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Road Network Classification Consultation: Summary Report of Consultation Findings

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Executive Summary

Between 23rd May and 18th July 2022 the Greater Cambridgeshire Partnership (GCP) held a consultation on a new road classification for Cambridge that would change the categorisation of roads in the city.

The key findings of this piece of work are:

- Analysis of the geographical spread (see [Figure 6](#)) and the breadth of responses for different groups shows that GCP has delivered an effective and robust consultation.
- Respondents were generally in agreement with;
 - the idea of motor vehicles being required to use main roads as much as possible;
 - the initial ideas for the level of access for all the types of road user and class of vehicle;
 - all 6 road categories;
 - the approach to bus routes serving the city, pedestrian and cycling priority, through-cycle movements, alternative ways around for disabled people, city centre deliveries, and private hire cars.
- Respondents were less clear on their agreement/disagreement with the approach to hackney carriages.
- Respondents generally indicated they felt exemptions were important for public service vehicles, blue badge holders, care workers, and health workers.
- Less than half of respondents generally indicated exemptions were important for delivery vehicles making multiple drops.
- Half of respondents were generally in agreement with implementing the road classification changes at the same time as the Making Connections proposals, were these to be approved by the GCP Executive Board.
- Over half of respondents felt a new classification would improve safety.
- A significant number of detailed comments were received. From these it was clear that there were concerns about;
 - A lack of supporting research or information on the proposals;
 - The impacts on those with disabilities that affect travel decisions (particularly around the 'level of disability' requirements for exemptions);
 - The impact on residents living on primary/secondary distribution roads;
 - There being limited alternatives to personal motorised vehicles due to a lack of public transport improvements.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback. It was held primarily online via ConsultCambs and GCP social media channels. Hard copies of consultation materials were available on request.

Quantitative data was recorded through a formal consultation questionnaire (online) with 1346 (**1302 individual respondents and 44 stakeholder groups**) complete responses in total recorded. A significant amount of qualitative feedback was also gathered via the questionnaire and through emails/letters/social media. An online webinar and surgery took place, and there was an in-person public event in central Cambridge. In addition, there was daytime flyer distribution at a central shopping centre and at selected Park & Ride sites during the morning commuting period. Press releases were issued to local newspapers. In addition, the consultation was advertised in local newspapers and community magazines as well as in the wider travel to work area. It was also advertised at main and regional railway stations, bus stops and on Park & Ride buses.

This report summarises the core 1346 online and written responses to the consultation survey and the 122 additional responses.

Key findings

Proposals

Quantitative

- 1334 respondents answered the question on to what extent they agreed or disagreed with the idea of motor vehicles being required to use main roads as much as possible to reduce through trips on local roads and streets by the use of point closures (modal filters).
 - The majority of respondents 'strongly agreed' or 'agreed' with the idea of motor vehicles being required to use main roads as much as possible to reduce through trips on local roads and streets by the use of point closures (62%)
- 1333 respondents answered the question on how far they agreed or disagreed with the initial ideas for the level of access for each of 6 types of road user and class of vehicle.
 - The majority of respondents 'strongly agreed' or 'agreed' with the initial ideas for the level of access for all the types of road user and class of vehicle:
 - 'Emergency service vehicles' (95%)
 - 'Walking' (87%)
 - 'Cycling' (82%)
 - 'Bus' (78%)
 - 'Commercial vehicles' (71%)
 - 'Cars and motorcycles' (59%)

Qualitative

- Question 7 asked respondents what their reasons for their answers to question 6 “To what extent do you agree or disagree with the initial ideas for the level of access for each of the types of road user and class of vehicle?”. 1050 respondents left comments. The main themes were:
 - Discussion around the improvements to active travel, particularly accessibility, safety, the potential for increased use of active travel modes, and the need for proposals to differentiate between modes such as wheelchair users
 - Concerns the proposals would increase congestion by condensing traffic into fewer areas rather than reducing overall levels of traffic
 - Discussions about the need for improvements to public transport, and of the need for these improvements to be in place before any changes to road classification
 - Discussion about the proposals having a positive impact on reducing pollution levels
 - Concerns the proposals had not taken into consideration those needing to use personal motorised vehicles, for example, due to age/health, for transporting heavy goods, for work, in emergencies, or because of a lack of public transport alternatives
 - Concerns the proposals would have a negative impact on residents living on the distribution roads, due to increased congestion and/or pollution, the accessibility of residents’ homes and reduction in transport options
 - General comments indicating approval of the proposals
 - Debate about the impact of the proposals for commercial vehicles on businesses/tradespeople and levels of pollution
 - General comments indicating disapproval of the proposals
 - Concerns the proposals would have a negative impact on businesses due to the difficulty in attracting customers/staff and changes to deliveries that would be required
 - Discussions about the need for greater segregation between cyclists and pedestrians due to safety concerns
 - Discussions about the proposals reducing the amount of ‘rat-running’ through residential areas
 - Debate about the level of access taxis should have
 - Concerns about a lack of information within the consultation documentation (detailed impact assessments, plans for individual roads, readability of maps, and modelling of impacts)
 - Discussion about the need to consider the impacts from motorcycles separately to cars.

Quantitative

- 1303 respondents answered the question on how far they agreed or disagreed that each of 6 road categories are the right ones.

- The majority of respondents ‘strongly agreed’ or ‘agreed’ with all 6 road categories:
 - ‘Primary Distributor Roads’ (80%)
 - ‘Secondary Distributor Roads’ (69%)
 - ‘Area Access Streets’ (63%)
 - ‘Neighbourhood Streets’ (61%)
 - ‘Civic Streets’ (59%)
 - ‘Local Access Streets’ (55%)

Qualitative

- Question 9 asked respondents for their reasons for their answers to question 8 “How far do you agree or disagree that these road categories are the right ones?”. 918 respondents left comments. The main themes were:
 - Most respondents left comments reiterating points made in question 7, and summarised above
 - Concerns the proposals were lacking information, particularly around what the differences were between the road classifications
 - Concerns the proposals would cause confusion for users, particularly for those that did not live in the area
 - Requests for changes to proposed classifications of specific roads
 - Concerns about how usage of roads would be verified and enforced.
- Question 10 asked respondents whether there were any changes or additions they would suggest to the way the categories are applied to the roads on the map. 738 respondents left comments. The main themes were:
 - General comments indicating a disapproval of the proposals
 - Debate about whether Mill Road should be classified as a Civic Street, Local Area Access Street, or left unrestricted to motorised traffic
 - Concerns about the number of primary/secondary distribution roads around Chesterton
 - Concerns about the lack of information on the maps, difficulty in reading these maps, and difficulty finding the relevant supporting material
 - Discussion about changing Coleridge Road to a residential/neighbourhood street instead of a Local Area Access street due to its residential nature and limited road width
 - Concerns about the number of primary/secondary distribution roads around and including Victoria Road, the need for only one road to have this classification, and the need for Victoria Road to not be classified as a distribution road due to its residential nature, limited road width, and reduced speed limit
 - Concerns about the lack of clear routes to/from the railway stations in Cambridge
 - Discussions about the need to have further restrictions on personal motorised vehicles
 - Discussions about the need for significant improvements to public transport

- Debate about making the classification of East Road a primary/secondary distribution road to retain traffic flow and the need for differing treatment at either end of the road due to differing levels of traffic
- Discussion about the need for Hills Road to be a primary/secondary distribution road to improve access to the railway station and Addenbrookes
- Discussion about the need for Queen's Road to be classified as an Area Access Street due to concerns about the impact on an active travel route in the area and due to its historical importance
- Discussion about the need for further improvements to cycling infrastructure
- Debate about classifying Tenison Road as a Neighbourhood Street due to its residential nature and classifying the road as some form of access route for the railway station
- Debate about the classification of Coldhams Lane, with some respondents feeling that traffic levels needed to be reduced while others felt it was one of the main routes through Cambridge so should not have restrictions on traffic
- Discussion about classifying Arbury Road as no more than a Local Access Street due to road width and proximity of residential properties to the road
- Debate about the classification of Cherry Hinton Road, with some respondents indicating it should be a distribution road, some respondents querying why it was being treated differently to Queen Edith's Way, and some respondents feeling more restrictions on traffic were needed
- Queries as to the reasoning for Queen Edith's Way being treated differently to Cherry Hinton Road
- Concerns the proposals would increase congestion by condensing traffic into fewer areas rather than reducing overall traffic levels
- Concerns about the classification of the B1047/Horningsea Road/Ditton Lane as a primary distribution road as having a negative impact on local residents, nearby schools, and due to its limited road width
- Concerns the proposals would have a negative impact on those with mobility issues and younger/older residents due to potential increases to congestion and lack of alternatives for those unable to walk/cycle.

Quantitative

1280 respondents answered the question on to what extent they agreed or disagreed with implementing the road classification changes at the same time as the Making Connections proposals. (The GCP's Executive Board subsequently decided not to develop the Making Connections proposals further in September 2023).

- Half of respondents 'strongly agreed' or 'agreed' with implementing the road classification changes at the same time as the Making Connections proposals (50%)
 - Under a third of respondents 'disagreed' or 'strongly disagreed' (30%)
- 1293 respondents answered the question on to what extent they agreed or disagreed with the approach to bus routes serving the city.
 - The majority of respondents 'strongly agreed' or 'agreed' with the approach to bus routes serving the city (59%)

- 1304 respondents answered the question on to what extent they agreed or disagreed with the approach to pedestrian and cycling priority.
 - The majority of respondents 'strongly agreed' or 'agreed' with the approach to pedestrian and cycling priority (65%)
- 1307 respondents answered the question on to what extent they agreed or disagreed with the approach to through-cycle movements.
 - The majority of respondents 'strongly agreed' or 'agreed' with the approach to through-cycle movements (63%)
- 1304 respondents answered the question on to what extent they agreed or disagreed with the approach to alternative ways around for disabled people.
 - The majority of respondents 'strongly agreed' or 'agreed' with the approach to alternative ways around for disabled people (67%)
- 1289 respondents answered the question on to what extent they agreed or disagreed with the approach to hackney carriages and private hire cars.
 - The majority of respondents 'strongly agreed' or 'agreed' with the approach to 'private hire cars' (55%)
 - Respondents were less clear on their agreement or disagreement with the approach to 'hackney carriages', with 43% 'strongly agreeing' or 'agreeing' and 42% 'disagreeing' or 'strongly disagreeing'
- 1289 respondents answered the question on to what extent they agreed or disagreed with the approach to city centre deliveries.
 - The majority of respondents 'strongly agreed' or 'agreed' with the approach to city centre deliveries (65%)

Qualitative

- Question 18 asked respondents what their reasons were for their answers to questions 11 to 17. 821 respondents left comments. The main themes were:
 - Some respondents left comments reiterating points made in question 7
 - Concerns the proposals were not taking the needs of those with mobility issues, disabilities, injuries, or age-related issues, and those of people who may care for them, into consideration
 - Concerns the proposals for combined deliveries were untenable due to the nature/amount of goods being delivered, the unlikelihood of getting large delivery companies to create cross-sharing agreements, and lack of transshipping warehouses external to Cambridge
 - Debate about the differing levels of restrictions on private hire vehicles and hackney carriages
 - Discussions about the need for Making Connections and public transport/active travel improvements to be implemented at the same time or before these proposals.

Quantitative

- 1302 respondents answered the question on how important or unimportant they considered exemptions for each of 5 categories.
 - The majority of respondents felt exemptions for ‘public service vehicles’ (83%), ‘blue badge holders’ (81%), ‘care workers’ (71%), and ‘health workers’ (67%), were ‘very important’ or ‘important’
 - Less than half of respondents felt exemptions for ‘delivery vehicles making multiple drops’ were ‘very important’ or ‘important’ (46%)
 - Less than a third of respondents felt this was ‘unimportant’ or ‘very unimportant’ (28%)

Qualitative

- Question 20 asked respondents what their reasons were for their answers to question 19. 639 respondents left comments. The main themes were:
 - Discussions about the need for exemptions for those with disabilities as access was already felt to be difficult and alternative modes of transport to the car weren’t always feasible
 - Discussions about the need for public service vehicles, particularly refuse vehicles, to be exempt as they were providing a needed service with no alternatives
 - Discussions about not having exemptions for delivery vehicles as there was felt to already be too many of them on the roads and they were felt to be often driven irresponsibly (parking on pavements, speeding, etc) due to pressures from delivery companies. These respondents felt “last-mile” alternatives should be explored, such as the use of cargo bikes or delivery hubs, or that deliveries should be made at less busy times
 - Discussions about the need for exemptions for health and care workers as they were providing needed services, often within narrow timeframes
 - Discussions about the need for exemptions for delivery vehicles, as they were needed for businesses to remain viable in Cambridge and to ensure those who needed them were still able to receive home deliveries
 - Concerns about the focus on the “level of disability” for exemptions, as Blue Badge requirements were already stringent. There were queries as to who would make the assessments on disability levels, as this was difficult to quantify and it was felt that this would likely open the council up to legal action due to breaches of the Equality Act. These respondents felt that this would require an unreasonable amount of administration for both the council and for individuals
 - Discussions about there not being exemptions for health and care workers as there were alternative methods available for transporting to sites. The proposals meant areas would still be accessible by car, just less directly
 - Discussions about the need for all vehicles to have freedom of movement
 - Concerns about how the exemptions would be enforced

- Discussions about there not being exemptions for those with disabilities, as there were alternative methods of transport available. The proposals meant areas would still be accessible by car, just less directly
 - Discussions about not having any exemptions, as too large a list would negate the proposals and there were alternatives available to everyone
 - Discussions about not having exemptions for public service vehicles, as these services could be replanned, with most respondents suggesting access for these vehicles should only be available outside peak travel hours.
- Question 21 asked respondents if there were other users who should be considered for exemption. 407 respondents left comments. Excluding those who felt there were no other users, these included:
 - Local residents of Cambridge
 - Those with mobility/health issues not covered by a blue badge, such as those undergoing hospital treatments, short-term injuries, pregnancy, those with fluctuating conditions, those with suppressed immune systems, and mental health conditions that made public transport/active travel difficult
 - That everyone should be excluded or there should be no restrictions on individual travel
 - Trades people, (such as plumbers, electricians, etc) who require the transport of tools
 - Emergency vehicles
 - Elderly travellers
 - Those moving large goods or a large amount of goods, such as those moving home
 - For business needs, such as market traders
 - Carer-givers of young children when travelling with children
 - Commuters, particularly those working low paid jobs
 - That there should be no or very limited exemptions
 - Electric vehicles
 - All users with a blue badge
 - Those who work in childcare, such as teachers
 - Carers
 - Taxis
 - Motorcycles/mopeds/e-bikes/e-scooters
 - Healthcare workers/social workers/NHS staff
 - Transport for funerals, weddings, and other major life events
 - That restrictions should only be in place part-time, during rush hours
 - Horses
 - Civil servants
 - Mobility scooters, in particular the need for more consideration as to acceptable areas of use
 - Those travelling to schools
 - Dial-a-ride services
 - Consideration of lifting restrictions should there be an accident or road repairs/maintenance.

Quantitative

- 1299 respondents answered the question on to what extent they felt a new classification would improve or worsen safety and help reduce road casualties.
 - Over half of respondents felt a new classification would 'greatly improve' or 'improve' safety (53%)
 - A fifth of respondents felt it would 'worsen' or 'greatly worsen' it (20%)

Qualitative

- Question 23 asked respondents what their reasons were for their answers to question 22: "To what extent do you think a new classification would improve or worsen safety, and help reduce road casualties?". 741 respondents left comments. The main themes were:
 - Discussions about the proposals resulting in a reduction in motorised traffic which, in turn, would result in a reduction in road casualties/accidents
 - Concerns the proposals would result in increased congestion, particularly around primary distribution roads, which would worsen safety due to increased conflict between users, increased risk of frustration from drivers, risk of dangerous driving from users confused by the restrictions, and lack of segregated/wide cycle infrastructure
 - Discussions about the proposals improving active travel infrastructure resulting in increased safety for these users
 - Debate about whether the proposals would reduce vehicle speeds (reducing the number and severity of accidents) or whether further reductions were needed
 - Concerns about safety conflicts between cyclists and pedestrians
 - Discussions about the improvements to safety only being small overall, as it may worsen on primary/secondary distribution roads
 - Discussions about topics unrelated to the safety issues question, with most reiterating points made in previous questions and other comments including: a general sentiment against a new road classification, the need for less car parking, the need for public transport improvements, issues around specific areas (Coldhams Lane, the Addenbrookes' roundabout, Fen Ditton Road, and Mill Road), concerns about a loss of trade for businesses, improvements to air quality
 - Discussions about the need for more enforcement of road rules, particularly speeding, cyclist behaviour and the use of e-scooters/e-bikes.
 - Concerns about the growing use of e-scooters/e-bikes due to the increased speed of travel compared to their manual counterparts and concerns about user behaviour around pedestrians and cyclists
 - Discussions about the proposals having no impact due to it "just" being a re-classification of roads or because the proposals would just change the location of accidents
 - Concerns about a lack of information on current accident data and/or lack of detailed modelling

- Discussions about the need for better maintenance of roads/paths.
- Question 24 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 by the Equality Act 2010. 540 respondents left comments. The main themes were:
 - Concerns the proposals would have a negative impact on those with disabilities due to the proposals limiting door-to-door access and a lack of clear proposals for exemptions that would allow this
 - Concerns the proposals would have a negative impact on older users and those travelling with young children for similar reasons as to the negative impact on those with disabilities described above
 - Discussions about the proposals having a positive impact if “done well” due to improvements to the accessibility/safety of active travel, making public transport more viable, and reducing the amount of air/noise pollution
 - Discussions about the proposals having a positive impact on those with disabilities, particularly those unable to drive, due to improvements to the accessibility/safety of active travel, making public transport more viable, and reducing the amount of air/noise pollution
 - Concerns the proposals would have a negative impact as they felt the proposals would make travel more complicated and difficult in general, particularly for those using public transport or private motorised vehicles
 - Discussions about the proposals having a positive impact on older and younger users for the same reasons as for the positive impact on those with disabilities described above
 - Discussions about the proposals having no impact, so long as exemptions were in place and/or as no roads were inaccessible, just more circuitous routes would be needed to access them
 - Concerns the proposals would have a negative impact on those on low incomes due to their likelihood of needing to live outside Cambridge and travel in and due to the primary distribution roads being located in areas of low-income
 - Concerns the proposals would have a negative impact on businesses due to the difficulty in attracting customers/staff, the lack of consideration towards tradespeople, and the impact on taxi drivers
 - Concerns the proposals would have a negative impact on local residents living on distribution roads due to increased congestion and pollution, and to those living outside Cambridge due to a reduction in modes of transport available for them to access the city
 - Concerns the proposals would have a negative impact on anyone using a personal motorised vehicle
 - Concerns the proposals would have a negative impact on women, who may be more vulnerable when travelling alone, and the need for this to be considered when designing routes/public transport stops.

Introduction

Background

Between 23rd May and 18th July 2022, the Greater Cambridgeshire Partnership (GCP) held a consultation on new road classification for Cambridge that would change the categorisation of roads in the city.

This review of the road classification forms part of the GCP's City Access project, which aims to reduce congestion and improve public transport to offer people better journeys, as well as reducing air pollution and carbon emissions from transport.

The current road classification in Cambridge was last reviewed in the early 1980s when the M11 western bypass and A14 (formerly A45) northern bypasses were opened. At that time, the focus was on directing motorists towards the most suitable routes for reaching their destination by identifying roads that were considered the best suited for traffic.

Since then, there has been a considerable shift in transport policy, physical changes to the road network in the city and travel habits that need to be better reflected in the way that the city road network is managed and operated. This review of the classification offers an opportunity to make a fundamental change to the way that the road network facilitates travel in the city through a step change in the allocation of road-space for public transport and active travel (walking and cycling). The review aims to address quality of life objectives, help meet the challenges of climate change and focus on place making within highway environments.

Local transport policy through the recently agreed (November 2023) Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP) and County Council transport strategies support the importance of sustainable travel in reducing congestion, improving air quality and tackling issues of climate change. Active travel also provides significant health and wellbeing benefits. This is supported by national policy.

In relation to transport, the County Council's joint administration agreement sets a focus on modal shift to encourage reduced domestic car usage, increased use of sustainable travel, the securing of safe routes and connections for pedestrians and cyclists, a reduction in HGVs rat-running through urban communities and the achievement of a sustainable bus network.

The review is also set against a backdrop of:

- Rising population and demographic changes
- Increasing levels of employment in and on the periphery of Cambridge
- Increasing home/tele working in response to the pandemic
- Increasing online purchasing
- A trend of increasing fares for public transport when car travel costs continue to fall.

The current network classification does not necessarily represent the required functionality for all network users in Cambridge or reflect the most up to date local transport and land use policies. Therefore, this review aims to define a new network hierarchy that will establish the functionality of individual roads and streets within the city to inform policy for its future use and help develop and prioritise future network investment strategies.

At its meeting on 17 March 2022 the GCP Executive Board gave approval for a public consultation on shaping the new hierarchy. In particular, feedback was to be sought on:

- draft street categories and their application to the road network;
- the routing on bus services in the city centre;
- the level of access that should be given to taxi movements on the network;
- identifying specific exemption categories and requirements; and
- the phasing for a road-space delivery plan.

This process would help shape a final network hierarchy proposal.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Road Network Classification Consultation proposals was designed by GCP's 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
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was individuals or organisations that are interested because they might be impacted by the proposals. This included, but was not limited to, members of the public, elected representatives, businesses, transport providers, statutory consultees, campaign groups and wider stakeholders.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. To support this, whilst the key consultation questions were relatively straight forward, maps of the schemes were provided and were available online and in hard copy on request. The key questions were; how far respondents agreed with the initial ideas of access for different types of road user and class of vehicle; how far they agreed with the road classifications; how far they agreed with the approaches to bus routes serving the city/pedestrian and cycle priority/through-cycle movements/alternative ways around for disabled people/hackney carriages and private hire cars/city centre deliveries; how important exemptions were; and whether a new classification would improve/worsen safety.

Design of Consultation Questions

The consultation questions were designed to be neutral and clear to understand. They were structured to enable people to comment on all the key areas of decision making. This was done in order to help respondents to understand and comment on GCP's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the level of support for or opposition to options for the Road Network Classification Consultation proposals. These questions also captured the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' personal details, allowing measurement of the impact of the Road Network Classification Consultation proposals on various groups, as outlined in more detail below.

The main tool for gathering comments was an online survey. Recognising that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet, paper copies of the information document and survey were available on request. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

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

Diversity and Protected Characteristics

Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage. It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status, sex, gender, ethnicity and disability (although not the nature of disability). A free text option provided opportunity for respondents to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies was then produced and checks made against the total number of respondents for each question and the consultation overall. A sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These partial entries are reviewed separately and in a limited number of cases - where a substantial response has been made (as opposed to someone just clicking through) - these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box answers) are then analysed using quantitative methods, and these are presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristics data was used to provide a general overview of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). Totals of tagged themes are then created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where more than 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

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

Quality Assurance

Data Integrity

- A visual check of the raw data shows no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Two entries were received on behalf of the Oxford Road Residents' Association. As contact was unable to be made with this stakeholder and both responses differed significantly in their responses, both have been included in the analysis.
- Text analysis showed 18 submissions of copy/pasted text, however, none of the responses had duplicated entries for the quantitative and demographic data.

