
65-74	30 (9.9%)	274 (90.1%)	304
75 and above	6 (3.8%)	150 (96.2%)	156
Prefer not to say	1 (3.3%)	29 (96.7%)	30
Employment status			

In education	6 (10.7%)	50 (89.3%)	56
Employed	94 (9.4%)	902 (90.6%)	996
Self-employed	22 (12.4%)	156 (87.6%)	178
Unemployed	0 (0%)	5 (100%)	5
A home-based worker	4 (8%)	46 (92%)	50
A stay at home parent, carer or similar	2 (5%)	38 (95%)	40
Retired	37 (8.2%)	413 (91.8%)	450
Prefer not to say	1 (4.8%)	20 (95.2%)	21
Other	1 (4.8%)	20 (95.2%)	21
Disability that influences travel decisions			
	5 (4.5%)	106 (95.5%)	111

Location of respondents			
East of Linton	30 (11.3%)	236 (88.7%)	266
Babraham to Linton	51 (9.6%)	479 (90.4%)	530
West of Babraham	39 (6.9%)	524 (93.1%)	563
Strategy 3			
	Yes	No	Total
Total	185 (10.4%)	1600 (89.6%)	1785
Interest in project			
Resident in Cambridge	20 (4.9%)	385 (95.1%)	405
Resident in South Cambridgeshire	116 (10.5%)	993 (89.5%)	1109
Resident elsewhere	26 (15%)	147 (85%)	173
Local business owner/employer	15 (15.6%)	81 (84.4%)	96
Regularly travel in the area	121 (12.6%)	843 (87.4%)	964
Occasionally travel in the area	7 (6.3%)	104 (93.7%)	111
Work in the area	91 (13.6%)	578 (86.4%)	669
Study in the area	6 (13.3%)	39 (86.7%)	45
Other	9 (13.2%)	59 (86.8%)	68
Usual mode of travel			
Car driver	164 (11.3%)	1292 (88.7%)	1456
Car passenger	41 (10.7%)	343 (89.3%)	384
Van or lorry driver	7 (18.9%)	30 (81.1%)	37
Bicycle	66 (9.6%)	619 (90.4%)	685
Powered two wheeler	5 (13.9%)	31 (86.1%)	36
Bus user	70 (11.1%)	563 (88.9%)	633
On foot	41 (7.9%)	475 (92.1%)	516
Other	5 (5.7%)	83 (94.3%)	88
Not applicable	0 (0%)	4 (100%)	4
Usual workplace destination			

Cambridge Biomedical Campus (including Addenbrooke's Hospital)	27 (12.4%)	190 (87.6%)	217
Granta Park	14 (12.8%)	95 (87.2%)	109
Babraham Research Campus	7 (10.8%)	58 (89.2%)	65
Cambridge city centre	29 (11%)	235 (89%)	264
Haverhill	7 (17.1%)	34 (82.9%)	41
Linton	8 (20.5%)	31 (79.5%)	39
Other	33 (9.9%)	299 (90.1%)	332
Age range			
Under 15	0 (0%)	6 (100%)	6
15-24	8 (20.5%)	31 (79.5%)	39
25-34	21 (11.1%)	169 (88.9%)	190
35-44	41 (12.7%)	282 (87.3%)	323
45-54	37 (10.2%)	326 (89.8%)	363
55-64	25 (8.4%)	274 (91.6%)	299
65-74	27 (8.9%)	277 (91.1%)	304
75 and above	8 (5.1%)	148 (94.9%)	156
Prefer not to say	5 (16.7%)	25 (83.3%)	30
Employment status			
In education	6 (10.7%)	50 (89.3%)	56
Employed	110 (11%)	886 (89%)	996
Self-employed	21 (11.8%)	157 (88.2%)	178
Unemployed	1 (20%)	4 (80%)	5
A home-based worker	7 (14%)	43 (86%)	50
A stay at home parent, carer or similar	2 (5%)	38 (95%)	40
Retired	34 (7.6%)	416 (92.4%)	450
Prefer not to say	2 (9.5%)	19 (90.5%)	21
Other	2 (9.5%)	19 (90.5%)	21
Disability that influences travel decisions			
	12 (10.8%)	99 (89.2%)	111