Survey Findings

Respondent Profile

In total, 1302 respondents and 44 stakeholders responded to the consultation survey, however one of these stakeholders (Oxford Road Residents' Association) responded twice. Both have been included as contact was unable to be made with this stakeholder and both responses differed significantly in their responses. These stakeholders were:

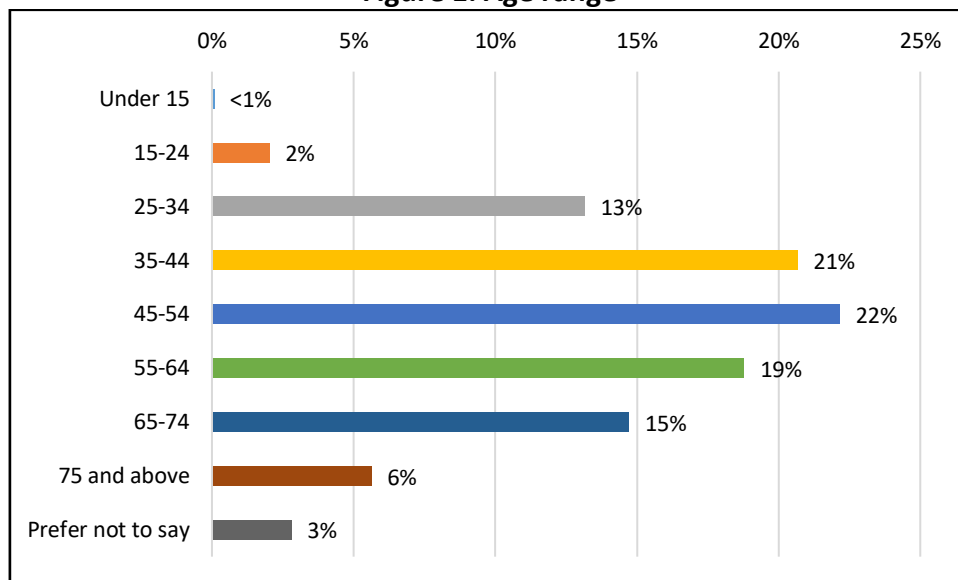
- Anna Crutchley - for a group of residents on Canterbury and Benson Streets Cambridge
- Arbury Road Vets
- British Association of Removers
- Bryony Goodliffe Cambridgeshire county councillor.
- Cam Vet Ltd
- Cambridge Group of the Ramblers Association
- Cambridge Living Streets
- Cambridge Muslim Trust
- Cameron Holloway, Cambridge City Council
- Consulting company in the Life Sciences
- Cut price carpets 175 Mill Rd Cambridge
- D.S. CARTER & SONS
- Eddington Residents' Association
- Eden Baptist Church, 1 Fitzroy Street, CB1 1ER
- Fitzbillies - 2 branches in City Centre and bakery in Clifton Road, CB1 7EB
- Fitzwilliam Museum, University of Cambridge
- Giles & Co and Jacks On Trinity, tourist gift shops / retailer in the historic centre (Trinity Street), require regular deliveries
- Glenys Self
- Graduate Hotel
- Hackney Carriage Driver
- Haslingfield Parish Council
- Histon Road Area Residents' Association HRARA
- I am a Meldreth Parish Councillor - I do not represent Meldreth Parish Council.
- I am a new market trader (started end of 2021).
- I am responding on behalf of the Hilton Cambridge City Centre hotel, located on Downing Street in the City Centre.
- I am the majority shareholder in two medium sized Cambridge businesses (about 600 people in total)
- I'm taxi driver with 12 years of experience
- IMI Europe
- Living Streets Cambridge
- Market trader
- Market trader
- Masters Logistical Services Limited
- Mill Road 4 People
- Mill Road Bridges
- MILL ROAD TRADERS ASSOCIATION
- Milton Cycling Campaign
- Oxfam Bookshop Cambridge
- Oxford Road Residents Association
- Oxford Road Residents' Association
- Richmond Road Residents' Association
- Road Haulage Association - a UK-wide trade body representing nearly 9000 hauliers and a growing coach membership.
- Stanley S Gawthrop & Sons Ltd
- Trajectory
- Woodlands Surgery

Age range

1278 respondents answered the question on their age range.

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

Figure 1: Age range

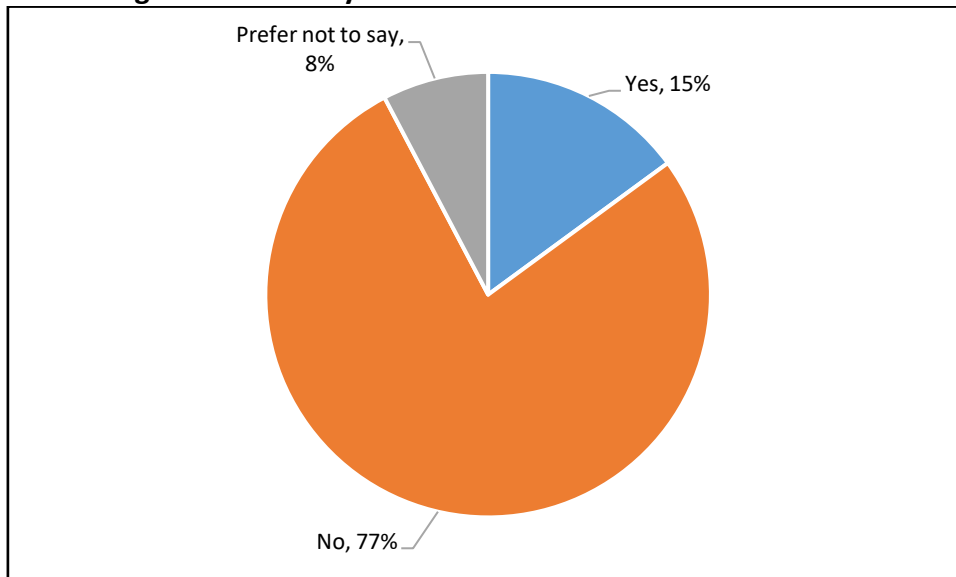


Disability or health condition that affects travel

1272 respondents answered the question on whether they have a disability or health condition that affects the way they travel.

- **15% of respondents indicated they have a disability or health condition that affects travel**
 - 8% indicated they would 'prefer not to say'

Figure 2: Disability or health condition that affects travel

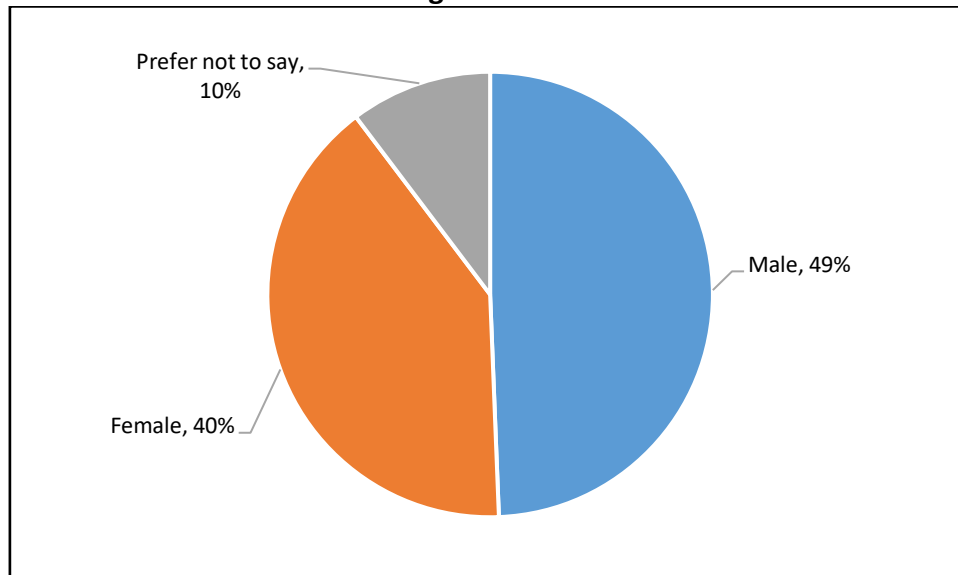


Sex

1272 respondents answered the question on whether their sex was 'male' or 'female'.

- **49% of respondents indicated they were 'male' while 40% indicated they were 'female'**

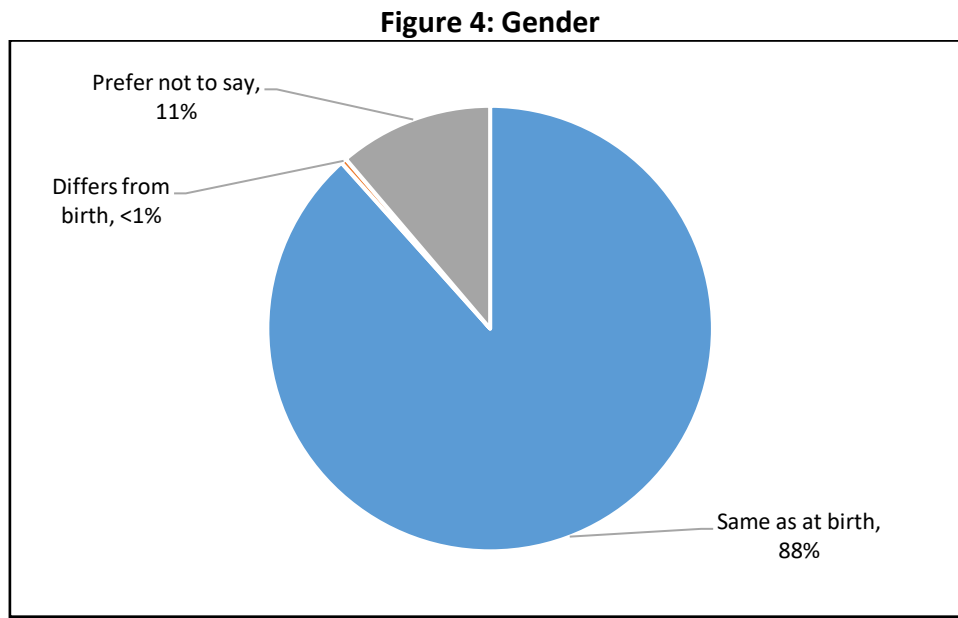
Figure 3: Sex



Gender

1212 respondents answered the question on whether their gender identity was the same as their sex registered at birth.

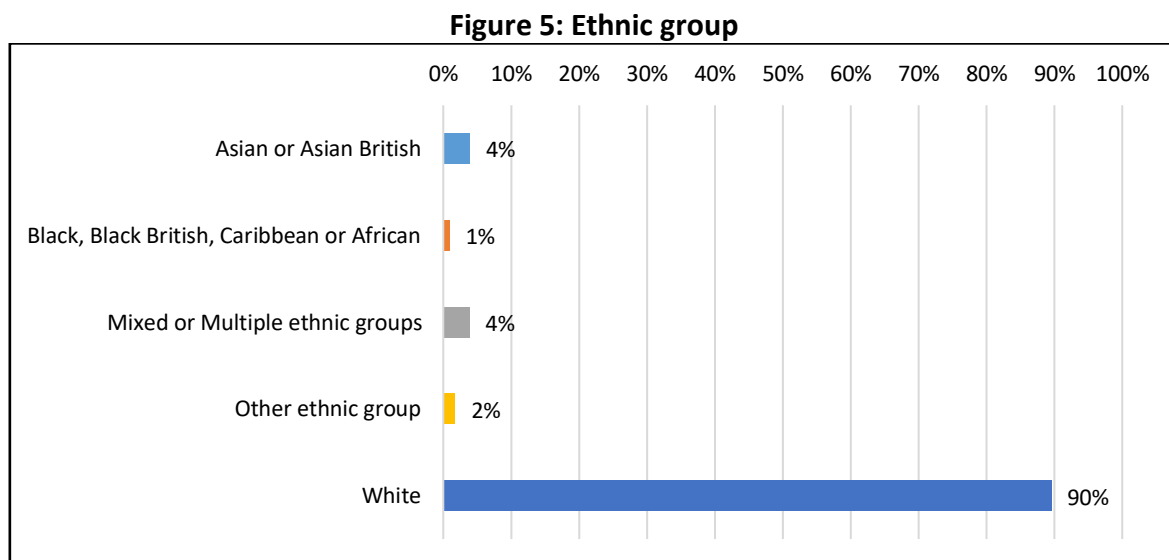
- **<1% of respondents indicated that their gender differed from their sex registered at birth**



Ethnic group

1196 respondents answered the question on their ethnicity.

- The majority of respondents were 'White' (90%).



Ethnic groups were defined as following:

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

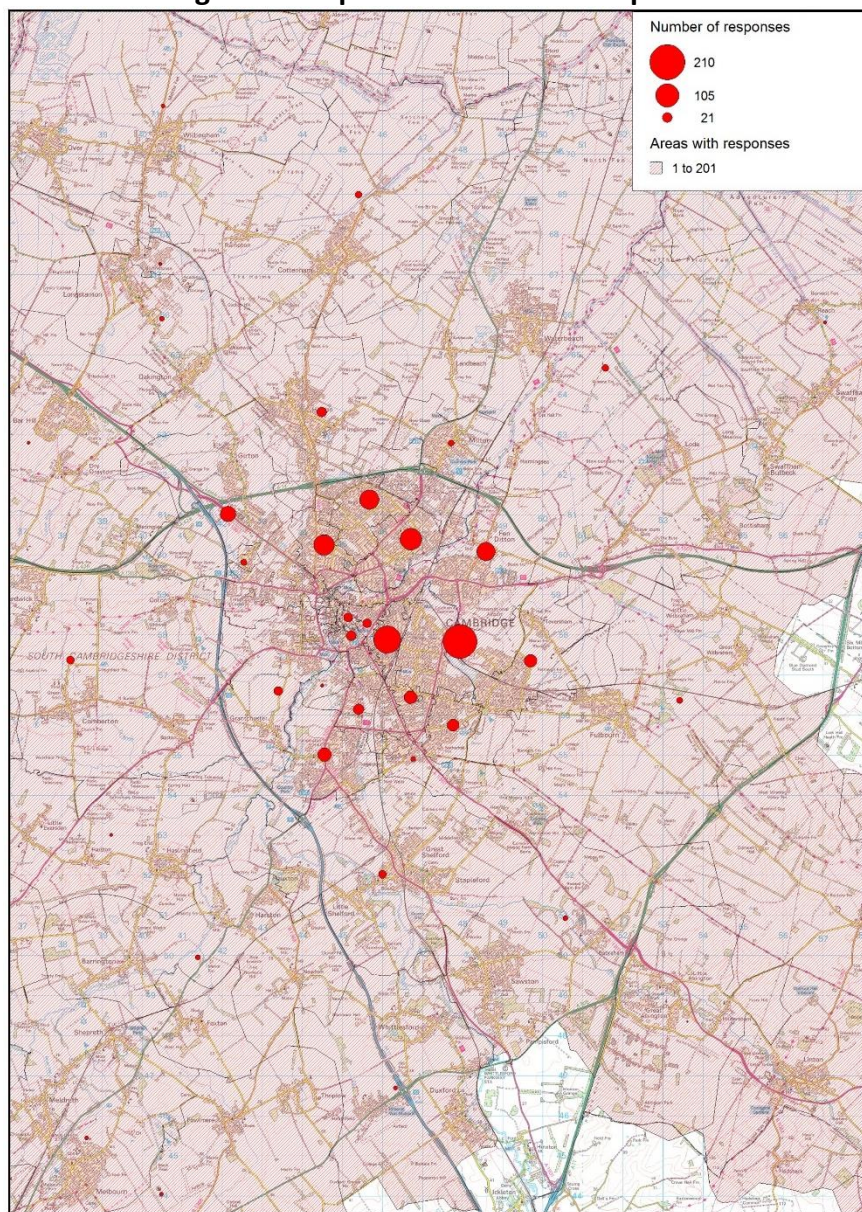
Questions 1 to 3 inquired as to whether a respondent was responding as an individual or a stakeholder, the responses of which have been detailed in the respondent profile.

Question 4: Please tell us the first four or five digits of your postcode e.g. CB3 7 or CB21 6

Respondents were asked for the first four or five digits of their postcodes, but were not forced to enter a response. 1152 respondents entered recognisable postcodes, while 150 respondents did not.

The following map shows the rate of response by postcode sector:

Figure 6: Map to show areas of response

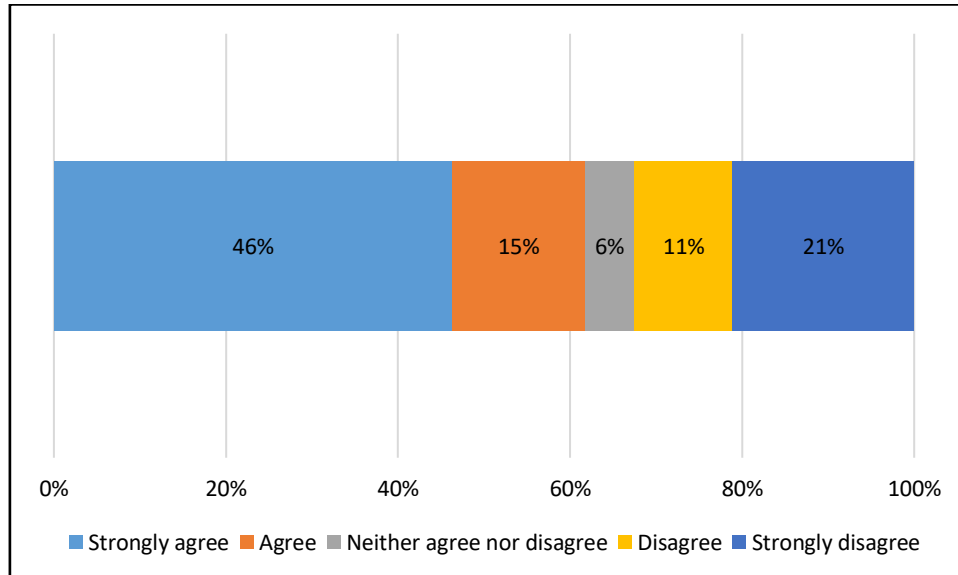


Question 5: To what extent do you agree or disagree with the idea of motor vehicles being required to use main roads as much as possible to reduce through trips on local roads and streets by the use of point closures (modal filters)?

1334 respondents answered the question on to what extent they agreed or disagreed with the idea of motor vehicles being required to use main roads as much as possible to reduce through trips on local roads and streets by the use of point closures (modal filters).

- The majority of respondents 'strongly agreed' or 'agreed' with the idea of motor vehicles being required to use main roads as much as possible to reduce through trips on local roads and streets by the use of point closures (62%)

Figure 7: Agreement with the idea of motor vehicles being required to use main roads as much as possible to reduce through trips on local roads and streets by the use of point closures

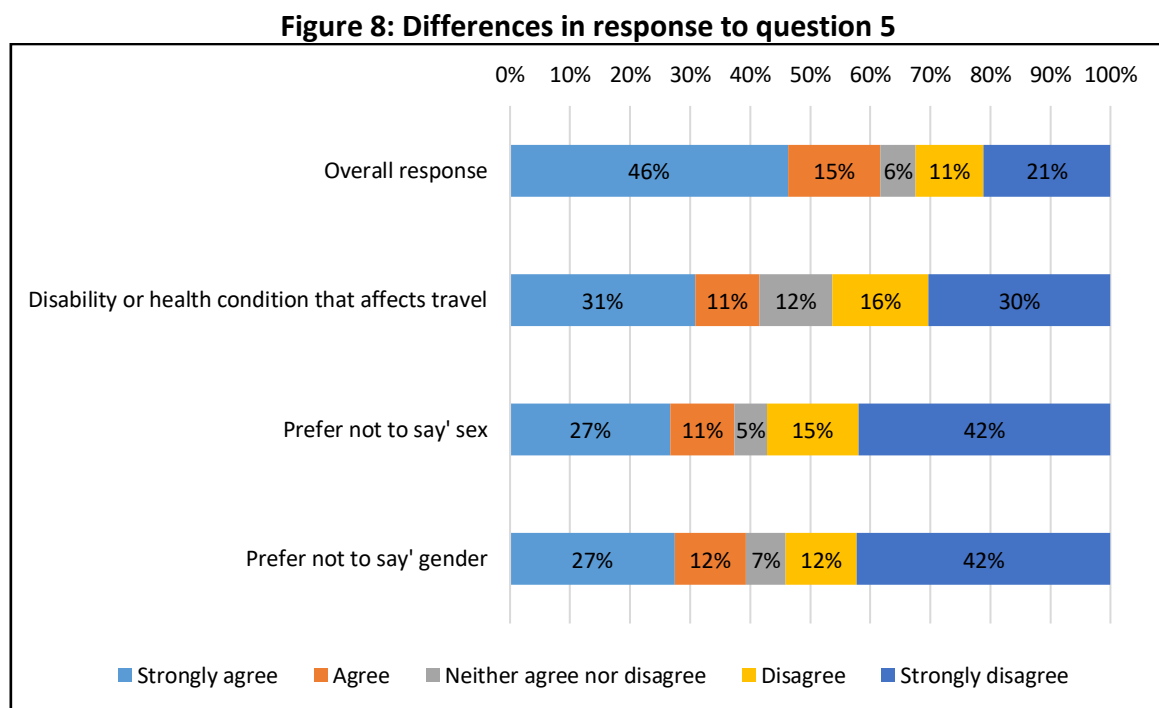


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents who indicated they had a disability or health condition that affects travel were less clear on their agreement or disagreement than the overall response, with 41% 'strongly agreeing' or 'agreeing' and 46% 'disagreeing' or 'strongly disagreeing'.

Respondents were more likely than the overall response to indicate they 'strongly disagreed' or 'disagreed' when they indicated they would 'prefer not to say' their sex (57%) or would 'prefer not to say' whether their gender differed from the one assigned at birth (54%).



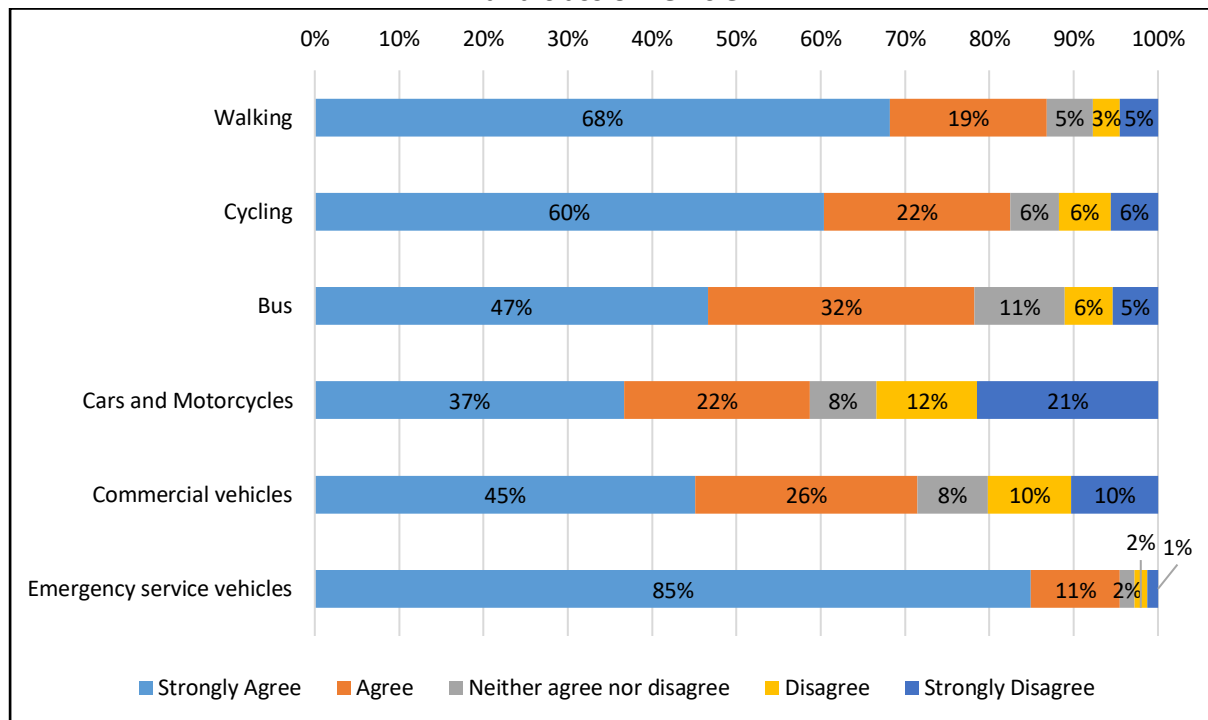
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 6: To what extent do you agree or disagree with the initial ideas for the level of access for each of the types of road user and class of vehicle?

1333 respondents answered the question on how far they agreed or disagreed with the initial ideas for the level of access for each of 6 types of road user and class of vehicle.

- **The majority of respondents ‘strongly agreed’ or ‘agreed’ with the initial ideas for the level of access for all the types of road user and class of vehicle:**
 - **‘Emergency service vehicles’ (95%)**
 - **‘Walking’ (87%)**
 - **‘Cycling’ (82%)**
 - **‘Bus’ (78%)**
 - **‘Commercial vehicles’ (71%)**
 - **‘Cars and motorcycles’ (59%)**

Figure 9: Agreement to initial ideas for the level of access for each of 6 types of road user and class of vehicle

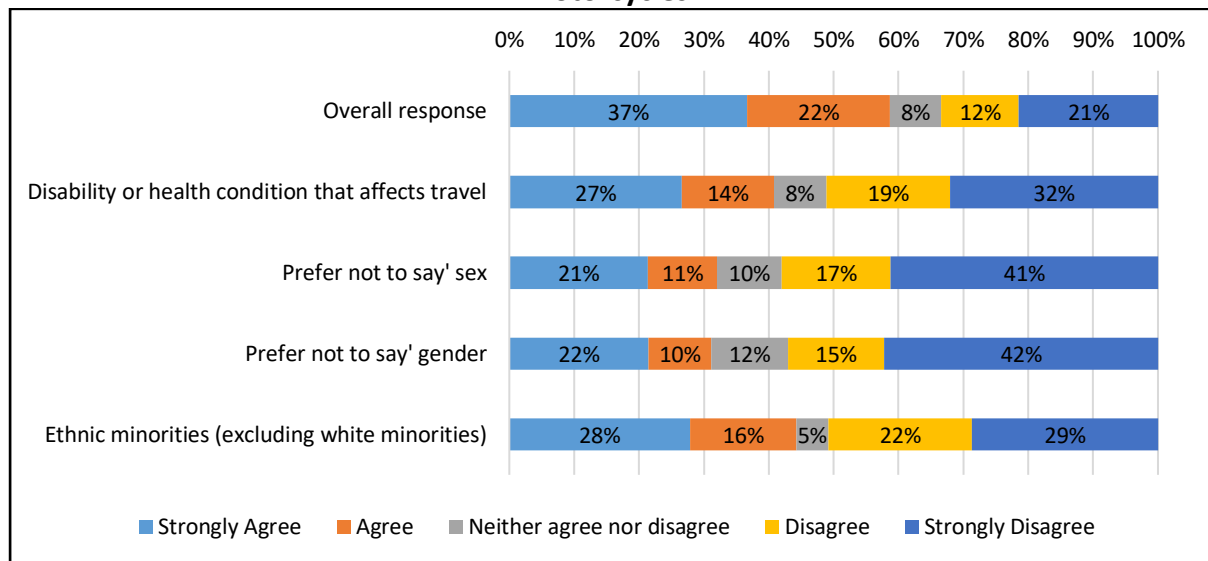


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents were more likely to disagree to 'cars and motorcycles' than the overall response if they indicated they had a disability or health condition that affects travel decisions (51%), would 'prefer not to say' their sex (58%), would 'prefer not to say' whether their gender differed from the one assigned at birth (57%), or were from ethnic minorities (excluding white minorities) (51%).

Figure 10: Differences in agreement to initial ideas for the level of access for 'cars and motorcycles'



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

Question 7: Please tell us your reasons for your answers to the question above
 *(In reference to Question 6 “To what extent do you agree or disagree with the initial ideas for the level of access for each of the types of road user and class of vehicle?”

1050 respondents left comments on the question asking what their reasons for their answers to question 6 “To what extent do you agree or disagree with the initial ideas for the level of access for each of the types of road user and class of vehicle?”.

Summary of main themes

Comment Theme	Respondent comments
To improve active travel	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they had typically agreed with the initial ideas for the level of access for each type of road user and class of vehicle as they felt this would improve the accessibility of active travel, make active travel safer, and encourage more usage of active travel modes. • Some of the respondents who discussed this theme had concerns around the wording “other than where road safety would be compromised” for pedestrians and cyclists, as they felt pedestrians and cyclists should have access to all routes where there was no pedestrian/cyclist conflict. They felt if somewhere was deemed to be unsafe, space should be taken away from motorised traffic. • A few of the respondents who discussed this theme felt that tackling issues around cycle theft would increase the usage of cycles. • A few of the respondents who discussed this theme felt there needed to be more maintenance of paths and cycle lanes as they were often in a state of disrepair. • A few of the respondents who discussed this theme felt the proposals did not allow for distinctions to be made between modes of active travel, such as wheelchair users. These respondents felt these differing modes needed to be recognised and planning should take the individual needs of these modes into consideration.
Increase congestion	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they had typically disagreed with the initial ideas for the level of access for each type of road user and class of vehicle. They felt the suggested ideas would result in motorised traffic being displaced and condensed into a few areas, rather than reducing the overall levels of motorised traffic due to the lack of any suitable alternatives, such as a robust public transport network, for those unable to use

	<p>active travel modes. These respondents felt this; would be unfair on residents living on the primary distributor roads, as they would have to deal with the direct impacts of increased air/noise pollution; would cause increases in overall air/noise pollution due to the resulting increases in travel distance, alongside a worsening of congestion; would remove resilience in the road network, as alternative routes around road works or accidents would not be available.</p>
<p>Need for public transport improvements</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that there was a need for significant improvements to public transport, both from those that agreed with the initial ideas for the level of access for each type of road user and class of vehicle and those that disagreed with them. These respondents felt that public transport needed to cover more areas, run more often, run longer hours, use more environmentally friendly vehicles, and be more affordable. Respondents who disagreed with the access levels, and some of those who agreed with them, were concerned that without these improvements being in place the access levels would not result in lower levels of motorised traffic. • A few of the respondents who discussed this theme felt that the public transport system should not be reliant on buses and should instead make sure of a light railway/tram/underground system.
<p>Reduce pollution</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they had typically agreed with the initial ideas for the level of access for each type of road user and class of vehicle as they felt they would result in lower levels of air and noise pollution, as they would discourage private vehicle usage.
<p>Need for personal motorised vehicle usage</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the levels of access had not considered those who need to use a personal motorised vehicle (for example, because age/health made active travel inaccessible, or the need to transport heavy goods, for work, or due to a lack of public transport, or due to family/friend emergencies). <ul style="list-style-type: none"> ○ Some of these respondents felt the proposals would be discriminatory and did not take into consideration the individual needs of those requiring a vehicle. ○ Some of these respondents highlighted that there was a need to ensure public transport was improved, particularly around accessibility. These respondents felt buses stopping further out from the city centre would make access difficult for

	<p>older/less mobile passengers and that shuttle buses would not be practical for older/less mobile passengers.</p> <ul style="list-style-type: none"> ○ Some of these respondents felt exemptions were needed, particularly for those with disabilities but also tradespeople, carers, and residents that went beyond exemptions for blue badge holders. ○ A few of these respondents were concerned they would not be able to access their property via a personal motorised vehicle.
Negative impact on residents	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned the proposals would condense existing congestion into a limited number of roads, leaving residents on those roads to deal with the consequences of increased traffic, particularly increased air and noise pollution. ● Some of the respondents who discussed this theme were concerned the proposals would reduce the accessibility of homes for residents and limit their transport options.
Approval	<ul style="list-style-type: none"> ● Respondents who discussed this theme left positive comments about the proposals indicating that they felt they would achieve the proposed aims, worked in tandem with the new Highways Code changes, and were a logical step forward.
Commercial vehicles	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme were concerned the levels of access would negatively impact businesses and tradespeople who were reliant on commercial vehicles to transport or deliver goods. These respondents were concerned that some businesses would be inaccessible due to the new road classification and that commercial vehicles needed to use the most fuel-efficient route to limit their emissions, which may not be possible with the proposals. These respondents also highlighted that deliveries to homes would likely become even more important if personal vehicle use was to be limited, as transporting heavy goods is not possible via active travel modes or public transport. ● Some of the respondents who discussed this theme felt that restricting commercial vehicles to primary roads was necessary to improve air/noise pollution and increase safety for more vulnerable road users, particularly in regard to heavy goods vehicles. ● Some of the respondents who discussed this theme were concerned about the impacts increased commercial traffic on primary distributor roads would have on residents of those roads.

<p>Disapproval</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments indicating their disapproval of the proposals and indicated that they felt things should be left alone. <ul style="list-style-type: none"> ○ Some of these respondents felt more work should be done on improving public transport (running times, frequency, location, and cost) in order to provide alternative modes of transport for those unable to use active travel for their journey. These respondents felt this would have a greater impact on reducing personal vehicle usage. ○ Some of these respondents indicated that they felt all traffic should be able to use all routes to maximise the efficiency of individual journeys, as this would avoid increases in pollution and / or congestion. ○ Some of these respondents felt that there were limited congestion issues and that they were mostly concentrated around and during “rush hour”. These respondents felt there were other methods to reduce this congestion, including reducing the amount of road closures, encouraging businesses to stagger their working patterns, and providing school buses, for example from the Park and Ride sites.
<p>Negative impact on businesses</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals would negatively impact businesses in the area as the proposals would make accessing businesses more difficult for visitors and staff, make deliveries more difficult and costly, and make accessing properties more difficult for tradespeople and businesses reliant on delivering goods.
<p>Pedestrian safety from cyclists</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt there was a need for greater segregation between cyclists and pedestrians as shared spaces were felt to be dangerous for pedestrians, particularly younger/older pedestrians and those with disabilities. <ul style="list-style-type: none"> ○ Some of these respondents were particularly concerned about the increased usage of electric modes of active travel (e-bikes, e-scooters, etc) and felt this needed to be addressed when designing active travel spaces. ○ Some of these respondents felt there needed to be more enforcement of road rules on cyclists that disobeyed them.
<p>Prevent rat-running</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they had typically agreed with the initial ideas for the level of access for each type of road user and class of vehicle as they felt it

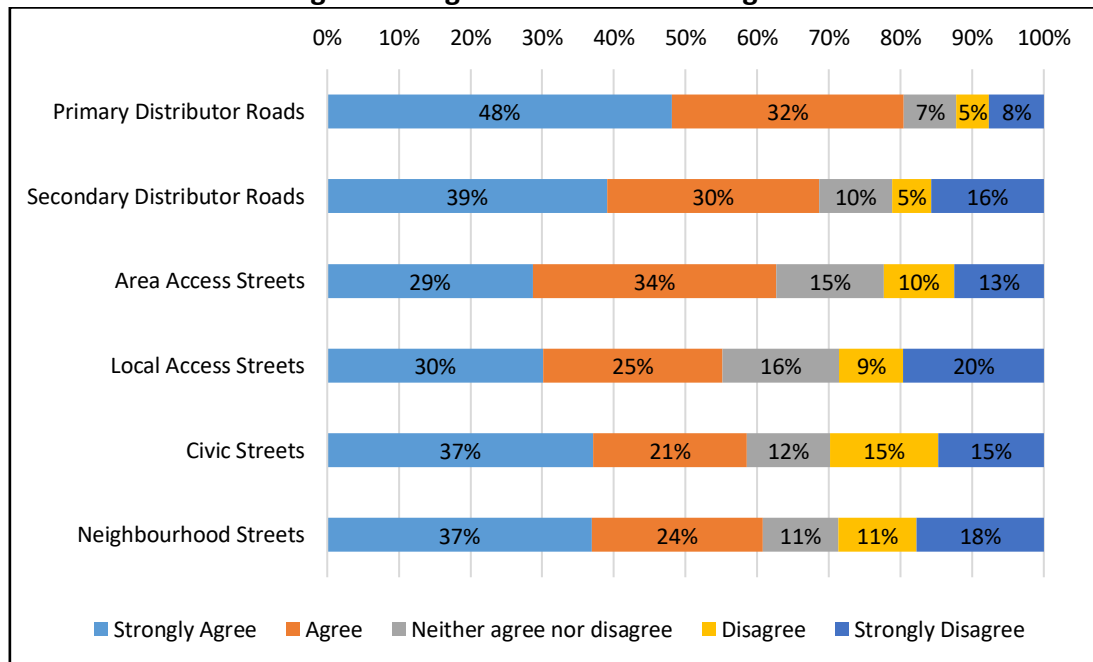
	would prevent “rat-running” through unsuitable residential areas.
Taxi access	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that taxi access should be limited as much as it is for personal motorised vehicles, as similar issues around safety and pollutants applied to them. However, some of these respondents felt there should be limited exemptions related to transporting passengers with mobility needs. • Some of the respondents who discussed this theme felt that taxis should not be considered the same as personal motorised vehicles as they were relied upon by those unable to walk or cycle.
Lack of information	<ul style="list-style-type: none"> • Respondents who discussed this theme felt there was important information missing from the consultation documents. Namely, more detailed impact assessments, plans for individual roads, difficulty reading the maps, and clear modelling of the impacts.
Motorcycles	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that motorcycles should not be included within the proposals for cars, as they took up less road/parking space and had much lower vehicle emissions.

Question 8: How far do you agree or disagree that these road categories are the right ones?

1303 respondents answered the question on how far they agreed or disagreed that each of the 6 road categories are the right ones.

- **The majority of respondents 'strongly agreed' or 'agreed' with all 6 road categories:**
 - **'Primary Distributor Roads' (80%)**
 - **'Secondary Distributor Roads' (69%)**
 - **'Area Access Streets' (63%)**
 - **'Neighbourhood Streets' (61%)**
 - **'Civic Streets' (59%)**
 - **'Local Access Streets' (55%)**

Figure 11: Agreement to road categories

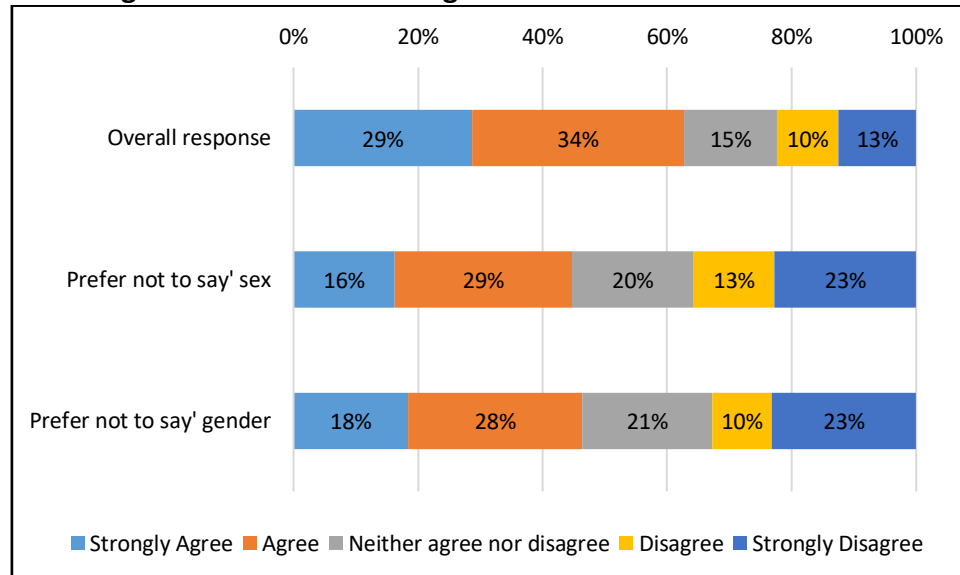


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents were less likely than the overall response to agree to the 'area access streets' if they indicated they would 'prefer not to say' their sex (45%) or would 'prefer not to say' whether their gender differed from the one assigned at birth (46%).

Figure 12: Differences in agreement to 'Area access streets'

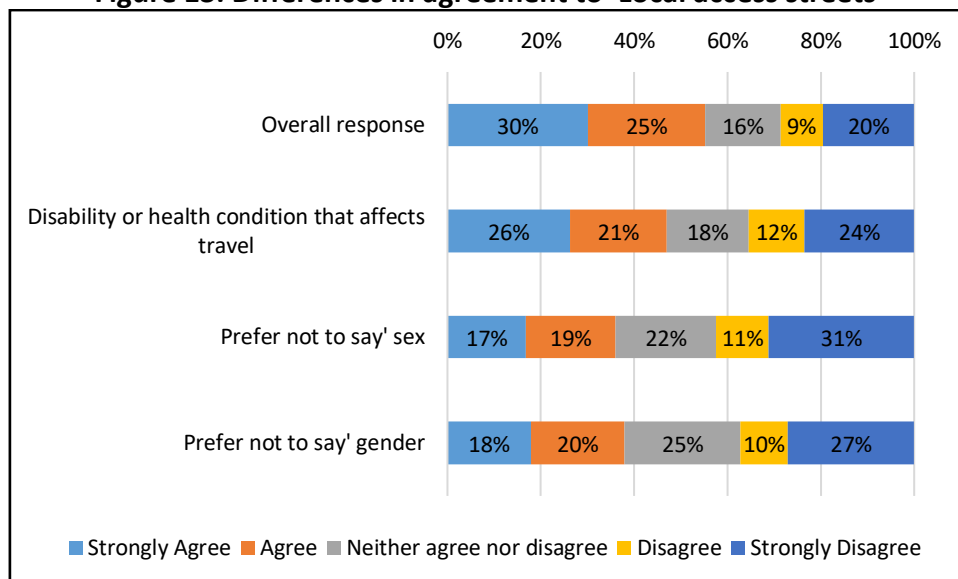


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely than the overall response to agree to the 'local access streets' if they indicated they had a disability or health condition that affects travel (47%).

Respondents who indicated they would 'prefer not to say' their sex or would 'prefer not to say' whether their gender differs from the one assigned at birth were less clear on their agreement or disagreement to the 'local access streets' than the overall response. 36% of respondents that would 'prefer not to say' their sex 'strongly agreed' or 'agreed' with the 'local access streets', while 42% 'disagreed' or 'strongly disagreed'. 38% of respondents who would 'prefer not to say' whether their gender differs from the one assigned at birth 'strongly agreed' or 'agreed' with the 'local access streets', while 37% 'disagreed' or 'strongly disagreed'.

Figure 13: Differences in agreement to 'Local access streets'

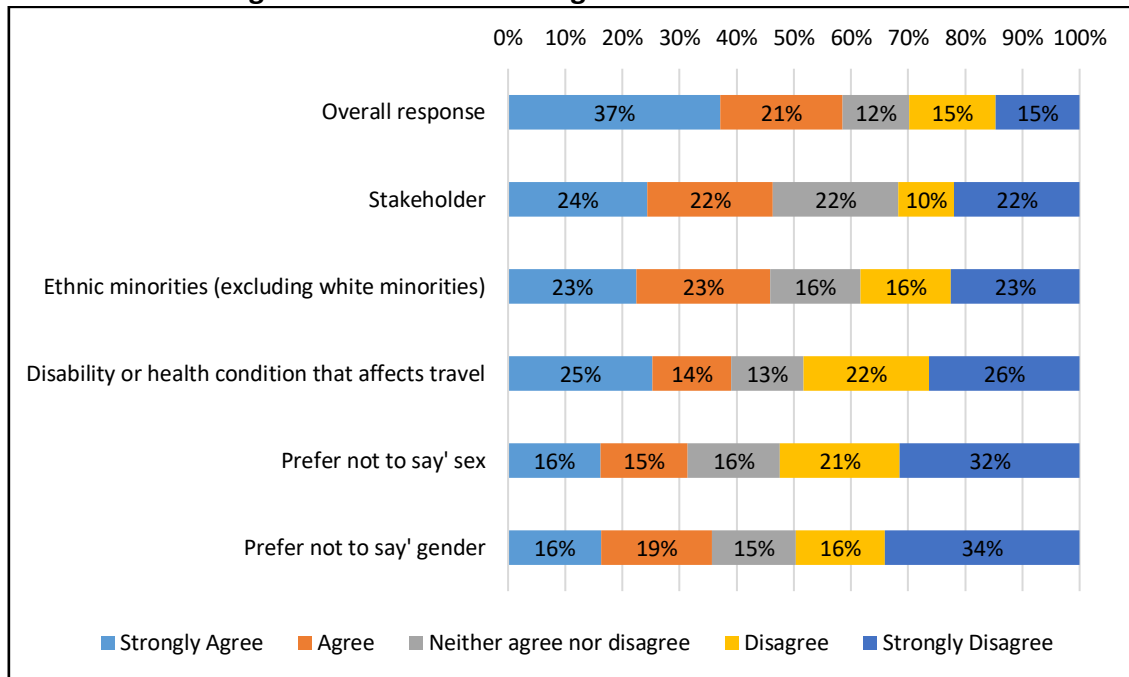


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely than the overall response to agree to the ‘civic streets’ if they indicated they were from ethnic minorities (excluding white minorities) (46%) or were stakeholders (46%).

Respondents were more likely than the overall response to disagree to the ‘civic streets’ if they indicated they would ‘prefer not to say’ their sex (52%), would ‘prefer not to say’ whether their gender differed from the one assigned at birth (50%), or had a disability or health condition that affects travel (48%).

Figure 14: Differences in agreement to ‘Civic streets’



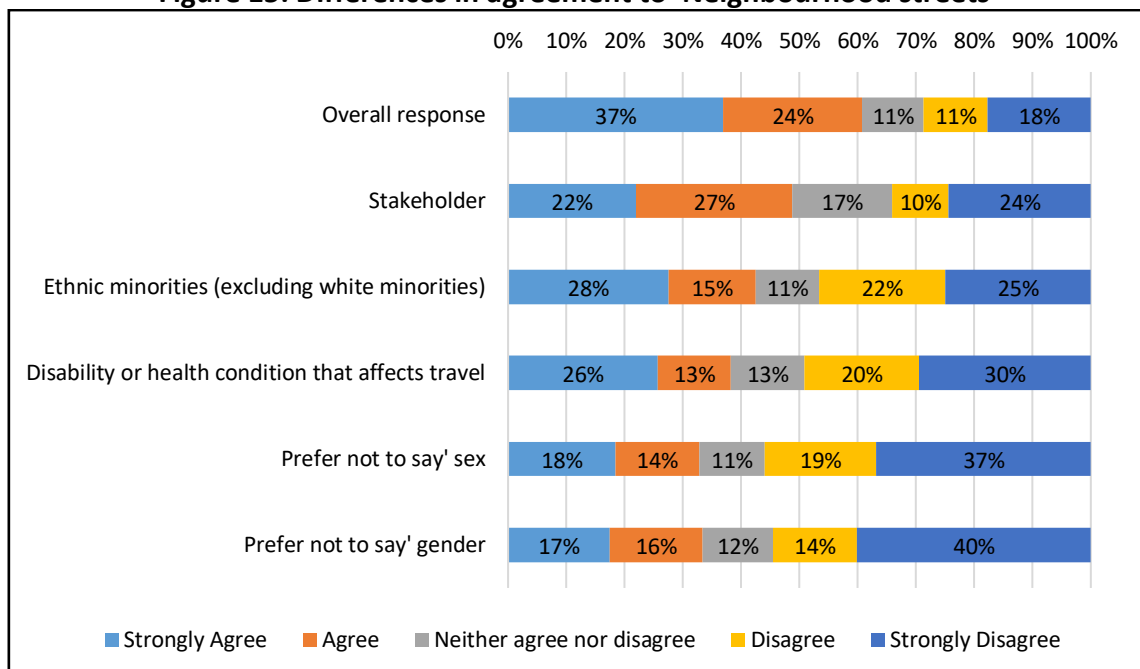
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely than the overall response to agree to the 'neighbourhood streets' if they indicated were stakeholders (49%).

Respondents who indicated they were from ethnic minorities (excluding white minorities) were less clear on their agreement/disagreement to the 'neighbourhood streets', with 43% 'strongly agreeing' or 'agreeing' and 47% 'disagreeing' or 'strongly disagreeing'.

Respondents were more likely than the overall response to disagree to the 'neighbourhood streets' if they indicated they would 'prefer not to say' their sex (56%), would 'prefer not to say' whether their gender differed from the one assigned at birth (55%), or had a disability or health condition that affects travel (49%).

Figure 15: Differences in agreement to 'Neighbourhood streets'



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

Question 9: Please tell us your reasons for your answers to the question above *(In reference to Question 8 “How far do you agree or disagree that these road categories are the right ones)?”

918 respondents left comments on the question asking what their reasons are for their answers to question 8 “How far do you agree or disagree that these road categories are the right ones?”. Most respondents left comments reiterating points made in response to question 7. The below themes are where comments differed from those which were provided for question 7.