Location of respondents			
East of Linton	52 (19.5%)	214 (80.5%)	266
Babraham to Linton	54 (10.2%)	476 (89.8%)	530
West of Babraham	33 (5.9%)	530 (94.1%)	563

None	Yes	No	Total
Total	465 (26.1%)	1320 (73.9%)	1785
Interest in project			
Resident in Cambridge	90 (22.2%)	315 (77.8%)	405
Resident in South Cambridgeshire	285 (25.7%)	824 (74.3%)	1109

Resident elsewhere	60 (34.7%)	113 (65.3%)	173
Local business owner/employer	39 (40.6%)	57 (59.4%)	96
Regularly travel in the area	248 (25.7%)	716 (74.3%)	964
Occasionally travel in the area	39 (35.1%)	72 (64.9%)	111
Work in the area	177 (26.5%)	492 (73.5%)	669
Study in the area	9 (20%)	36 (80%)	45
Other	17 (25%)	51 (75%)	68
Usual mode of travel			
Car driver	412 (28.3%)	1044 (71.7%)	1456
Car passenger	93 (24.2%)	291 (75.8%)	384
Van or lorry driver	14 (37.8%)	23 (62.2%)	37
Bicycle	132 (19.3%)	553 (80.7%)	685
Powered two wheeler	15 (41.7%)	21 (58.3%)	36
Bus user	137 (21.6%)	496 (78.4%)	633
On foot	115 (22.3%)	401 (77.7%)	516
Other	27 (30.7%)	61 (69.3%)	88
Not applicable	1 (25%)	3 (75%)	4
Usual workplace destination			
Cambridge Biomedical Campus (including Addenbrooke's Hospital)	39 (18%)	178 (82%)	217
Granta Park	18 (16.5%)	91 (83.5%)	109
Babraham Research Campus	12 (18.5%)	53 (81.5%)	65
Cambridge city centre	71 (26.9%)	193 (73.1%)	264
Haverhill	10 (24.4%)	31 (75.6%)	41
Linton	14 (35.9%)	25 (64.1%)	39
Other	118 (35.5%)	214 (64.5%)	332
Age range			
Under 15	0 (0%)	6 (100%)	6
15-24	7 (17.9%)	32 (82.1%)	39
25-34	41 (21.6%)	149 (78.4%)	190
35-44	69 (21.4%)	254 (78.6%)	323
45-54	107 (29.5%)	256 (70.5%)	363
55-64	80 (26.8%)	219 (73.2%)	299
65-74	86 (28.3%)	218 (71.7%)	304
75 and above	49 (31.4%)	107 (68.6%)	156
Prefer not to say	13 (43.3%)	17 (56.7%)	30
Employment status			
In education	11 (19.6%)	45 (80.4%)	56
Employed	246 (24.7%)	750 (75.3%)	996
Self-employed	56 (31.5%)	122 (68.5%)	178
Unemployed	2 (40%)	3 (60%)	5

A home-based worker	13 (26%)	37 (74%)	50
A stay at home parent, carer or similar	13 (32.5%)	27 (67.5%)	40
Retired	121 (26.9%)	329 (73.1%)	450
Prefer not to say	12 (57.1%)	9 (42.9%)	21
Other	9 (42.9%)	12 (57.1%)	21
Disability that influences travel decisions			
	40 (36%)	71 (64%)	111

Location of respondents			
East of Linton	88 (33.1%)	178 (66.9%)	266
Babraham to Linton	122 (23%)	408 (77%)	530
West of Babraham	141 (25%)	422 (75%)	563