Summary of main themes

Comment Theme	Respondent comments
Lack of information	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they felt they were lacking information on the proposals and/or felt the proposals were confusing. <ul style="list-style-type: none"> ○ Most of these respondents felt some of the definitions could be merged, particularly Local Access Streets/Area Access Streets and Primary Distributor Roads and Secondary Distributor Roads ○ Some of these respondents felt they were lacking information on the exact distinction between Local Access Streets and Area Access Streets. Most of these respondents indicated they found the definitions confusing. ○ Some of these respondents felt they lacked information on which streets would be defined as which category. These respondents felt this was important information needed to understand the potential impacts of the proposals. ○ Some of these respondents felt they lacked information on how the links between Distributor Roads and Area Access Streets would work. ○ Some of these respondents felt an overlaid map of planned changes versus existing street plans/names was needed to understand potential impacts. ○ Some of these respondents felt there needed to be models of traffic flow that could be examined or evidence the proposals would achieve the aims intended. ○ Some of these respondents felt there needed to be more information on how these classifications would be enforced. ○ Some of these respondents felt they needed more information on the differences between Primary

	and Secondary Distributor Roads. Most of these respondents indicated they found the definitions confusing.
Cause confusion	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the categories were unclear and would cause confusion, particularly for users who did not live in the area.
Specific area requests	<ul style="list-style-type: none"> • Respondents who discussed this theme made requests for particular streets to be classified in particular ways. These included: <ul style="list-style-type: none"> ○ King's Hedges Road as a distributor road ○ Mill Road as a Civic Street or a Local Area Access Street ○ Coldhams Lane as a Local Area Access Street or Area Access Street ○ Cherry Hinton Road to not be a distributor road ○ Ditton Lane as a Secondary Distributor Road ○ Coleridge Road as a Neighbourhood Street ○ Oxford Road as a Neighbourhood Street ○ Station Road/Great Northern road as a distributor road ○ Eddington Avenue/Turing Way as Area Access Street
Verifying usage/enforcement	<ul style="list-style-type: none"> • Respondents who discussed this theme felt they needed more information on how these categories would be enforced. These respondents were concerned that without some form of enforcement or way of verifying approved usage these categories would have no effect on traffic movements.

Question 10: Looking at Plan 2 on page 13, are there any changes or additions you would suggest to the way the categories are applied to the roads on the map?

738 respondents left comments on the question asking whether there were any changes or additions they would suggest to the way the categories are applied to the roads on the map.

Summary of main themes

Comment Theme	Respondent comments
Disapproval	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments indicating their disapproval of the proposals and indicated that they felt things should be left alone. <ul style="list-style-type: none"> ○ Most of these respondents indicated that they felt all traffic should be able to use all routes to

	<p>maximise the efficiency of individual journeys, as this would avoid increases in pollution.</p> <ul style="list-style-type: none"> ○ Some of these respondents felt more work should be done on improving public transport (running times, frequency, location, and cost) in order to provide alternative modes of transport for those unable to use active travel for their journey. These respondents felt this would have a greater impact on reducing personal vehicle usage.
Mill Road	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme felt that Mill Road should be classified as a Civic Street, as they felt it fit the criteria as it was one of the main shopping/leisure areas for Cambridge. ● Some of the respondents who discussed this theme felt that Mill Road should be classified as a Local Area Access street due to its limited width. ● Some of the respondents who discussed this theme felt that traffic should be left unrestricted on Mill Road, with some respondents indicating it should be “left alone” and some indicating it should be classified as a primary/secondary distributor road. These respondents felt Mill Road was a key through route for the area, with restrictions here causing congestion issues elsewhere, and that businesses in the area could suffer if traffic was limited. ● A few respondents felt that Mill Road needed more restrictions on motorised traffic, through the use of modal filters or via pedestrianisation.
Chesterton Road	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that there were too many primary/secondary distribution roads around, and including, Chesterton Road. These respondents felt that there should only be one distributor road with the rest of the area classified as Area Access streets. Most of these respondents felt Milton Road should be a primary distribution road, due to the upgrades to bus and cycle lanes, and Chesterton Road classified as an Area Access street. ● Some of the respondents who discussed this theme felt that Chesterton Road should not be a Primary Distribution road due to its residential nature and significant number of active travellers and busy crossing points.
Lack of information	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme indicated they had had difficulty finding the relevant supporting material, that the maps supplied were difficult to read, and lacked information on road names and other transportation mode routes.

	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt there needed to be models of traffic flow that could be examined or evidence the proposals would achieve the aims intended. • Some of the respondents who discussed this theme felt there needed to be more information on how these classifications would be enforced and what other improvements, particularly to public transport, were being put in place.
Coleridge Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Coleridge Road should not be classified as a Local Area Access street due to its residential nature, limited road width, and concerns about loss of needed parking spaces for residents. Most of these respondents felt it should be classified as a residential/Neighbourhood street.
Victoria Road	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that there were too many Primary/Secondary Distribution roads around, and including, Victoria Road. These respondents felt that there should only be one distributor road with the rest of the area classified as Area Access streets. These respondents also felt Victoria Road should not be a Primary Distribution road due its residential nature, reduced speed limit, and limited road width • Some of the respondents who discussed this theme felt that Chesterton Road should not be a Primary Distribution road due to its residential nature, reduced speed limit, and limited road width.
Access to public transport locations	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned there was no clear routes to/from the railway stations in Cambridge. Most of these respondents felt that Station Road should be designated a Primary Distribution Road. Some of these respondents also felt Great Northern Road and Tenison Road needed to be classified as some form of access route. • Some of the respondents who discussed this theme were concerned that areas in central Cambridge were restricted to bus traffic, limiting the accessibility of the city centre for those needing to use public transport and reducing the viability of public transport as an alternative for those unable to walk/cycle.
Further restrictions on personal motorised vehicles	<ul style="list-style-type: none"> • Respondents who discussed this theme felt there needed to be more restrictions on motorised traffic, particularly in the city centre. <ul style="list-style-type: none"> ○ Some of these respondents indicated that traffic entering the city should be reduced in some way, either through the use of some form of congestion

	<p>charge or limiting external traffic to an “outer ring road”.</p> <ul style="list-style-type: none"> ○ Some of these respondents felt that travel by personal motorised vehicle within Cambridge should be limited to residents and those with disabilities, with external traffic changing modes on the city boundaries if they needed to enter. ○ Some of these respondents felt that speed limits across Cambridge should be reduced to 20mph, as this would make travel safer for other modes of travel and disincentivise travel through by motorised vehicle.
<p>Need for public transport improvements</p>	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that there was a need for significant improvements to public transport. These respondents felt that public transport needed to cover more areas, run more often, run for longer hours, use more environmentally friendly vehicles, and be more affordable. Some of these respondents were concerned that without these improvements being in place the access levels would not result in lower levels of motorised traffic.
<p>East Road</p>	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that East Road should be classified as a Primary/Secondary Distribution road in order to keep traffic flowing and retain the ring road. ● Some of the respondents who discussed this theme highlighted that East Road would need to be treated differently on the north-west side to the south-east side due to differing levels of traffic. ● A few of the respondents who discussed this theme indicated they supported East Road as an Access Area Street ● A few of the respondents who discussed this theme felt East Road should be classified as a Local Area Street.
<p>Hills Road</p>	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that Hills Road should be classified as a Primary/Secondary Distribution Road as it was needed for access to the railway station and Addenbrookes. ● A few of the respondents who discussed this theme indicated they supported its classification as an Area Access Street. ● A few of the respondents who discussed this theme felt Hills Road should be classified as a Local Access Street or Civic Street.
<p>Queen’s Road</p>	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that Queen’s Road should be classified as an Area Access Street as they were concerned an increase in traffic from being a Primary

	<p>Distribution Road would negatively impact on a popular walking/cycling route and an area of historic importance.</p>
Cycling improvements	<ul style="list-style-type: none"> • Respondents who discussed this theme felt there needed to be more improvements to cycling infrastructure, including more secure cycle parking and more safe lanes/routes.
Tenison Road	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that Tenison Road should be classified as a Neighbourhood Street due to its residential nature and history of high traffic levels accessing the railway station, which they felt needed to be reduced. • Some of the respondents who discussed this theme felt that Tenison Road needed to be classified as some form of access route for the railway station.
Coldhams Lane	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that Coldhams Lane needed a reduction in motorised traffic, particularly Heavy Goods Vehicles. These respondents were concerned about the impact existing traffic levels were having on local residents. • Some of the respondents who discussed this theme felt that Coldhams Lane should be a Primary/Secondary Distribution Road, as it was one of the main routes through Cambridge and respondents were concerned restricting traffic here would cause more congestion elsewhere. • Some of the respondents who discussed this theme felt that Coldhams Lane was not wide enough or designed to be classified as anything above a Local Access Street.
Arbury Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Arbury Road should not be classified as anything above a Local Access Street as it could not cope with large volumes of traffic due to its width and proximity of housing to the road.
Cherry Hinton Road	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that Cherry Hinton Road should be classified as a Primary/Secondary Distribution Road. • Some of the respondents who discussed this theme queried why Cherry Hinton Road was being treated differently to Queen Edith's Way. • Some of the respondents who discussed this theme felt that Cherry Hinton Road needed more restrictions on motorised traffic, including reducing the speed limit to 20mph and the use of modal filters.
Queen Edith's Way	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme queried why Cherry Hinton Road was being treated differently to Queen Edith's Way.

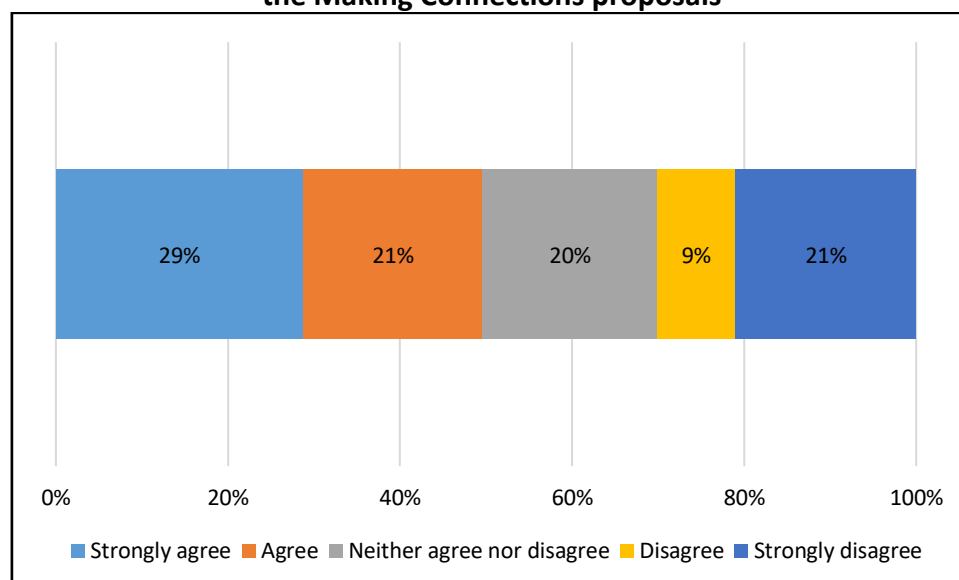
	<ul style="list-style-type: none"> • A few of the respondents who discussed this theme felt there needed to be more enforcement of the 20mph limit on Queen Edith's Way.
Increased congestion	<ul style="list-style-type: none"> • Respondents who discussed this felt the proposals would result in motorised traffic being displaced and condensed into a few areas, rather than reducing the overall levels of usage of the roads. These respondents felt this was because there was a lack of any suitable alternatives (such as a robust public transport network) for those unable to use active travel modes, and because the proposals lacked a suitable number of Primary/Secondary Distribution Roads. These respondents felt this; would be unfair on residents living on the primary distributor roads, as they would have to deal with the direct impacts of increased air/noise pollution; would cause rises in overall air/noise pollution resulting from the required increases in travel distance, alongside a worsening of congestion; would remove resilience in the road network, as alternative routes around road works or accidents would be removed.
B107/Horningsea Road/Ditton Lane	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that classifying the B1047 as a Primary Distribution Road would result in decreases in safety for those walking or cycling, particularly to the school in the area, and would increase the amount of traffic when it was felt the current levels of traffic were already too high. Some of these respondents also indicated the width of the road was not suitable for larger vehicles.
Accessibility	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals would negatively impact on those with mobility issues and younger/older residents who may need to use a car. These respondents felt the proposals would increase congestion or limit how accessible many areas would be, particularly as there were no alternatives for those unable to walk/cycle.

Question 11: To what extent do you agree or disagree with implementing the road classification changes at the same time as the Making Connections proposals, which are subject to GCP Executive Board decision?

1280 respondents answered the question on to what extent they agreed or disagreed with implementing the road classification changes at the same time as the Making Connections proposals. (The GCP's Executive Board subsequently decided not to develop the Making Connections proposals further in September 2023).

- **Half of respondents 'strongly agreed' or 'agreed' with implementing the road classification changes at the same time as the Making Connections proposals (50%)**
 - Under a third of respondents 'disagreed' or 'strongly disagreed' (30%)

Figure 16: Agreement with implementing road classification changes at the same time as the Making Connections proposals



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

Differences in response

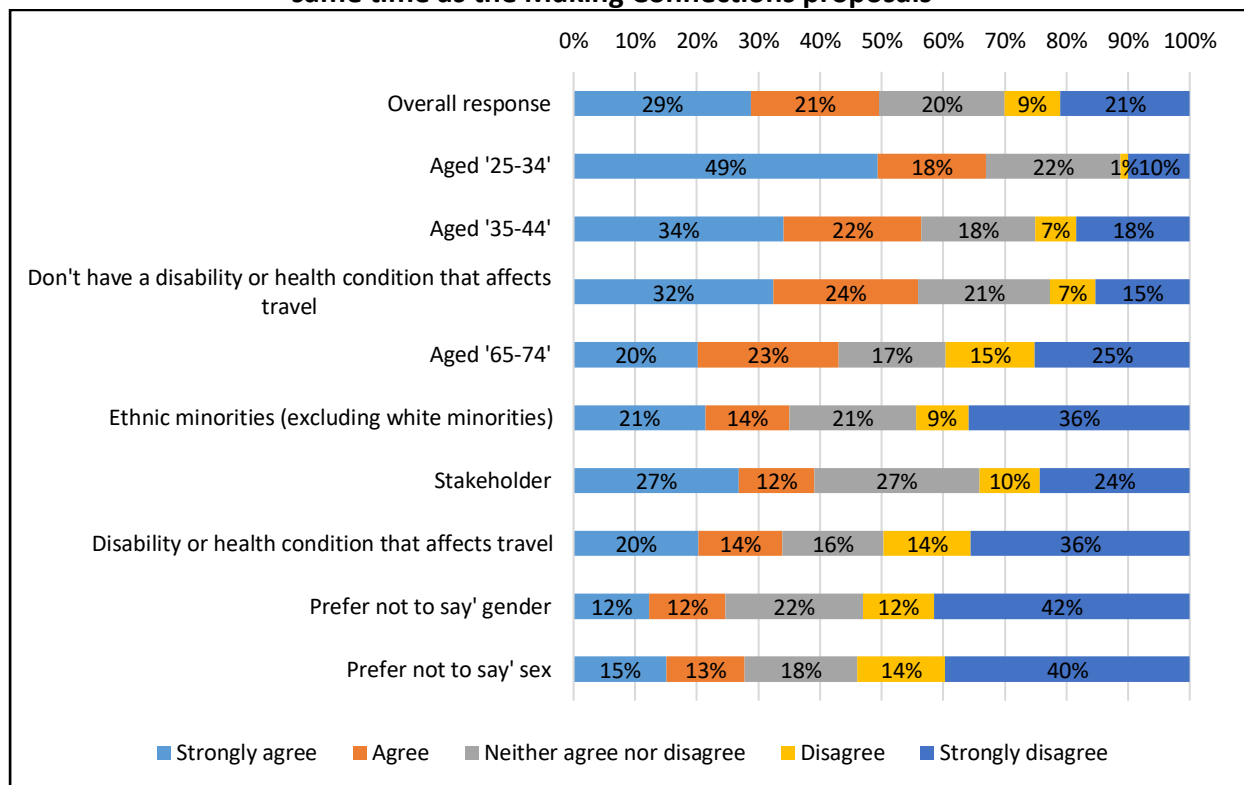
Respondents were more likely than the overall response to agree to implementing road classification changes at the same time as the Making Connections proposals if they indicated they were aged '25-34' (67%), aged '35-44' (56%), or did not have a disability or health condition that affects travel decisions (56%).

Respondents who indicated they were aged '65-74', were from ethnic minorities (excluding white minorities), or indicated were stakeholders were less clear on their agreement/disagreement implementing road classification changes at the same time as the Making Connections proposals. Of respondents aged '65-74', 43% 'strongly agreed' or 'agreed' and 40% 'disagreed' or 'strongly disagreed'. Of respondents from ethnic minorities (excluding white minorities), 35% 'strongly agreed' or 'agreed' and 44% 'disagreed' or

'strongly disagreed'. 39% of stakeholders 'strongly agreed' or 'agreed' and 34% 'disagreed' or 'strongly disagreed'.

Respondents were more likely than the overall response to disagree to implementing road classification changes at the same time as the Making Connections proposals if they indicated they would 'prefer not to say' their sex (54%), would 'prefer not to say' whether their gender differed from the one assigned at birth (53%), or had a disability or health condition that affects travel (50%).

Figure 17: Differences in agreement with implementing road classification changes at the same time as the Making Connections proposals



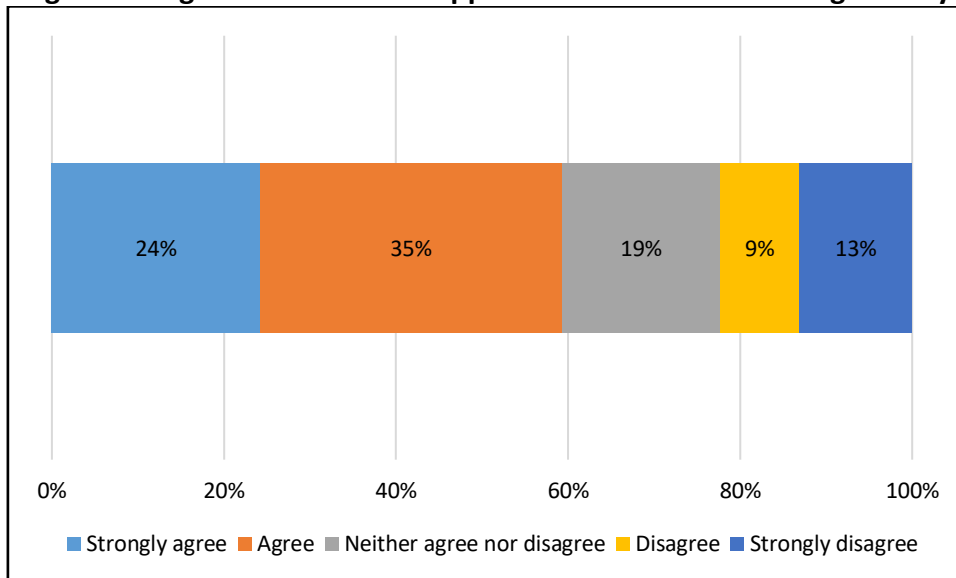
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

**Question 12: To what extent do you agree or disagree with this approach?
*(In relation to bus routes serving the city)**

1293 respondents answered the question on to what extent they agreed or disagreed with the approach to bus routes serving the city.

- **The majority of respondents ‘strongly agreed’ or ‘agreed’ with the approach to bus routes serving the city (59%)**

Figure 18: Agreement with the approach to bus routes serving the city

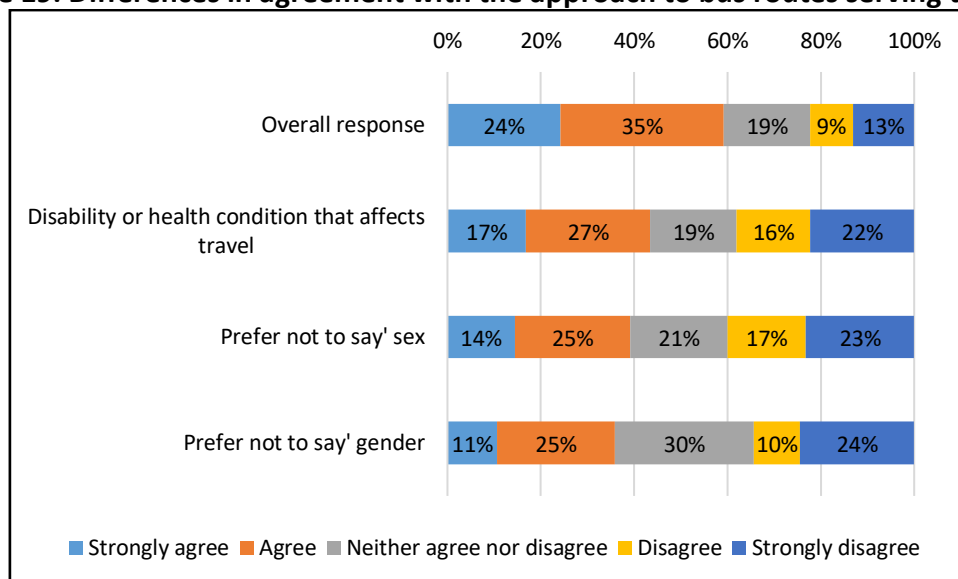


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents who indicated they would 'prefer not to say' their sex, would 'prefer not to say' whether their gender differed from the one assigned at birth, or had a disability or health condition that affects travel were less clear on their agreement/disagreement to the approach to bus routes serving the city. Of respondents that had a disability or health condition that affects travel, 43% 'strongly agreed' or 'agreed' and 38% 'disagreed' or 'strongly disagreed'. Of respondents that would 'prefer not to say' their sex, 39% 'strongly agreed' or 'agreed' and 40% 'disagreed' or 'strongly disagreed'. Of respondents that would 'prefer not to say' whether their gender differed from the one assigned at birth, 36% 'strongly agreed' or 'agreed' and 34% 'disagreed' or 'strongly disagreed'.

Figure 19: Differences in agreement with the approach to bus routes serving the city



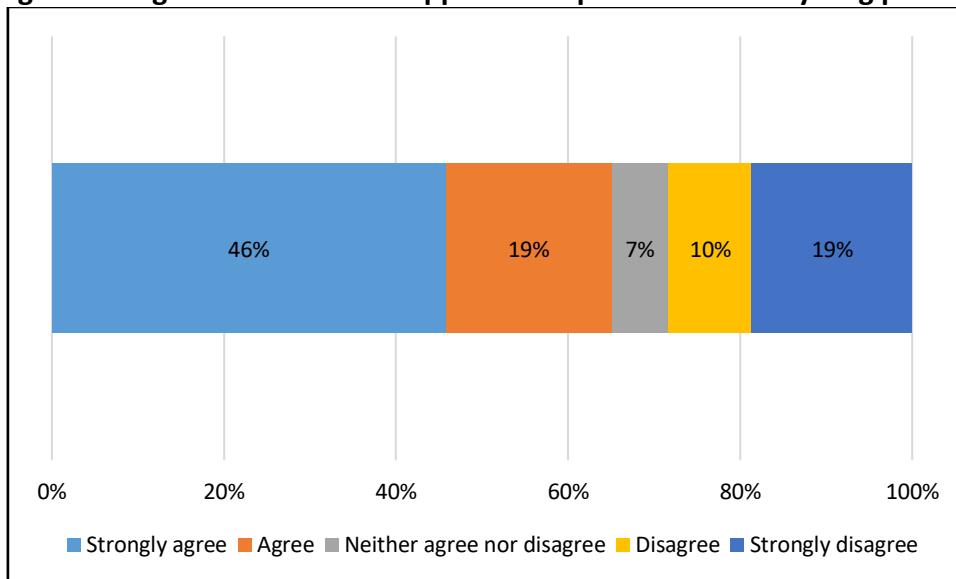
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

**Question 13: To what extent do you agree or disagree with this approach?
*(In relation to pedestrian and cycling priority)**

1304 respondents answered the question on to what extent they agreed or disagreed with the approach to pedestrian and cycling priority.

- **The majority of respondents 'strongly agreed' or 'agreed' with the approach to pedestrian and cycling priority (65%)**

Figure 20: Agreement with the approach to pedestrian and cycling priority

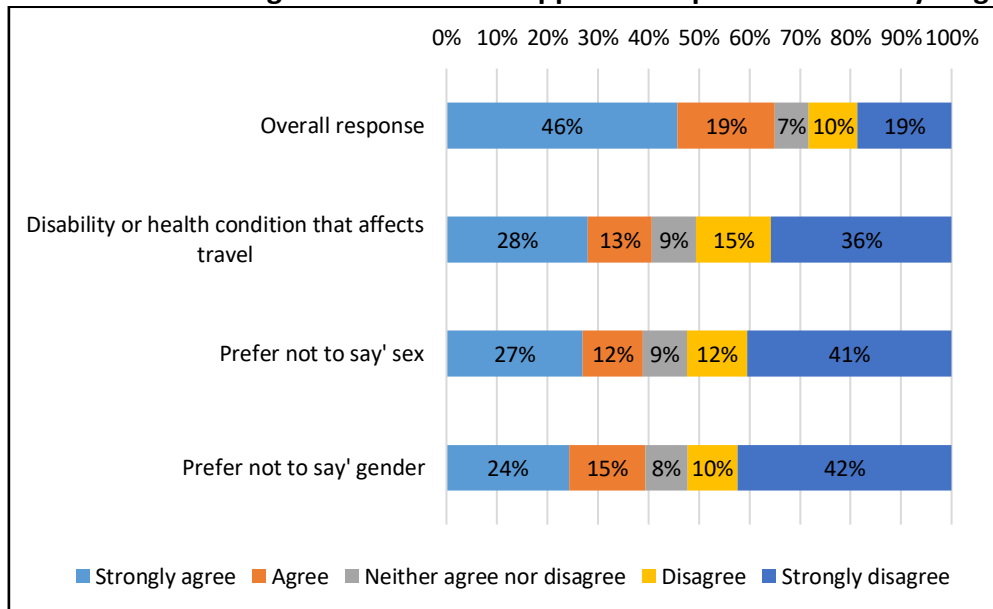


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents were more likely than the overall response to indicate they disagreed with the approach to pedestrian and cycling priority if they indicated they would 'prefer not to say' their sex (52%), would 'prefer not to say' whether their gender differed from the one assigned at birth (52%), or had a disability or health condition that affects travel (51%).

Figure 21: Differences in agreement with the approach to pedestrian and cycling priority



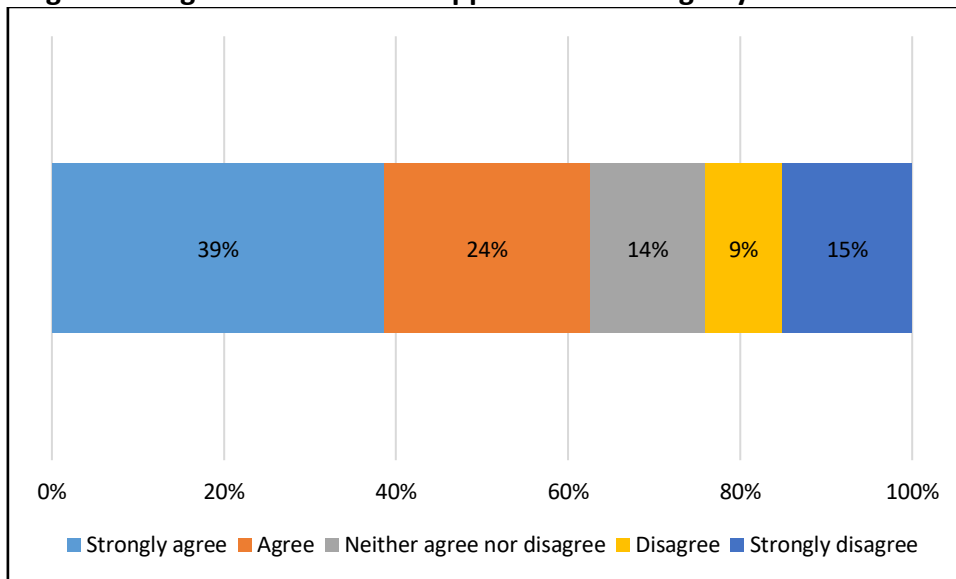
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

**Question 14: To what extent do you agree or disagree with this approach?
*(In relation to through-cycle movements)**

1307 respondents answered the question on to what extent they agreed or disagreed with the approach to through-cycle movements.

- **The majority of respondents 'strongly agreed' or 'agreed' with the approach to through-cycle movements (63%)**

Figure 22: Agreement with the approach to through-cycle movements

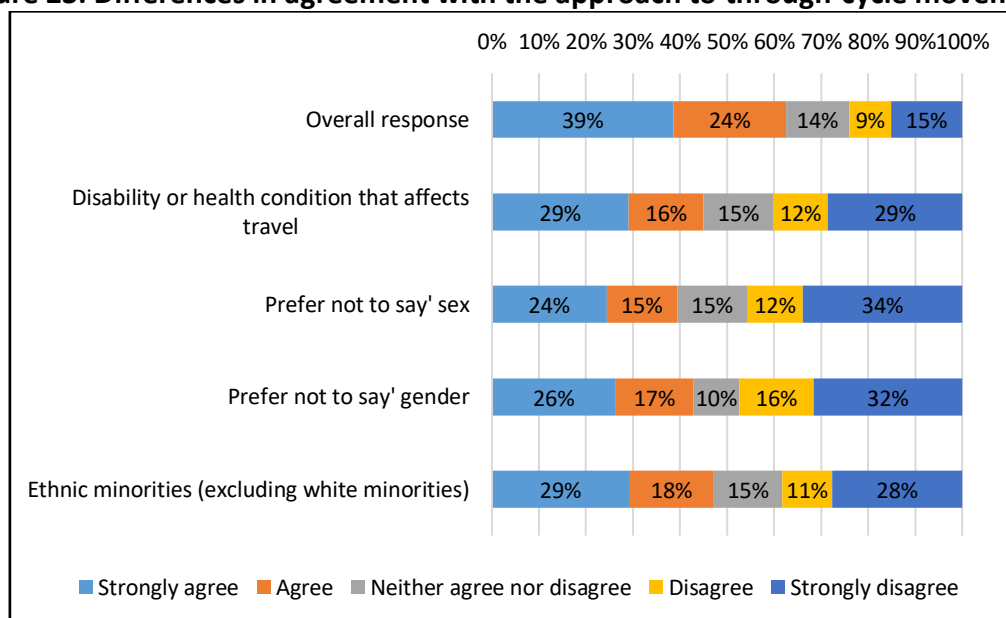


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents who indicated they would 'prefer not to say' their sex, would 'prefer not to say' whether their gender differed from the one assigned at birth, had a disability or health condition that affects travel, or were from ethnic minorities (excluding white minorities) were less clear on their agreement/disagreement to the approach to through-cycle movements than the overall response. Of respondents that had a disability or health condition that affects travel, 45% 'strongly agreed' or 'agreed' and 40% 'disagreed' or 'strongly disagreed'. Of respondents that would 'prefer not to say' their sex, 39% 'strongly agreed' or 'agreed' and 46% 'disagreed' or 'strongly disagreed'. Of respondents that would 'prefer not to say' whether their gender differed from the one assigned at birth, 43% 'strongly agreed' or 'agreed' and 47% 'disagreed' or 'strongly disagreed'. Of respondents that were from ethnic minorities (excluding white minorities), 47% 'strongly agreed' or 'agreed' and 38% 'disagreed' or 'strongly disagreed'.

Figure 23: Differences in agreement with the approach to through-cycle movements



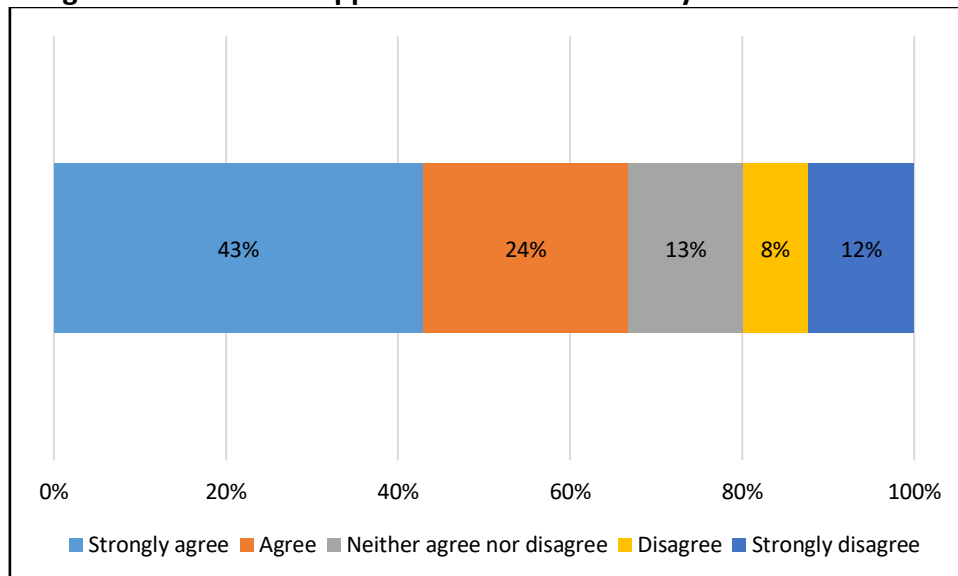
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

**Question 15: To what extent do you agree or disagree with this approach?
*(In relation to alternative ways around for disabled people)**

1304 respondents answered the question on to what extent they agreed or disagreed with the approach to alternative ways around for disabled people.

- **The majority of respondents 'strongly agreed' or 'agreed' with the approach to alternative ways around for disabled people (67%)**

Figure 24: Agreement with the approach to alternative ways around for disabled people

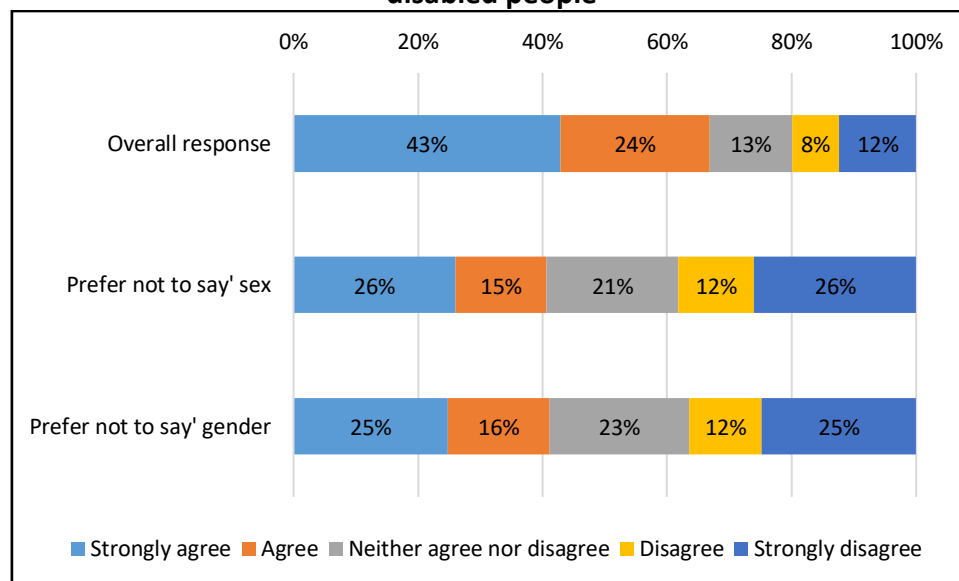


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents who indicated they would 'prefer not to say' their sex or would 'prefer not to say' whether their gender differed from the one assigned at birth, were less clear on their agreement/disagreement to the approach to alternative ways around for disabled people than the overall response. Of respondents that would 'prefer not to say' their sex, 41% 'strongly agreed' or 'agreed' and 38% 'disagreed' or 'strongly disagreed'. Of respondents that would 'prefer not to say' whether their gender differed from the one assigned at birth, 41% 'strongly agreed' or 'agreed' and 36% 'disagreed' or 'strongly disagreed'.

Figure 25: Differences in agreement with the approach to alternative ways around for disabled people



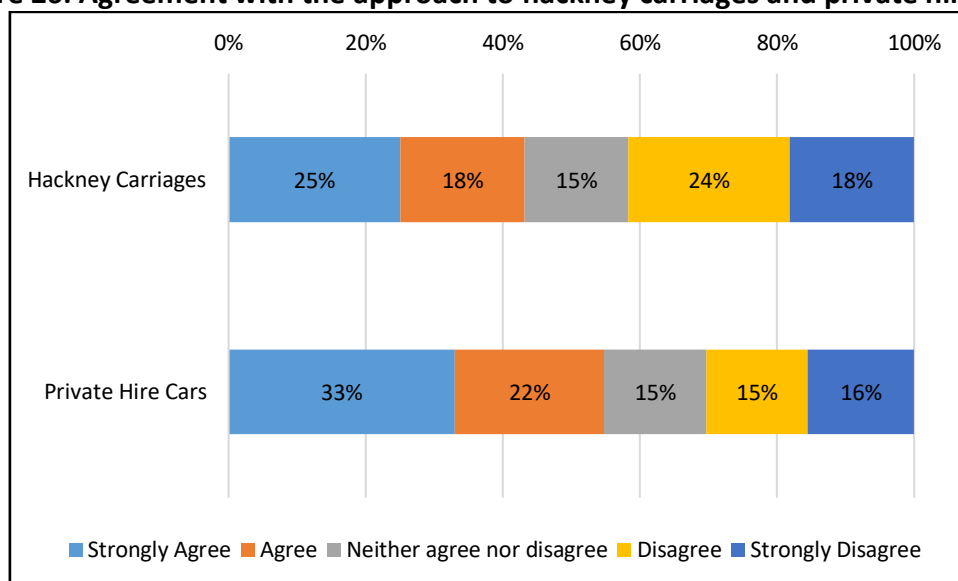
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 16: To what extent do you agree or disagree with this approach both for hackney carriages and for private hire cars?

1289 respondents answered the question on to what extent they agreed or disagreed with the approach to hackney carriages and private hire cars.

- The majority of respondents 'strongly agreed' or 'agreed' with the approach to 'private hire cars' (55%)
- Respondents were less clear on their agreement or disagreement with the approach to 'hackney carriages', with 43% 'strongly agreeing' or 'agreeing' and 42% 'disagreeing' or 'strongly disagreeing'

Figure 26: Agreement with the approach to hackney carriages and private hire cars



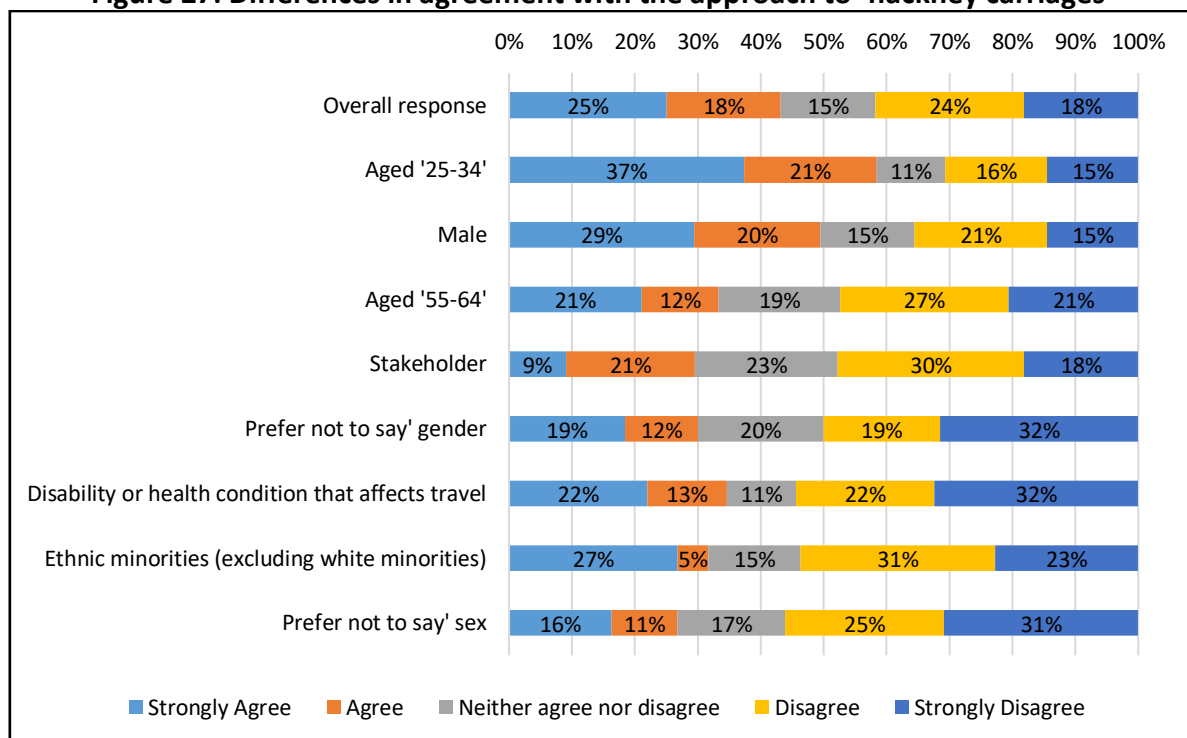
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents were more likely to agree to the approach to 'hackney carriages' than the overall response if they indicated they were aged '25-34' (58%) or were 'male' (50%).

Respondents were more likely to disagree to the approach to 'hackney carriages' than the overall response if they indicated they were aged '55-64' (47%), were stakeholders (48%), would 'prefer not to say' whether their gender differed from the one assigned at birth (50%), had a disability or health condition that affects travel (54%), were from ethnic minorities (excluding white minorities) (54%), or would 'prefer not to say' their sex (56%).

Figure 27: Differences in agreement with the approach to 'hackney carriages'

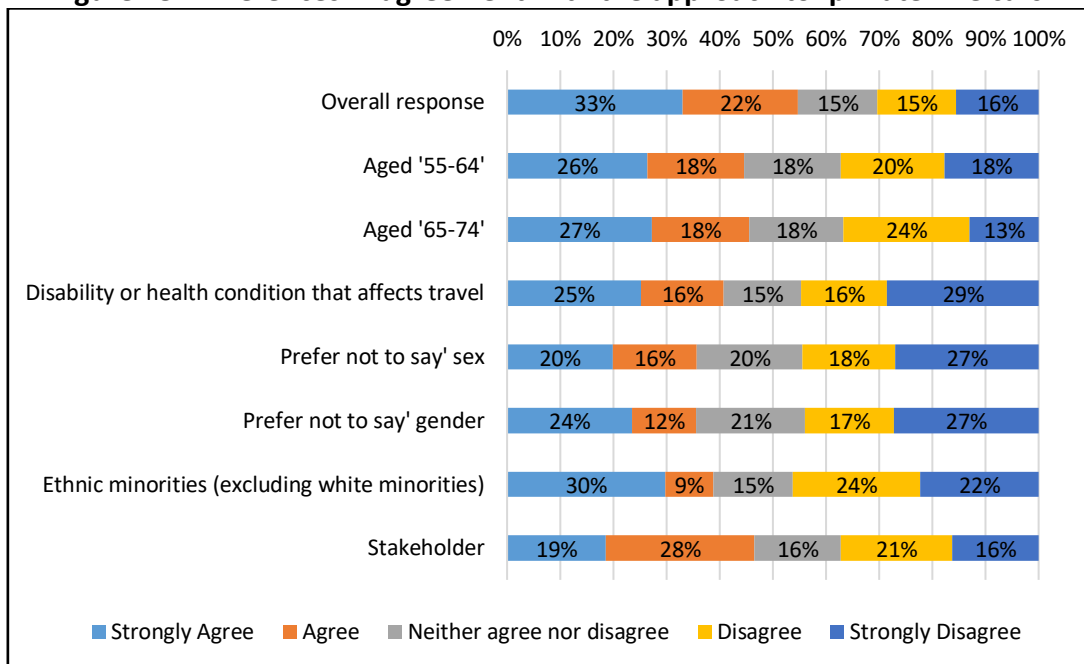


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents who indicated they were aged '55-64', aged '65-74', had a disability or health condition that affects travel, would 'prefer not to say' their sex, would 'prefer not to say' whether their gender differed from the one assigned at birth, were from ethnic minorities (excluding white minorities), or were stakeholders, were less clear on their agreement/disagreement to the approach to 'private hire cars' than the overall response. Of respondents that were aged '55-64', 45% 'strongly agreed' or 'agreed' and 37% 'disagreed' or 'strongly disagreed'. Of respondents that were aged '65-74', 46% 'strongly agreed' or 'agreed' and 37% 'disagreed' or 'strongly disagreed'. Of respondents that had a disability or health condition that affects travel, 41% 'strongly agreed' or 'agreed' and 45% 'disagreed' or 'strongly disagreed'. Of respondents that would 'prefer not to say' their sex, 36% 'strongly agreed' or 'agreed' and 44% 'disagreed' or 'strongly disagreed'. Of respondents that would 'prefer not to say' whether their gender differed from the one assigned at birth, 36% 'strongly agreed' or 'agreed' and 44% 'disagreed' or 'strongly disagreed'. Of respondents that were from ethnic minorities (excluding white minorities), 39% 'strongly agreed' or

'agreed' and 46% 'disagreed' or 'strongly disagreed'. Of respondents that were stakeholders, 47% 'strongly agreed' or 'agreed' and 37% 'disagreed' or 'strongly disagreed'.

Figure 28: Differences in agreement with the approach to 'private hire cars'



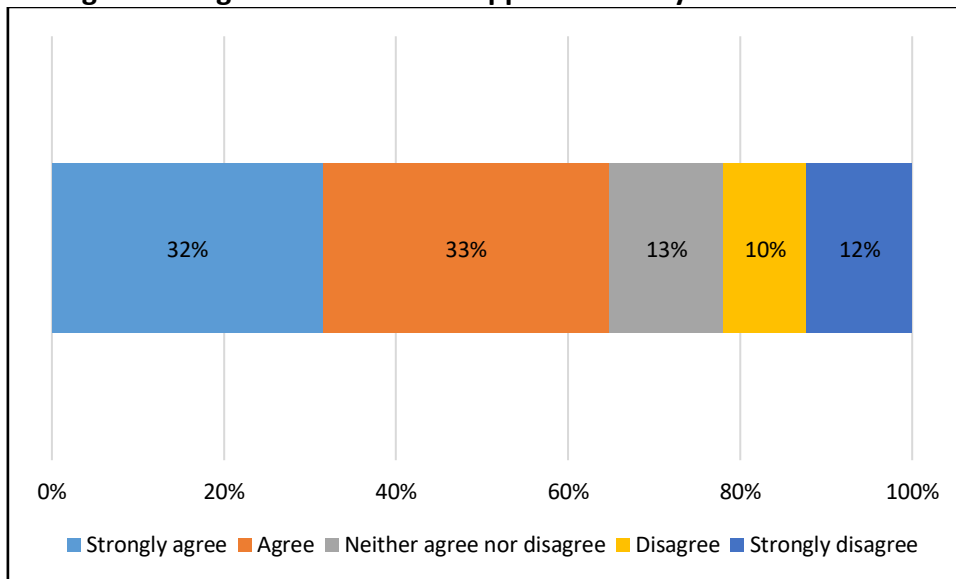
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 17: To what extent do you agree or disagree with this approach? *(In relation to city centre deliveries)

1289 respondents answered the question on to what extent they agreed or disagreed with the approach to city centre deliveries.

- The majority of respondents 'strongly agreed' or 'agreed' with the approach to city centre deliveries (65%)

Figure 29: Agreement with the approach to city centre deliveries

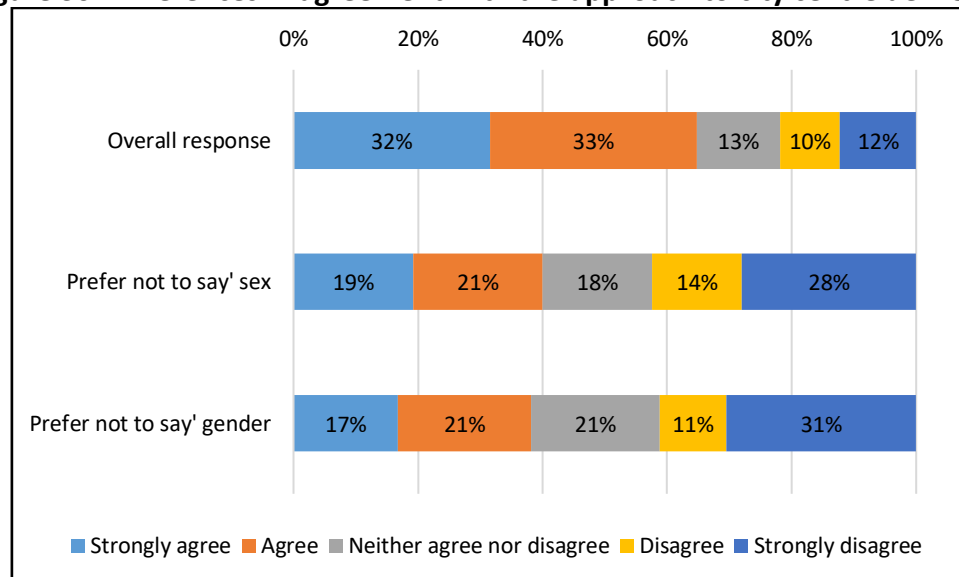


*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Differences in response

Respondents who indicated they would 'prefer not to say' their sex or would 'prefer not to say' whether their gender differed from the one assigned at birth, were less clear on their agreement/disagreement to the approach to city centre deliveries than the overall response. Of respondents that would 'prefer not to say' their sex, 40% 'strongly agreed' or 'agreed' and 42% 'disagreed' or 'strongly disagreed'. Of respondents that would 'prefer not to say' whether their gender differed from the one assigned at birth, 38% 'strongly agreed' or 'agreed' and 41% 'disagreed' or 'strongly disagreed'.

Figure 30: Differences in agreement with the approach to city centre deliveries



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

Question 18: Please tell us your reasons for your answers above in Key Considerations

821 respondents left comments on the question asking what their reasons for their answers to questions 11 to 17 are. Some respondents left comments reiterating points made in response to question 7. The below themes are where comments differed from those which were provided for question 7.

Summary of main themes

Comment Theme	Respondent comments
Accessibility	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals were not taking into account the needs of those with mobility issues, disabilities, injuries, or age-related issues, and those of people who may care for them. <ul style="list-style-type: none"> ○ Some of these respondents felt that, although providing alternatives were important, it would be better if alternatives were not necessary as these can add time, inconvenience and stress to those with disabilities etc. ○ Some of these respondents felt that those with accessibility needs were being treated as a homogenised group, that the proposals lacked detail on how access would work and focused too much on blue badge holders, and so they felt the proposals lacked consideration of individual needs. ○ Some of these respondents were concerned that the use of shuttle buses, limitations on personal motorised vehicles (as well as taxis), and reduced parking would all have a negative impact on those with mobility issues/disabilities/age-related issues. Increased transport interchanges (from the resulting required changes to public transport) and a lack of point-to-point transport methods were of particular concern. ○ Some of the respondents who discussed this theme indicated that cycle access should be continued in the city centre, as some disabled individuals found cycling a more accessible form of transport.
Business deliveries	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the proposals for combined deliveries were untenable. Respondents highlighted issues around the urgent nature of temperature-controlled deliveries, the amount of goods that can be delivered to individual businesses (so limiting the space available for shared transport), the unlikelihood

	<p>of getting large delivery companies (such as DHL, Royal Mail, Amazon) to create cross-sharing agreements and altered shipping charges, and the lack of trans-shipment warehouses external to Cambridge (some of these respondents were concerned this could increase congestion in outlying villages).</p> <ul style="list-style-type: none"> ○ Most of these respondents felt time-limited delivery slots would be more effective. ● Some of the respondents who discussed this theme felt that restricting access to only allow low-emission delivery vehicles would not result in lower levels of congestion. Most of these respondents felt there needed to be a size limit of delivery vehicles in Cambridge. ● Some of the respondents who discussed this theme questioned how deliveries using bicycles would work in practice, due to the potential size/amount of goods.
<p>Taxi access</p>	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt there should be restrictions on private hire vehicles but not hackney carriages. These respondents highlighted that hackney carriages are regulated in Cambridge, so adhere to accessibility and safety standards, are shifting towards low-emission/electric fleets, and are needed as a means of transport by some individuals, particularly those with disabilities. ● Some of the respondents who discussed this theme felt that both hackney carriages and private hire vehicles should be restricted as they contribute to congestion and pollution in the same way any motorised vehicle does. ● Some of the respondents who discussed this theme felt that hackney carriages and private hire vehicles needed unrestricted access as they were needed as a means of transport by those unable to walk/cycle and by those who were underserved by public transport, particularly those with disabilities.
<p>Making Connections</p>	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme felt it was important the Making Connections proposals were implemented at the same time, because the Making Connections proposals for improving transport options were needed to help ease the potential difficulty in making journeys by vehicle. Reducing congestion through these proposals was needed to improve transport options. ● Some of the respondents who discussed this theme felt that improvements to public transport and active travel were needed before there were changes to the classification of roads and charging, as the rising costs of living meant personal motorised vehicle usage was less tenable and people needed alternatives.

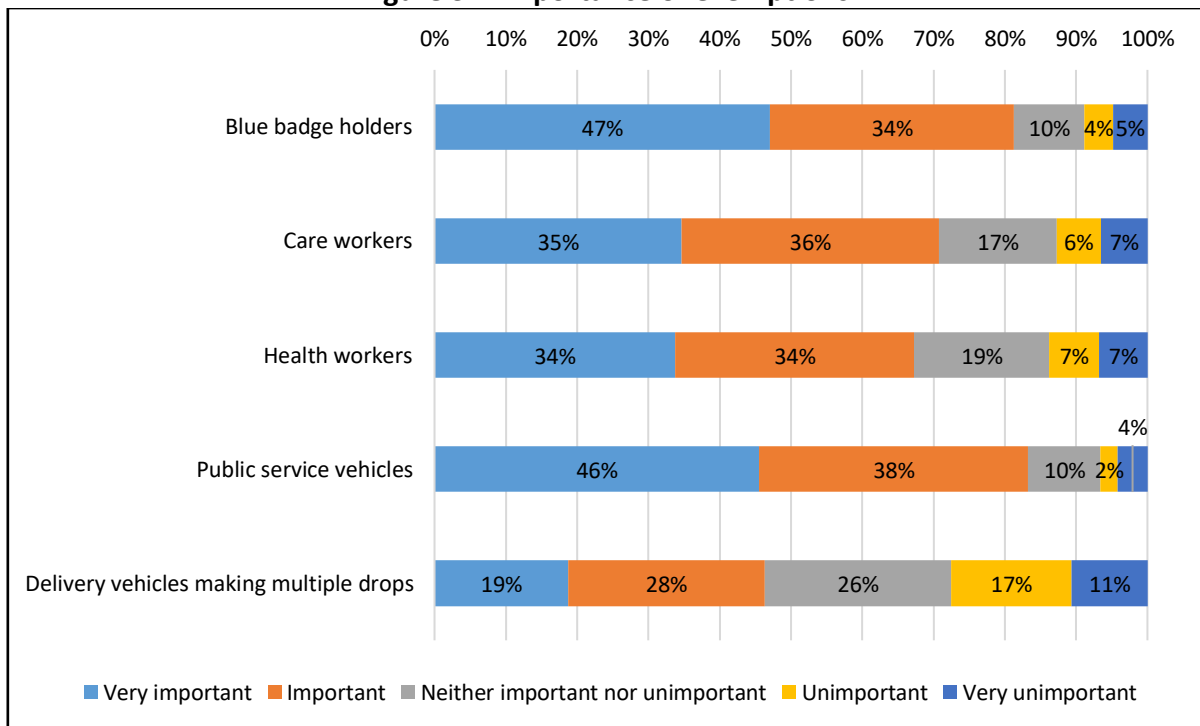
	<ul style="list-style-type: none">○ Some of these respondents were concerned the changes to road classifications had wider potential negative impacts (such as increased congestion and limitations to transport options) than the Making Connections proposals, as improvements to the bus network are a key part of the Making Connections proposals.
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Question 19: How important or unimportant do you consider exemptions for the following categories?

1302 respondents answered the question on how important or unimportant they considered exemptions for each of 5 categories.

- The majority of respondents felt exemptions for ‘public service vehicles’ (83%), ‘blue badge holders’ (81%), ‘care workers’ (71%), and ‘health workers’ (67%), were ‘very important’ or ‘important’
- Less than half of respondents felt exemptions for ‘delivery vehicles making multiple drops’ were ‘very important’ or ‘important’ (46%)
 - Less than a third of respondents felt this was ‘unimportant’ or ‘very unimportant’ (28%)

Figure 31: Importance of exemptions



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

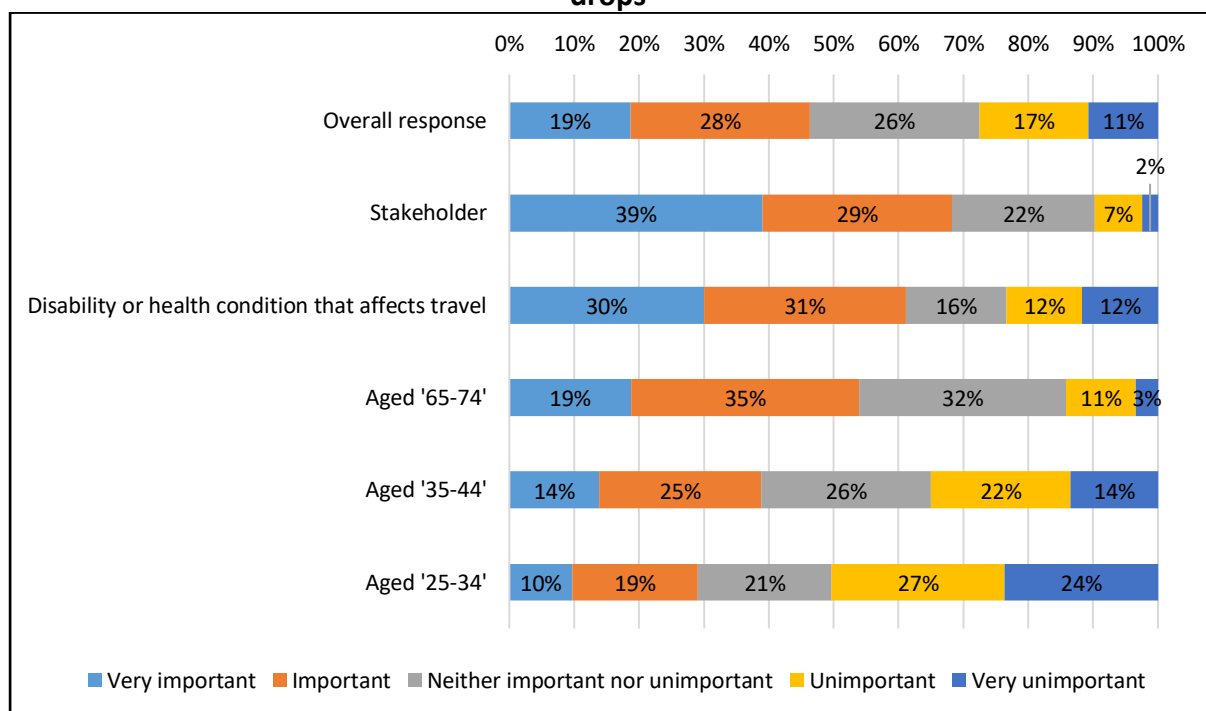
Differences in response

Respondents were more likely to indicate exemptions to 'delivery vehicles making multiple drops' were 'very important' or 'important' than the overall response if they indicated they were stakeholders (68%), had a disability or health condition that affects travel (61%), or were aged '65-74' (54%).

Respondents were less clear than the overall response on how important/unimportant exemptions to 'delivery vehicles making multiple drops' were if they indicated they were aged '35-44', with 39% indicating they were 'very important' or 'important' and 35% indicating they were 'unimportant' or 'very unimportant'.

Respondents were more likely to indicate exemptions to 'delivery vehicles making multiple drops' were 'very unimportant' or 'unimportant' than the overall response if they indicated they were aged '25-34' (50%).

Figure 32: Differences in importance of exemptions to 'delivery vehicles making multiple drops'



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

Question 20: Please tell us your reasons for your answers above*

*In relation to question 19: How important or unimportant do you consider exemptions for the following categories?

639 respondents left comments on the question asking what their reasons for their answers to question 19 are: “How important or unimportant do you consider exemptions for the following categories?”.

Summary of main themes

Comment Theme	Respondent comments
<p>Exemptions for those with disabilities</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that those with disabilities should have exemptions as they felt access was already difficult for these individuals and alternative modes of transport to a car weren't always feasible. Some of the examples of limited accessibility included: a lack of space on public transport, a lack of ramps on to public transport, an inability to access the closest public transport location, and poor path/road surfaces. <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the focus on the “level of disability” for exemptions, as Blue Badge requirements were already stringent. They queried who would make the assessments on disability levels, as this was difficult to quantify and they felt would likely open the council up to legal action. ○ A few of these respondents felt it was important to note that improvements to active travel priorities and routes would be more beneficial to some disabled individuals. • A few of the respondents who discussed this theme felt there needed to be more enforcement of misuse of Blue Badges, and that exemptions should only apply to those who were most in need of it. • A few of the respondents who discussed this theme felt exemptions for those with disabilities should only be in place for the short-term while suitable long-term alternative transport modes were put in place.
<p>Exemptions for public service vehicles</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that public service vehicles, particularly refuse vehicles, would need to be exempt as they were providing a needed service and they could not see an alternative. <ul style="list-style-type: none"> ○ Some of these respondents felt that these vehicles could be made electric to reduce their impact on air/noise pollution levels.

<p>No exemptions for delivery vehicles</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should not be exemptions for delivery vehicles, as there are felt to already be too many of them on the roads and that they were often driven irresponsibly (parking on pavements, speeding, etc) due to pressures from delivery companies. These respondents felt “last-mile” alternatives should be explored, such as the use of cargo bikes or delivery hubs, or that deliveries should be made at less busy times. <ul style="list-style-type: none"> ○ Most of these respondents felt that monitoring and enforcing exemptions for delivery vehicles making multiple drops would be very difficult and easily abused. ○ A few of these respondents felt that some exemptions could be made should the delivery vehicles be electric due to the reduced impact on air/noise pollution.
<p>Exemptions for health workers and care workers</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should be exemptions for health and care workers as they were providing needed services, often within narrow timeframes. <ul style="list-style-type: none"> ○ Some of these respondents felt that exemptions should only apply to those travelling during their work hours to locations of need and not day-to-day or for commuting. ○ Some of these respondents highlighted that health and care workers were working in difficult conditions and were only paid while “on-site” (at an individual in needs’ home) and so delays to their work should be alleviated with exemptions.
<p>Exemptions for delivery vehicles</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should be exemptions for delivery vehicles, as they were needed for businesses to remain viable in Cambridge and to ensure those who needed them were still able to receive home deliveries. <ul style="list-style-type: none"> ○ Some of these respondents felt that deliveries could be scheduled outside rush hours to alleviate congestion issues on the road network. ○ Some of these respondents felt that exemptions should only apply to electric delivery vehicles.
<p>Concerns about exemptions based on “level of disability”</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the focus on the “level of disability” for exemptions, as Blue Badge requirements were already stringent. They queried who would make the assessments on disability levels, as this was difficult to quantify and they felt would likely open the council up to legal action due to breaches of the Equality Act. These respondents felt that this would

	<p>require an unreasonable amount of administration for both the council and for individuals.</p> <ul style="list-style-type: none"> ○ Some of these respondents also highlighted that not all disabilities are due to mobility issues, other conditions can result in some forms of transport causing mental duress, which was now assessed under Blue Badge applications. ○ Some of these respondents queried how a local scheme like this would be applied to individuals living outside Cambridgeshire, as this would fall outside national schemes such as the Blue Badge.
No exemptions for health workers and care workers	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that there should not be exemptions for health and care workers as there were alternative methods available for travelling to sites and that the proposals meant areas would still be accessible by car, just less directly. <ul style="list-style-type: none"> ○ Some of these respondents felt that exemptions for health and care workers would then justify exemptions for other jobs, particularly trades, and that the proposals would not work if there was a significant list of exemptions. ○ Some of these respondents felt that the category was too broad, as there may be reasonable situations (emergency visits to homes, etc) where exemptions should apply but that they should not apply for regular travel.
Freedom of movement	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt there should be no need for exemptions as they didn't agree with the proposals and so all vehicles should have equal access to all areas.
Enforcement	<ul style="list-style-type: none"> ● Respondents who discussed this theme queried how these exemptions would be enforced. These respondents were concerned that this would be difficult to administer.
No exemptions for those with disabilities	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt there should not be exemptions for those with disabilities, as there were alternative methods of transport available and that the proposals meant areas would still be accessible by car, just less directly.
No exemptions	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt there should be no exemptions, as too large a list would negate the proposals and there were alternatives available to everyone.
No exemptions for public service vehicles	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt there should not be exemptions for public service vehicles, as these services could be replanned, with most respondents suggesting access for these vehicles should only be available outside peak travel hours.

Question 21: Are there other users who should be considered for exemption (please specify)

407 respondents left comments on the question asking if there were other users who should be considered for exemption. Excluding those who felt there were no other users that should be considered for exemption, responses included:

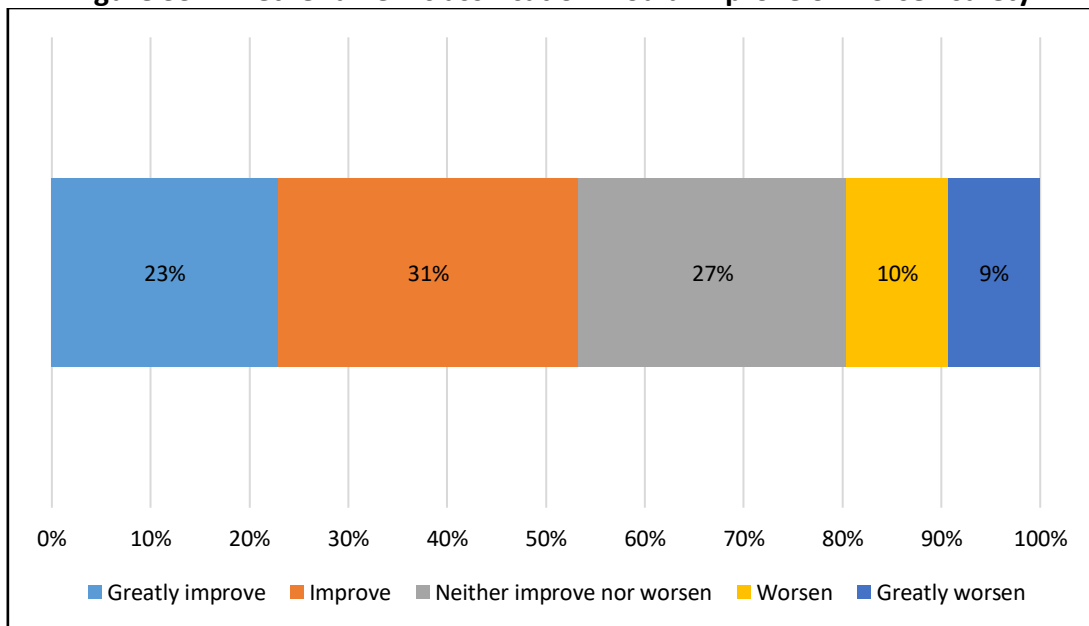
- Local residents of Cambridge
- Those with mobility/health issues not covered by a blue badge, such as those undergoing hospital treatments, short-term injuries, pregnancy, those with fluctuating conditions, those with suppressed immune systems, and mental health conditions that made public transport/active travel difficult
- That everyone should be excluded or there should be no restrictions on individual travel
- Trades people, (such as plumbers, electricians, etc) who require the transport of tools
- Emergency vehicles
- Elderly travellers
- Those moving large goods or a large amount of goods, such as those moving home
- For business needs, such as market traders
- Care-givers of young children when travelling with children
- Commuters, particularly those working low paid jobs
- That there should be no or very limited exemptions
- Electric vehicles
- All users with a blue badge
- Those who work in childcare, such as teachers
- Carers
- Taxis
- Motorcycles/mopeds/e-bikes/e-scooters
- Healthcare workers/social workers/NHS staff
- Transport for funerals, weddings, and other major life events
- That restrictions should only be in place part-time, during rush hours
- Horses
- Civil servants
- Mobility scooters, in particular the need for more consideration as to acceptable areas of use
- Those travelling to schools
- Dial-a-ride services
- Consideration of lifting restrictions should there be an accident or road repairs/maintenance.

Question 22: To what extent do you think a new classification would improve or worsen safety, and help reduce road casualties?

1299 respondents answered the question on to what extent they felt a new classification would improve or worsen safety and help reduce road casualties.

- **Over half of respondents felt a new classification would ‘greatly improve’ or ‘improve’ safety (53%)**
 - A fifth of respondents felt it would ‘worsen’ or ‘greatly worsen’ it (20%)

Figure 33: Whether a new classification would improve or worsen safety



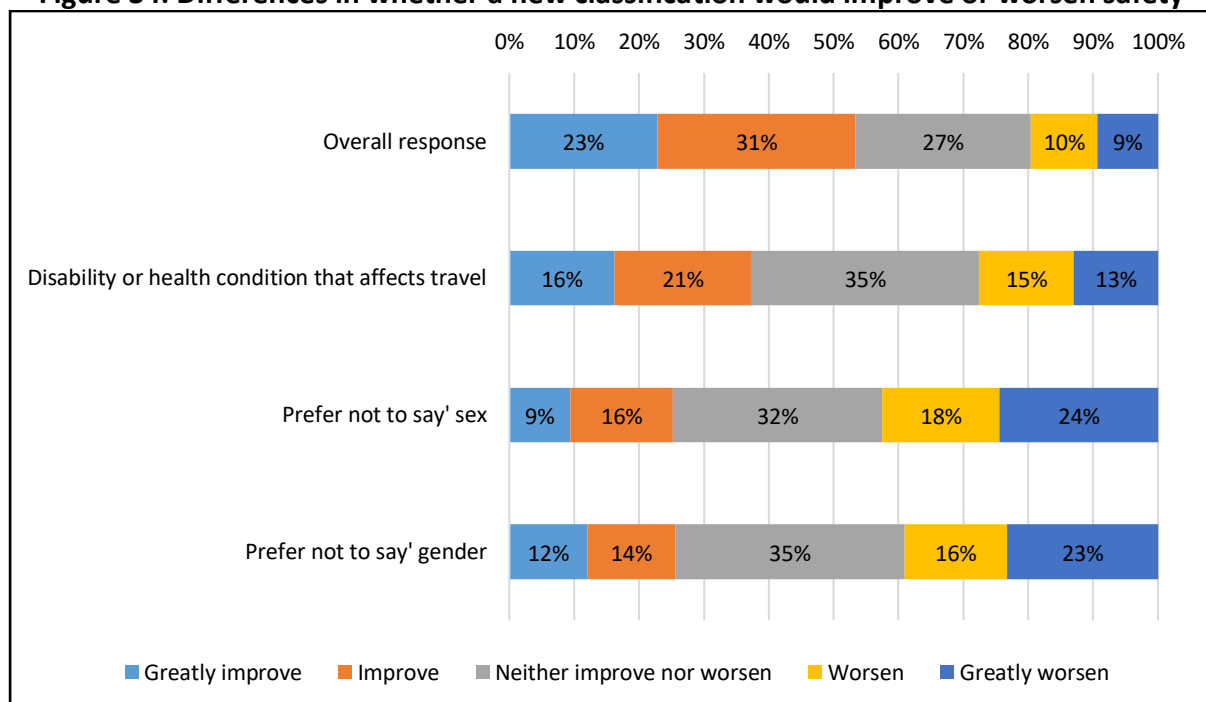
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents were less clear than the overall response on whether a new classification would improve or worsen safety if they indicated they had a disability or health condition that affects travel, with 37% indicating it would 'greatly improve' or 'improve' and 28% indicating it would 'worsen' or 'greatly worsen'.

Respondents were more likely to indicate that a new classification would worsen safety than the overall response if they indicated they would 'prefer not to say' their sex (43%) or would 'prefer not to say' whether their gender differed from the one assigned at birth (39%).

Figure 34: Differences in whether a new classification would improve or worsen safety



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

Question 23: Please tell us your reasons for your answers above*

*In relation to question 22: To what extent do you think a new classification would improve or worsen safety, and help reduce road casualties?

741 respondents left comments on the question asking what their reasons for their answers to question 22 are: “To what extent do you think a new classification would improve or worsen safety, and help reduce road casualties?”. 4 of these respondents indicated they had no comment as they felt they were not qualified to answer and that this should be left to experts.

Summary of main themes

Comment Theme	Respondent comments
Reduction in motorised traffic	<ul style="list-style-type: none"> • Respondents who discussed this theme felt a new classification would result in lower levels of motorised traffic which, in turn, would result in a reduction in road casualties/accidents <ul style="list-style-type: none"> ○ Some of these respondents felt this could be improved further by developing more segregated active travel routes, including segregation between cyclists and pedestrians
Increase in congestion	<ul style="list-style-type: none"> • Respondents who discussed this theme felt a new road classification would result in higher levels of congestion for motorised vehicles on main routes, particularly primary distributor roads. These respondents were concerned this would worsen safety in these areas due to the increase in volume of traffic (resulting in more conflict between users), increased frustration for motorised vehicle drivers, risk of confusion from trying to navigate restrictions, and lack of segregated or sufficiently wide cycle infrastructure on these routes.
Improve active travel	<ul style="list-style-type: none"> • Respondents who discussed this theme felt it was important to provide improvements to active travel infrastructure, particularly providing segregation for all modes of transport, to ensure safety improved. <ul style="list-style-type: none"> ○ Some of these respondents felt improved active travel infrastructure would be particularly important on the primary/secondary distributor roads.
Reduction in speed	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt a new road classification would result in lower speeds for motorised traffic which would result in less severe and fewer accidents. • Some of the respondents who discussed this theme felt there needed to be a reduction in speed limits in Cambridge, particularly making more streets 20mph. They

	<p>felt there was a need for speed limits to be enforced to ensure travel was safe for all users.</p>
Conflict between cyclists and pedestrians	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that an increase in cyclists, and their speed, would result in more accidents involving pedestrians, particularly in shared space areas. These respondents felt there was a lack of enforcement of cyclists breaking rules, such as not stopping for pedestrian crossings.
Some/small improvements to safety	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that, although there would be improvements to safety in some areas, there would be some worsening of safety along primary/secondary distributor roads so overall safety improvements would be small without further interventions.
Unrelated	<ul style="list-style-type: none"> • These respondents discussed things unrelated to the safety issues question, with most reiterating points made in previous questions. These comments included: a general sentiment against a new road classification, the need for less car parking, the need for public transport improvements, issues around specific areas (Coldhams Lane, the Addenbrookes' roundabout, Fen Ditton Road, and Mill Road), concerns about a loss of trade for businesses, improvements to air quality).
Enforcement	<ul style="list-style-type: none"> • Respondents who discussed this theme felt there needed to be more enforcement of road rules, particularly around speeding, cyclist behaviour, and the use of e-scooters/e-bikes. Most of these respondents felt there was a lack of personal responsibility from some road users and a new road classification wouldn't change this.
E-scooter/e-bike concerns	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the growing use of e-scooters and e-bikes. The increased speed of these modes of transport compared to their manual counterparts, combined with poor behaviour on some users' parts, was felt to increase the risk to pedestrians and cyclists. These respondents felt there needed to be clearer rules on when/where they could be used and that they should be kept away from pedestrian traffic.
No impact	<ul style="list-style-type: none"> • Respondents who discussed this theme felt a new road classification would have no impact on road safety, either because they were unsure how a re-classification could make an impact or because they felt a new road classification simply changed the locations most accidents would occur.
Lack of information/evidence	<ul style="list-style-type: none"> • Respondents who discussed this theme felt there was a lack of information on current accident data in the consultation documentation and/or a lack of detailed

	modelling for them to comment on. These respondents felt it was not possible to provide any useful feedback without resorting to hypotheticals or making assumptions.
Maintenance	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there would be more positive impacts on road safety if there was more investment in general maintenance of roads, paths, and cycle routes, the current condition of which were felt to be very poor.

Question 24: 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.

540 respondents left comments on the question asking if they felt any of the proposals would either positively or negatively affect or impact on any person/s or group/s covered by the Equality Act 2010.

Summary of main themes

Comment Theme	Respondent comments
Negative impact on disability	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals would have a negative impact on those with disabilities, particularly disabilities that cause mobility issues or make travel difficult. These respondents felt the proposals would limit door-to-door access and there was no clear proposals for exemptions that would allow for this. <ul style="list-style-type: none"> ○ Some of these respondents felt bus services or other multi-modal trips were not suitable alternatives. These respondents were concerned travel to/from stops would be difficult for those with mobility issues, that there was a risk there would not be space available on public transport due to the limited number of wheelchair spaces, both issues that would be compounded should there be a need to make multiple changes. ○ Some of the respondents who discussed this theme were concerned about the focus on the “level of disability” for exemptions, as Blue Badge requirements were already stringent. They queried who would make the assessments on disability levels, as this was difficult to quantify and they felt would likely open the council up to legal action due to breaches of the Equality Act.

	<ul style="list-style-type: none"> ○ A few of the respondents who discussed this theme felt these issues could be mitigated against but felt this was a key area of risk.
Negative impact on age	<ul style="list-style-type: none"> ● Respondents who discussed this theme discussed similar issues as those mentioned in “negative impact on disability” but in relation to older users and those travelling with young children.
Positive impact	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the proposals would have a positive impact on those covered by the Equality Act if “done well”, as it would improve the accessibility/safety of active travel, make public transport more viable, and reduce the amount of air/noise pollution.
Positive impact on disability	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the proposals would have a positive impact on those with disabilities for the same reasons mentioned in “positive impact”, particularly for those unable to drive because of their disability.
Negative impact	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the proposals would have a negative impact on those covered by the Equality Act as they felt the proposals would make travel more complicated and difficult in general, particularly for those using public transport or private motorised vehicles.
Positive impact on age	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the proposals would have a positive impact on older and younger users for the same reasons discussed in “positive impact”.
No impact	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt there would be no impact from these proposals. <ul style="list-style-type: none"> ○ Some of these respondents qualified this statement, feeling there would be no impact so long as exemptions were in place and/or that no roads were inaccessible, just more circuitous routes would be needed to access them.
Negative impact on those with low incomes	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned the proposals would have a negative impact on those with low incomes as they were more likely to live outside Cambridge due to living costs and need to commute in for work. These respondents felt public transport was too expensive an alternative, lacked suitable routes, and/or did not run at the times needed. These respondents felt active travel was difficult due to the distances involved. ● Some of the respondents who discussed this theme were concerned about the roads being designated as primary distributor roads, as they felt these were often in areas of low income while more affluent residents would benefit from reduced air/noise pollution. Some of these

	respondents also highlighted that these areas were more likely to have populations from ethnic minority backgrounds.
Negative impact on businesses	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt the proposals would negatively impact on businesses in Cambridge, as attracting customers and receiving deliveries would become much more difficult. • Some of the respondents who discussed this theme felt the needs of tradespeople had not been taken into consideration, who were needed to ensure essential maintenance was done and were unable to transport heavy goods in alternative transport. • Some of the respondents who discussed this theme felt the proposals would have a negative impact on taxi drivers, which some of these respondents felt might have an impact on those from ethnic minority backgrounds.
Negative impact on local residents	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the proposals would have a negative impact on those living on the primary or secondary distributor roads, where traffic and subsequent air/noise pollution would increase. Most of these respondents highlighted that these areas were of lower income than other roads on the network. • Some of the respondents who discussed this theme felt the proposals would have a negative impact on residents living on the outskirts of or outside Cambridge as they felt the proposals would reduce the amount of transport options available to them, highlighting that public transport was often lacking in these areas.
Negative impact on drivers	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would have a negative impact on anyone using a personal motorised vehicle.
Negative impact on women	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals could have a negative impact on women, who may be more vulnerable travelling alone. These respondents felt that this needed to be considered when designing routes/public transport stops by including more safety measures, such as lighting and CCTV.

Stakeholders responses

Background

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

- Anna Crutchley - for a group of residents on Canterbury and Benson Streets Cambridge
- Arbury Road Vets
- Barclays Nominees (George Yard) Ltd
- British Association of Removers
- Brookgate
- Bryony Goodliffe Cambridgeshire county councillor
- Bursar' Planning Sub Committee
- Cam Vet Ltd
- Cambridge Ahead
- Cambridge BID
- Cambridge Biomedical Campus
- Cambridge Bursar
- Cambridge Green Party
- Cambridge Group of the Ramblers Association
- Cambridge Living Streets
- Cambridge Muslim Trust
- Cambridge Past, Present and Future
- Cambridge University Hospitals NHS Foundation Trust
- Cambridge University Library
- CamCycle
- Cameron Holloway, Cambridge City Council
- Chair: Children & Young People Cambridgeshire County Council
- Clare Buckingham - Strategic Education Place Planning Manager
- Cllr Anna Bradnam
- Cllr Carla Hofman
- Cllr Edna Murphy
- Cllr Lara Davenport-Ray
- Cllr Simon Smith
- Consulting company in the Life Sciences
- Councillor John Williams
- Cut price carpets
- D.S.CARTER & SONS
- Dry Drayton Parish Council
- East Cambridgeshire District Council
- Eddington Residents' Association
- Eden Baptist Church
- Fen Ditton Parish Council
- Fitzbillies
- Fitzwilliam Museum, University of Cambridge
- Friends of Elizabeth Way
- Giles & Co and Jacks On Trinity
- Girton Parish Council
- Glenys Self
- Graduate Hotel
- Hackney Carriage Driver
- Haslingfield Parish Council
- Hatley Parish Council
- Hilton Cambridge City Centre hotel
- Histon Road Area Residents' Association HRARA
- Historic England
- Horningsea Parish Council
- IMI Europe
- Living Streets Cambridge
- Logistics UK
- Majority shareholder in two medium sized Cambridge businesses
- Market Trader
- Market trader
- Market trader
- Marshall Group Properties Ltd
- Masters Logistical Services Limited
- Meldreth Parish Councillor
- Mill Road 4 People
- Mill Road Bridges
- MILL ROAD TRADERS ASSOCIATION
- Milton Cycling Campaign
- Motorcycle Action Group
- Nordvest Office
- Operations Manager, Eden Baptist Church
- Oxfam Bookshop Cambridge
- Oxford Road Residents Association
- Oxford Road Residents' Association
- Parish Clerk/Proper Officer – Great Shelford Parish Council

- RARA (RedCross Area Residential Association)
- Richmond Road Residents' Association
- Road Haulage Association
- Romsey, Residents' Association
- South Petersfield Residents Association
- Stagecoach
- Stanley S Gawthroup & Sons Ltd
- Taxi Driver
- The Fendon Road and Fendon Close Residents Association
- The Grafton
- Trajectory
- Trumpington Resident's Association
- Universities Superannuation Scheme (USS)
- University of Cambridge
- Waterbeach Parish Council
- Windsor Road Residents' Association (WIRE)
- Woodlands Surgery

All of the responses from these groups will be published alongside the results of the public consultation survey.

Summary of main themes

Comment Theme	Respondent comments
Area specific	<ul style="list-style-type: none"> • Stakeholders who discussed this theme mentioned issues or concerns they had with specific locations and the classifications these roads would be given. These locations were too disparate for thematic analysis, however there were some broad key themes: <ul style="list-style-type: none"> ○ There were concerns the Primary/Secondary Distribution Roads would have increased motorised traffic levels, which would lead to lower levels of safety for active travel users and local residents, as well as increased levels of air/noise pollution. Some of these respondents highlighted concerns that the size of some of these roads made them unsuitable for heavy traffic, particularly Heavy Goods Vehicles. ○ There were concerns the classification of roads would lead to increased congestion at other nearby locations. ○ Support for the classification of some Area Access Roads, as they felt this would reduce usage by non-residents and make the area less polluted and safer ○ That there needed to be more clarification to what it would mean in real terms for roads categorised as Secondary Distribution Roads. ○ Concerns about the levels of traffic and safety incidents.
Need to improve public transport	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme felt that public transport improvements were needed ahead of

	<p>any changes to road classifications. Public transport was felt to poorly serve rural areas, lack suitable running hours (particularly for those working early or late shifts, and for accessing evening entertainment), be unreliable, and too expensive.</p> <ul style="list-style-type: none"> ○ Some of these stakeholders were concerned about the proposals to limit bus access to the city centre, as this would have a negative impact on city centre businesses and make accessing the city centre difficult for those unable to walk or cycle. ○ A few of these stakeholders indicated they could understand the reasoning behind limiting city centre access to buses but felt alternatives, such as a hub and spoke model, should be explored. ● A few of the stakeholders who discussed this theme highlighted that punctuality was the key metric for public transport users and were concerned about the lack of traffic restrictions in key areas (Mill Road, Hills Road, Trumpington Road, and Newmarket Road), the use of shuttle buses to get into the city centre (as changing buses slowed journey times), and the lack of an interchange point able to manage any expansion in the number of bus services. These stakeholders also felt there was a need for bus only lanes, that weren't shared with taxis or active travel modes.
<p>Active travel improvements</p>	<ul style="list-style-type: none"> ● Some of the stakeholders who discussed this theme felt that improvements to active travel were needed ahead of any changes to road classifications. This included more segregated routes (particularly between walkers and cyclists), more safety measures (such as lighting and CCTV), wider paths, and infrastructure that adhered to LTN 1/20. ● Some of the stakeholders who discussed this theme agreed that changes to road classification could benefit active travel around Cambridge if it reduced overall traffic levels. ● Some of the stakeholders who discussed this theme were concerned about the possibility of increased traffic on Primary/Secondary Distribution Roads, which they felt would lead to decreased safety for active travel users.
<p>Impact on local residents</p>	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme were concerned the Primary/Secondary Distribution Roads would have increased motorised traffic levels, which would lead to lower levels of safety for active travel users and local residents, as well as increased levels of air/noise pollution.
<p>Lack of supporting information</p>	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme felt there was a lack of evidence-based decision making leading to the road classifications, which made it difficult to accurately assess impacts from the proposals. These stakeholders requested

	<p>there be more information on traffic modelling, pollution levels, accident data, and impact assessments (particularly Equality Impact Assessments).</p>
Taxi access	<ul style="list-style-type: none"> • Stakeholders who discussed this theme felt that taxis were an important part of the transport network, with some users relying on them to get around. These stakeholders felt taxis should still have access to the whole network or have exemptions based on the passengers they were carrying. <ul style="list-style-type: none"> ○ A few of these stakeholders indicated they did agree that taxis should not have access to bus lanes.
Negative impact on businesses	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme felt the proposals would negatively impact on businesses in Cambridge, as attracting customers, attracting/retaining staff, and receiving deliveries would become much more difficult. • A few of the stakeholders who discussed this theme felt the needs of tradespeople had not been taken into consideration, who were needed to ensure essential maintenance was done and were unable to transport heavy goods using alternative transport methods.
Accessibility for those with disabilities	<ul style="list-style-type: none"> • Stakeholders who discussed this theme were concerned the proposals could negatively impact on those with disabilities that affected travel decisions. These stakeholders felt exemptions and alternatives needed to be in place to ensure accessibility. These stakeholders highlighted the need for non-active transport availability for door-to-door access and the need for the number of changes to transport to be limited, particularly in relation to public transport.
Business deliveries	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme felt the proposals for combined deliveries were untenable. Stakeholders highlighted issues around the urgent nature of temperature-controlled deliveries, limiting the amount of goods that can be delivered to individual businesses, the unlikelihood of getting large delivery companies (such as DHL, Royal Mail, Amazon) to create cross-sharing agreements and altered shipping charges, and the lack of trans-shipment warehouses external to Cambridge. • A few of the stakeholders who discussed this theme indicated that they agreed that there should be some form of limitation or change to “last mile” deliveries. Most of these stakeholders felt time restrictions would be effective and would reduce the impact of this change on businesses.
Classifications not suitable	<ul style="list-style-type: none"> • Stakeholders who discussed this theme felt the road classifications did not take into consideration the

	<p>complexity of road usage for differing transport modes and the wider functions of individual roads across Cambridge. These stakeholders felt there needed to be more flexibility in the proposals to allow for changes to usage and need.</p>
Network resilience	<ul style="list-style-type: none">• Stakeholders who discussed this theme were concerned the proposals would cause the road network to lose resilience, causing increased congestion and safety issues when there were emergencies or road repairs.

Email and social media responses

122 responses from 111 respondents were received regarding the consultation through emails and social media. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

<p>Area specific concerns</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme had comments about specific streets. There were three key areas noted during thematic analysis: <ul style="list-style-type: none"> ○ B1047/Ditton Lane/Horningsea Road <ul style="list-style-type: none"> ▪ These respondents were concerned about the road classification, feeling the width of the street, number/proximity of residential properties, and school meant it was unsuitable as a Distribution Road. These respondents felt the classification would result in higher levels of traffic and pollution, along with decreased safety, which would have a negative impact on local residents and school children in the area. These respondents also highlighted this was a key area of improvement for active travel from other schemes and they were concerned these proposals would result in conflict for these users or would remove/reduce needed improvements. ○ Eddington Avenue/Turing Way <ul style="list-style-type: none"> ▪ These respondents indicated they supported the new road classification as it would reduce the amount of through traffic which would increase safety and improve the area for local residents. ○ Coleridge Road <ul style="list-style-type: none"> ▪ These respondents were concerned about the road classification, feeling it would make access difficult for local residents, reduce the availability of parking for residents, and risk an increase in incidences of speeding.
<p>Negative impact on local residents</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the road classifications would result in traffic being condensed into primarily residential areas.

<p>Lack of supporting information/lack of clear information</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt there was a lack of evidence-based decision making leading to the road classifications, which made it difficult to accurately assess impacts from the proposals. This included a lack of information on traffic modelling, pollution levels, accident data, and impact assessments (particularly Equality Impact Assessments). • Some of the respondents who discussed this theme felt the supporting information was difficult to process, with the maps being difficult to read and documentation lacking Plain English or explanations for terminology.
<p>Increase in congestion</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt a new road classification would result in higher levels of congestion for motorised vehicles on main routes, particularly primary distributor roads. These respondents were concerned this would worsen safety in these areas due to the increase in volume of traffic (resulting in more conflict between users) and that this would increase levels of pollution.
<p>Improve public transport</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that public transport improvements were needed ahead of any changes to road classifications. Public transport was felt to poorly serve rural areas, lack suitable running hours (particularly for those working early or late shifts, and for accessing evening entertainment), be unreliable, and too expensive. <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the proposals to limit bus access to the city centre, as this would have a negative impact on city centre businesses and make accessing the city centre difficult for those unable to walk or cycle.
<p>Accessibility for those with disabilities</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals would have a negative impact on those with disabilities that impacted travel decisions. These respondents felt that alternatives to a personal motorised vehicle needed to be implemented/improved, particularly regarding public transport. These respondents were also concerned about the focus on the “level of disability” for exemptions, as Blue Badge requirements were already stringent. They queried who would make the assessments on disability levels, as this was difficult to quantify and they felt would likely open the council up to legal action due to breaches of the Equality Act.

Appendices

Appendix 1: Quantitative survey results

Respondent profile

Respondent type		Figure	% of total respondents
Total respondents:		1302	100.00%
Age range:			
	Under 15	1	0.1%
	15-24	26	2.0%
	25-34	168	13.1%
	35-44	264	20.7%
	45-54	283	22.1%
	55-64	240	18.8%
	65-74	188	14.7%
	75 and above	72	5.6%
	Prefer not to say	36	2.8%
	Total		1278
Do you consider yourself to have a disability or health condition that affects the way you travel?			
	Yes	190	14.9%
	No	984	77.4%
	Prefer not to say	98	7.7%
	Total		1272

Sex			
	Male	628	49.4%
	Female	513	40.3%
	Prefer not to say	131	10.3%
		Total	1272
Gender			
	Same as at birth	1071	88.4%
	Differs from birth	5	0.4%
	Prefer not to say	136	11.2%
		Total	1212
Ethnic group			
	Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	47	3.9%
	Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	11	0.9%
	Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	46	3.8%
	Other ethnic group includes Arab or any other ethnic group	21	1.8%
	White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	1071	89.5%
		Total	1196

Location:			
	Cambridge	774	67.2%
	Outside Cambridge	378	32.8%
	Total	1152	

Question 5

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	618 (46.3%)	205 (15.4%)	78 (5.8%)	151 (11.3%)	282 (21.1%)	1334
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	16 (61.5%)	4 (15.4%)	1 (3.8%)	2 (7.7%)	3 (11.5%)	26
25-34	111 (66.5%)	21 (12.6%)	7 (4.2%)	8 (4.8%)	20 (12%)	167
35-44	131 (49.6%)	40 (15.2%)	10 (3.8%)	28 (10.6%)	55 (20.8%)	264
45-54	130 (46.3%)	35 (12.5%)	18 (6.4%)	37 (13.2%)	61 (21.7%)	281
55-64	95 (40.3%)	44 (18.6%)	20 (8.5%)	24 (10.2%)	53 (22.5%)	236
65-74	69 (37.1%)	30 (16.1%)	13 (7%)	29 (15.6%)	45 (24.2%)	186
75 and above	33 (46.5%)	14 (19.7%)	4 (5.6%)	9 (12.7%)	11 (15.5%)	71
Prefer not to say	11 (30.6%)	6 (16.7%)	2 (5.6%)	3 (8.3%)	14 (38.9%)	36
Disability or health condition that affects travel						
Yes	58 (30.9%)	20 (10.6%)	23 (12.2%)	30 (16%)	57 (30.3%)	188
No	508 (52%)	165 (16.9%)	47 (4.8%)	95 (9.7%)	161 (16.5%)	976
Prefer not to say	24 (24.5%)	8 (8.2%)	5 (5.1%)	15 (15.3%)	46 (46.9%)	98
Sex						
Male	328 (52.7%)	95 (15.3%)	31 (5%)	64 (10.3%)	104 (16.7%)	622

Female	229 (45%)	84 (16.5%)	36 (7.1%)	56 (11%)	104 (20.4%)	509
Prefer not to say	35 (26.7%)	14 (10.7%)	7 (5.3%)	20 (15.3%)	55 (42%)	131
Gender						
Same as at birth	529 (49.8%)	172 (16.2%)	56 (5.3%)	112 (10.5%)	193 (18.2%)	1062
Differs from birth	2 (40%)	1 (20%)	1 (20%)	0 (0%)	1 (20%)	5
Prefer not to say	37 (27.4%)	16 (11.9%)	9 (6.7%)	16 (11.9%)	57 (42.2%)	135
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	17 (36.2%)	5 (10.6%)	2 (4.3%)	3 (6.4%)	20 (42.6%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (18.2%)	1 (9.1%)	1 (9.1%)	2 (18.2%)	5 (45.5%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	14 (31.8%)	7 (15.9%)	4 (9.1%)	8 (18.2%)	11 (25%)	44
Other ethnic group includes Arab or any other ethnic group	8 (38.1%)	3 (14.3%)	0 (0%)	0 (0%)	10 (47.6%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	531 (50%)	174 (16.4%)	58 (5.5%)	115 (10.8%)	185 (17.4%)	1063
Location:						
Cambridge	428 (55.9%)	108 (14.1%)	32 (4.2%)	70 (9.1%)	128 (16.7%)	766
Outside Cambridge	128 (34%)	63 (16.7%)	32 (8.5%)	50 (13.3%)	104 (27.6%)	377
Stakeholder	13 (31%)	10 (23.8%)	2 (4.8%)	8 (19%)	9 (21.4%)	42

Question 6

Walking						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	909 (68.2%)	248 (18.6%)	73 (5.5%)	43 (3.2%)	60 (4.5%)	1333
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	19 (73.1%)	4 (15.4%)	1 (3.8%)	2 (7.7%)	0 (0%)	26
25-34	139 (82.7%)	18 (10.7%)	4 (2.4%)	3 (1.8%)	4 (2.4%)	168
35-44	188 (71.5%)	51 (19.4%)	9 (3.4%)	3 (1.1%)	12 (4.6%)	263
45-54	194 (68.8%)	55 (19.5%)	14 (5%)	7 (2.5%)	12 (4.3%)	282
55-64	154 (64.7%)	47 (19.7%)	14 (5.9%)	10 (4.2%)	13 (5.5%)	238
65-74	119 (63.6%)	31 (16.6%)	18 (9.6%)	11 (5.9%)	8 (4.3%)	187
75 and above	42 (60%)	21 (30%)	1 (1.4%)	3 (4.3%)	3 (4.3%)	70
Prefer not to say	18 (50%)	8 (22.2%)	4 (11.1%)	1 (2.8%)	5 (13.9%)	36
Disability or health condition that affects travel						
Yes	101 (53.7%)	40 (21.3%)	19 (10.1%)	13 (6.9%)	15 (8%)	188
No	719 (73.4%)	174 (17.8%)	34 (3.5%)	22 (2.2%)	30 (3.1%)	979
Prefer not to say	47 (48%)	21 (21.4%)	13 (13.3%)	6 (6.1%)	11 (11.2%)	98
Sex						
Male	440 (70.2%)	118 (18.8%)	23 (3.7%)	22 (3.5%)	24 (3.8%)	627
Female	367 (72.2%)	83 (16.3%)	27 (5.3%)	13 (2.6%)	18 (3.5%)	508
Prefer not to say	63 (48.5%)	32 (24.6%)	15 (11.5%)	5 (3.8%)	15 (11.5%)	130
Gender						

Same as at birth	762 (71.4%)	185 (17.3%)	45 (4.2%)	34 (3.2%)	41 (3.8%)	1067
Differs from birth	2 (40%)	3 (60%)	0 (0%)	0 (0%)	0 (0%)	5
Prefer not to say	69 (51.1%)	28 (20.7%)	16 (11.9%)	7 (5.2%)	15 (11.1%)	135
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	18 (38.3%)	13 (27.7%)	3 (6.4%)	7 (14.9%)	6 (12.8%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	6 (54.5%)	2 (18.2%)	2 (18.2%)	0 (0%)	1 (9.1%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	33 (73.3%)	5 (11.1%)	3 (6.7%)	2 (4.4%)	2 (4.4%)	45
Other ethnic group includes Arab or any other ethnic group	13 (61.9%)	4 (19%)	1 (4.8%)	2 (9.5%)	1 (4.8%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	762 (71.5%)	192 (18%)	45 (4.2%)	26 (2.4%)	41 (3.8%)	1066
Location:						
Cambridge	567 (73.9%)	122 (15.9%)	32 (4.2%)	21 (2.7%)	25 (3.3%)	767
Outside Cambridge	235 (62.7%)	87 (23.2%)	25 (6.7%)	11 (2.9%)	17 (4.5%)	375
Stakeholder	26 (60.5%)	10 (23.3%)	4 (9.3%)	2 (4.7%)	1 (2.3%)	43

Cycling

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	799 (60.3%)	293 (22.1%)	76 (5.7%)	82 (6.2%)	74 (5.6%)	1324
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	17 (65.4%)	5 (19.2%)	1 (3.8%)	2 (7.7%)	1 (3.8%)	26
25-34	115 (69.3%)	36 (21.7%)	8 (4.8%)	2 (1.2%)	5 (3%)	166
35-44	175 (66.8%)	53 (20.2%)	9 (3.4%)	11 (4.2%)	14 (5.3%)	262
45-54	177 (63%)	57 (20.3%)	19 (6.8%)	12 (4.3%)	16 (5.7%)	281
55-64	145 (60.9%)	50 (21%)	11 (4.6%)	18 (7.6%)	14 (5.9%)	238
65-74	99 (53.5%)	41 (22.2%)	17 (9.2%)	19 (10.3%)	9 (4.9%)	185
75 and above	29 (41.4%)	26 (37.1%)	2 (2.9%)	11 (15.7%)	2 (2.9%)	70
Prefer not to say	14 (38.9%)	8 (22.2%)	4 (11.1%)	4 (11.1%)	6 (16.7%)	36
Disability or health condition that affects travel						
Yes	76 (40.9%)	41 (22%)	22 (11.8%)	31 (16.7%)	16 (8.6%)	186
No	650 (66.7%)	213 (21.9%)	33 (3.4%)	39 (4%)	39 (4%)	974
Prefer not to say	38 (38.8%)	22 (22.4%)	16 (16.3%)	10 (10.2%)	12 (12.2%)	98
Sex						
Male	393 (63.2%)	140 (22.5%)	20 (3.2%)	42 (6.8%)	27 (4.3%)	622
Female	324 (63.8%)	100 (19.7%)	37 (7.3%)	26 (5.1%)	21 (4.1%)	508
Prefer not to say	51 (39.8%)	33 (25.8%)	13 (10.2%)	12 (9.4%)	19 (14.8%)	128

Gender						
Same as at birth	676 (63.8%)	224 (21.1%)	51 (4.8%)	61 (5.8%)	48 (4.5%)	1060
Differs from birth	2 (40%)	3 (60%)	0 (0%)	0 (0%)	0 (0%)	5
Prefer not to say	60 (44.4%)	29 (21.5%)	13 (9.6%)	15 (11.1%)	18 (13.3%)	135
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	15 (32.6%)	13 (28.3%)	6 (13%)	8 (17.4%)	4 (8.7%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	4 (36.4%)	3 (27.3%)	1 (9.1%)	1 (9.1%)	2 (18.2%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	28 (62.2%)	9 (20%)	4 (8.9%)	3 (6.7%)	1 (2.2%)	45
Other ethnic group includes Arab or any other ethnic group	12 (57.1%)	5 (23.8%)	0 (0%)	3 (14.3%)	1 (4.8%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	678 (64%)	227 (21.4%)	48 (4.5%)	55 (5.2%)	52 (4.9%)	1060
Location:						
Cambridge	506 (66.5%)	155 (20.4%)	32 (4.2%)	35 (4.6%)	33 (4.3%)	761
Outside Cambridge	200 (53.5%)	98 (26.2%)	27 (7.2%)	27 (7.2%)	22 (5.9%)	374
Stakeholder	23 (53.5%)	11 (25.6%)	3 (7%)	2 (4.7%)	4 (9.3%)	43

Bus						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	615 (46.6%)	417 (31.6%)	141 (10.7%)	75 (5.7%)	71 (5.4%)	1319
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	13 (50%)	7 (26.9%)	3 (11.5%)	3 (11.5%)	0 (0%)	26
25-34	92 (55.1%)	44 (26.3%)	18 (10.8%)	7 (4.2%)	6 (3.6%)	167
35-44	123 (47.3%)	87 (33.5%)	24 (9.2%)	9 (3.5%)	17 (6.5%)	260
45-54	120 (43.2%)	87 (31.3%)	38 (13.7%)	16 (5.8%)	17 (6.1%)	278
55-64	98 (41.9%)	84 (35.9%)	26 (11.1%)	13 (5.6%)	13 (5.6%)	234
65-74	98 (53%)	49 (26.5%)	16 (8.6%)	15 (8.1%)	7 (3.8%)	185
75 and above	36 (50.7%)	28 (39.4%)	4 (5.6%)	2 (2.8%)	1 (1.4%)	71
Prefer not to say	11 (31.4%)	9 (25.7%)	6 (17.1%)	2 (5.7%)	7 (20%)	35
Disability or health condition that affects travel						
Yes	72 (38.5%)	55 (29.4%)	26 (13.9%)	22 (11.8%)	12 (6.4%)	187
No	486 (50.3%)	313 (32.4%)	90 (9.3%)	35 (3.6%)	43 (4.4%)	967
Prefer not to say	29 (29.9%)	26 (26.8%)	18 (18.6%)	12 (12.4%)	12 (12.4%)	97
Sex						
Male	286 (46.1%)	215 (34.6%)	62 (10%)	29 (4.7%)	29 (4.7%)	621
Female	258 (51.3%)	144 (28.6%)	49 (9.7%)	29 (5.8%)	23 (4.6%)	503
Prefer not to say	43 (33.6%)	35 (27.3%)	25 (19.5%)	9 (7%)	16 (12.5%)	128

Gender						
Same as at birth	526 (49.8%)	329 (31.1%)	98 (9.3%)	54 (5.1%)	50 (4.7%)	1057
Differs from birth	2 (40%)	2 (40%)	0 (0%)	1 (20%)	0 (0%)	5
Prefer not to say	35 (26.5%)	45 (34.1%)	29 (22%)	8 (6.1%)	15 (11.4%)	132
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	14 (29.8%)	12 (25.5%)	6 (12.8%)	12 (25.5%)	3 (6.4%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	7 (63.6%)	3 (27.3%)	1 (9.1%)	0 (0%)	0 (0%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	19 (44.2%)	10 (23.3%)	8 (18.6%)	3 (7%)	3 (7%)	43
Other ethnic group includes Arab or any other ethnic group	9 (42.9%)	5 (23.8%)	1 (4.8%)	4 (19%)	2 (9.5%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	517 (49%)	344 (32.6%)	103 (9.8%)	42 (4%)	50 (4.7%)	1056
Location:						
Cambridge	389 (51.1%)	236 (31%)	68 (8.9%)	41 (5.4%)	27 (3.5%)	761
Outside Cambridge	151 (41%)	122 (33.2%)	49 (13.3%)	19 (5.2%)	27 (7.3%)	368
Stakeholder	20 (46.5%)	16 (37.2%)	3 (7%)	3 (7%)	1 (2.3%)	43

Cars & Motorcycles

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	484 (36.7%)	291 (22%)	104 (7.9%)	158 (12%)	283 (21.4%)	1320
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	9 (34.6%)	10 (38.5%)	1 (3.8%)	5 (19.2%)	1 (3.8%)	26
25-34	96 (57.1%)	32 (19%)	11 (6.5%)	10 (6%)	19 (11.3%)	168
35-44	91 (34.7%)	67 (25.6%)	18 (6.9%)	24 (9.2%)	62 (23.7%)	262
45-54	98 (35.5%)	50 (18.1%)	21 (7.6%)	42 (15.2%)	65 (23.6%)	276
55-64	75 (31.9%)	61 (26%)	22 (9.4%)	29 (12.3%)	48 (20.4%)	235
65-74	54 (29.3%)	40 (21.7%)	17 (9.2%)	28 (15.2%)	45 (24.5%)	184
75 and above	31 (44.3%)	14 (20%)	5 (7.1%)	10 (14.3%)	10 (14.3%)	70
Prefer not to say	9 (25%)	3 (8.3%)	4 (11.1%)	3 (8.3%)	17 (47.2%)	36
Disability or health condition that affects travel						
Yes	49 (26.6%)	26 (14.1%)	15 (8.2%)	35 (19%)	59 (32.1%)	184
No	392 (40.3%)	241 (24.8%)	71 (7.3%)	103 (10.6%)	165 (17%)	972
Prefer not to say	19 (19.4%)	10 (10.2%)	11 (11.2%)	14 (14.3%)	44 (44.9%)	98
Sex						
Male	252 (40.4%)	153 (24.6%)	47 (7.5%)	54 (8.7%)	117 (18.8%)	623
Female	181 (36.3%)	108 (21.6%)	39 (7.8%)	75 (15%)	96 (19.2%)	499

Prefer not to say	28 (21.4%)	14 (10.7%)	13 (9.9%)	22 (16.8%)	54 (41.2%)	131
Gender						
Same as at birth	417 (39.5%)	247 (23.4%)	75 (7.1%)	120 (11.4%)	198 (18.7%)	1057
Differs from birth	0 (0%)	2 (50%)	0 (0%)	1 (25%)	1 (25%)	4
Prefer not to say	29 (21.5%)	13 (9.6%)	16 (11.9%)	20 (14.8%)	57 (42.2%)	135
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	13 (28.3%)	7 (15.2%)	2 (4.3%)	15 (32.6%)	9 (19.6%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (18.2%)	2 (18.2%)	0 (0%)	1 (9.1%)	6 (54.5%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	9 (20.5%)	11 (25%)	2 (4.5%)	9 (20.5%)	13 (29.5%)	44
Other ethnic group includes Arab or any other ethnic group	10 (47.6%)	0 (0%)	2 (9.5%)	2 (9.5%)	7 (33.3%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	414 (39.2%)	245 (23.2%)	82 (7.8%)	114 (10.8%)	201 (19%)	1056
Location:						
Cambridge	327 (43.3%)	170 (22.5%)	47 (6.2%)	76 (10.1%)	136 (18%)	756
Outside Cambridge	102 (27.3%)	81 (21.7%)	33 (8.8%)	53 (14.2%)	104 (27.9%)	373

Stakeholder	14 (33.3%)	12 (28.6%)	5 (11.9%)	3 (7.1%)	8 (19%)	42
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Commercial vehicles						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	596 (45.2%)	347 (26.3%)	111 (8.4%)	130 (9.8%)	136 (10.3%)	1320
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	13 (50%)	8 (30.8%)	0 (0%)	5 (19.2%)	0 (0%)	26
25-34	101 (60.1%)	40 (23.8%)	9 (5.4%)	9 (5.4%)	9 (5.4%)	168
35-44	122 (46.9%)	77 (29.6%)	18 (6.9%)	11 (4.2%)	32 (12.3%)	260
45-54	121 (43.4%)	68 (24.4%)	28 (10%)	33 (11.8%)	29 (10.4%)	279
55-64	102 (43.4%)	68 (28.9%)	19 (8.1%)	26 (11.1%)	20 (8.5%)	235
65-74	71 (39.2%)	46 (25.4%)	20 (11%)	23 (12.7%)	21 (11.6%)	181
75 and above	33 (46.5%)	17 (23.9%)	5 (7%)	10 (14.1%)	6 (8.5%)	71
Prefer not to say	14 (38.9%)	8 (22.2%)	5 (13.9%)	1 (2.8%)	8 (22.2%)	36
Disability or health condition that affects travel						
Yes	64 (34.4%)	49 (26.3%)	24 (12.9%)	28 (15.1%)	21 (11.3%)	186

No	481 (49.6%)	260 (26.8%)	70 (7.2%)	82 (8.5%)	77 (7.9%)	970
Prefer not to say	27 (28.1%)	22 (22.9%)	10 (10.4%)	9 (9.4%)	28 (29.2%)	96
Sex						
Male	299 (48.1%)	168 (27%)	47 (7.6%)	55 (8.8%)	53 (8.5%)	622
Female	234 (46.6%)	129 (25.7%)	43 (8.6%)	54 (10.8%)	42 (8.4%)	502
Prefer not to say	41 (32%)	31 (24.2%)	15 (11.7%)	9 (7%)	32 (25%)	128
Gender						
Same as at birth	514 (48.6%)	276 (26.1%)	83 (7.9%)	95 (9%)	89 (8.4%)	1057
Differs from birth	1 (20%)	3 (60%)	0 (0%)	1 (20%)	0 (0%)	5
Prefer not to say	41 (31.1%)	31 (23.5%)	16 (12.1%)	12 (9.1%)	32 (24.2%)	132
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	14 (30.4%)	10 (21.7%)	8 (17.4%)	9 (19.6%)	5 (10.9%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	5 (45.5%)	0 (0%)	1 (9.1%)	2 (18.2%)	3 (27.3%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	14 (32.6%)	11 (25.6%)	4 (9.3%)	7 (16.3%)	7 (16.3%)	43
Other ethnic group includes Arab or any other ethnic group	10 (47.6%)	2 (9.5%)	2 (9.5%)	3 (14.3%)	4 (19%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	514 (48.7%)	286 (27.1%)	80 (7.6%)	87 (8.2%)	89 (8.4%)	1056

Location:						
Cambridge	396 (52.2%)	189 (24.9%)	44 (5.8%)	63 (8.3%)	67 (8.8%)	759
Outside Cambridge	134 (36.1%)	114 (30.7%)	39 (10.5%)	42 (11.3%)	42 (11.3%)	371
Stakeholder	13 (30.2%)	11 (25.6%)	5 (11.6%)	7 (16.3%)	7 (16.3%)	43

Emergency service vehicles						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	1123 (84.9%)	139 (10.5%)	23 (1.7%)	20 (1.5%)	17 (1.3%)	1322
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	20 (76.9%)	3 (11.5%)	0 (0%)	3 (11.5%)	0 (0%)	26
25-34	141 (84.4%)	19 (11.4%)	4 (2.4%)	2 (1.2%)	1 (0.6%)	167
35-44	220 (84%)	33 (12.6%)	5 (1.9%)	1 (0.4%)	3 (1.1%)	262
45-54	238 (85%)	28 (10%)	4 (1.4%)	4 (1.4%)	6 (2.1%)	280
55-64	202 (86.3%)	24 (10.3%)	3 (1.3%)	2 (0.9%)	3 (1.3%)	234
65-74	164 (88.2%)	15 (8.1%)	3 (1.6%)	3 (1.6%)	1 (0.5%)	186
75 and above	56 (83.6%)	6 (9%)	2 (3%)	3 (4.5%)	0 (0%)	67
Prefer not to say	29 (80.6%)	5 (13.9%)	1 (2.8%)	0 (0%)	1 (2.8%)	36
Disability or health condition that affects travel						
Yes	150 (82%)	18 (9.8%)	5 (2.7%)	8 (4.4%)	2 (1.1%)	183
No	837 (86.1%)	106 (10.9%)	11 (1.1%)	9 (0.9%)	9 (0.9%)	972

Prefer not to say	79 (80.6%)	8 (8.2%)	5 (5.1%)	2 (2%)	4 (4.1%)	98
Sex						
Male	518 (83.5%)	77 (12.4%)	13 (2.1%)	8 (1.3%)	4 (0.6%)	620
Female	440 (87.5%)	42 (8.3%)	4 (0.8%)	11 (2.2%)	6 (1.2%)	503
Prefer not to say	109 (83.2%)	12 (9.2%)	5 (3.8%)	0 (0%)	5 (3.8%)	131
Gender						
Same as at birth	904 (85.6%)	108 (10.2%)	16 (1.5%)	18 (1.7%)	10 (0.9%)	1056
Differs from birth	3 (60%)	2 (40%)	0 (0%)	0 (0%)	0 (0%)	5
Prefer not to say	113 (84.3%)	11 (8.2%)	5 (3.7%)	1 (0.7%)	4 (3%)	134
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	28 (59.6%)	8 (17%)	2 (4.3%)	6 (12.8%)	3 (6.4%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	9 (81.8%)	1 (9.1%)	1 (9.1%)	0 (0%)	0 (0%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	36 (81.8%)	4 (9.1%)	1 (2.3%)	3 (6.8%)	0 (0%)	44
Other ethnic group includes Arab or any other ethnic group	17 (81%)	1 (4.8%)	2 (9.5%)	1 (4.8%)	0 (0%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	917 (86.8%)	106 (10%)	15 (1.4%)	8 (0.8%)	10 (0.9%)	1056
Location:						
Cambridge	648 (85.6%)	79 (10.4%)	10 (1.3%)	13 (1.7%)	7 (0.9%)	757

Outside Cambridge	323 (86.4%)	39 (10.4%)	7 (1.9%)	1 (0.3%)	4 (1.1%)	374
Stakeholder	35 (81.4%)	4 (9.3%)	1 (2.3%)	1 (2.3%)	2 (4.7%)	43

Question 8

Primary Distributor Roads						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	627 (48.1%)	421 (32.3%)	96 (7.4%)	59 (4.5%)	100 (7.7%)	1303
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	12 (48%)	9 (36%)	1 (4%)	3 (12%)	0 (0%)	25
25-34	92 (56.1%)	53 (32.3%)	8 (4.9%)	3 (1.8%)	8 (4.9%)	164
35-44	127 (49.2%)	85 (32.9%)	25 (9.7%)	4 (1.6%)	17 (6.6%)	258
45-54	135 (48.9%)	83 (30.1%)	21 (7.6%)	15 (5.4%)	22 (8%)	276
55-64	98 (41.5%)	81 (34.3%)	19 (8.1%)	16 (6.8%)	22 (9.3%)	236
65-74	87 (48.1%)	54 (29.8%)	13 (7.2%)	12 (6.6%)	15 (8.3%)	181
75 and above	37 (52.9%)	25 (35.7%)	3 (4.3%)	3 (4.3%)	2 (2.9%)	70
Prefer not to say	11 (30.6%)	12 (33.3%)	2 (5.6%)	0 (0%)	11 (30.6%)	36
Disability or health condition that affects travel						
Yes	88 (47.3%)	48 (25.8%)	16 (8.6%)	15 (8.1%)	19 (10.2%)	186
No	476 (49.6%)	326 (34%)	63 (6.6%)	35 (3.6%)	59 (6.2%)	959
Prefer not to say	32 (33.7%)	24 (25.3%)	13 (13.7%)	7 (7.4%)	19 (20%)	95
Sex						
Male	317 (51.5%)	207 (33.7%)	35 (5.7%)	22 (3.6%)	34 (5.5%)	615

Female	236 (47.4%)	153 (30.7%)	43 (8.6%)	26 (5.2%)	40 (8%)	498
Prefer not to say	43 (33.9%)	39 (30.7%)	14 (11%)	9 (7.1%)	22 (17.3%)	127
Gender						
Same as at birth	527 (50.3%)	338 (32.3%)	67 (6.4%)	43 (4.1%)	72 (6.9%)	1047
Differs from birth	1 (20%)	3 (60%)	1 (20%)	0 (0%)	0 (0%)	5
Prefer not to say	50 (37.6%)	36 (27.1%)	14 (10.5%)	11 (8.3%)	22 (16.5%)	133
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	14 (30.4%)	18 (39.1%)	3 (6.5%)	7 (15.2%)	4 (8.7%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (18.2%)	3 (27.3%)	1 (9.1%)	1 (9.1%)	4 (36.4%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	20 (48.8%)	9 (22%)	3 (7.3%)	4 (9.8%)	5 (12.2%)	41
Other ethnic group includes Arab or any other ethnic group	10 (47.6%)	6 (28.6%)	1 (4.8%)	2 (9.5%)	2 (9.5%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	529 (50.4%)	342 (32.6%)	72 (6.9%)	36 (3.4%)	70 (6.7%)	1049
Location:						
Cambridge	378 (50.2%)	245 (32.5%)	49 (6.5%)	30 (4%)	51 (6.8%)	753
Outside Cambridge	169 (46.4%)	118 (32.4%)	30 (8.2%)	16 (4.4%)	31 (8.5%)	364

Stakeholder	21 (50%)	15 (35.7%)	3 (7.1%)	2 (4.8%)	1 (2.4%)	42
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Secondary distributor roads

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	501 (39%)	380 (29.6%)	130 (10.1%)	70 (5.5%)	202 (15.7%)	1283
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	8 (32%)	6 (24%)	4 (16%)	3 (12%)	4 (16%)	25
25-34	70 (43.5%)	44 (27.3%)	13 (8.1%)	8 (5%)	26 (16.1%)	161
35-44	99 (38.7%)	73 (28.5%)	33 (12.9%)	10 (3.9%)	41 (16%)	256
45-54	118 (43.4%)	74 (27.2%)	31 (11.4%)	10 (3.7%)	39 (14.3%)	272
55-64	77 (32.9%)	71 (30.3%)	22 (9.4%)	22 (9.4%)	42 (17.9%)	234
65-74	73 (41.5%)	55 (31.3%)	15 (8.5%)	8 (4.5%)	25 (14.2%)	176
75 and above	26 (38.2%)	28 (41.2%)	4 (5.9%)	4 (5.9%)	6 (8.8%)	68
Prefer not to say	7 (20.6%)	10 (29.4%)	4 (11.8%)	1 (2.9%)	12 (35.3%)	34
Disability or health condition that affects travel						
Yes	71 (38.6%)	47 (25.5%)	19 (10.3%)	14 (7.6%)	33 (17.9%)	184
No	383 (40.6%)	288 (30.5%)	92 (9.7%)	44 (4.7%)	137 (14.5%)	944
Prefer not to say	21 (22.8%)	24 (26.1%)	14 (15.2%)	7 (7.6%)	26 (28.3%)	92
Sex						
Male	250 (41.3%)	191 (31.5%)	47 (7.8%)	34 (5.6%)	84 (13.9%)	606
Female	192 (39%)	134 (27.2%)	60 (12.2%)	27 (5.5%)	79 (16.1%)	492
Prefer not to say	36 (29.5%)	33 (27%)	18 (14.8%)	5 (4.1%)	30 (24.6%)	122

Gender						
Same as at birth	426 (41.1%)	305 (29.4%)	95 (9.2%)	57 (5.5%)	154 (14.9%)	1037
Differs from birth	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5
Prefer not to say	38 (30.2%)	36 (28.6%)	20 (15.9%)	4 (3.2%)	28 (22.2%)	126
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	11 (24.4%)	14 (31.1%)	5 (11.1%)	2 (4.4%)	13 (28.9%)	45
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (20%)	4 (40%)	0 (0%)	1 (10%)	3 (30%)	10
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	15 (36.6%)	11 (26.8%)	4 (9.8%)	3 (7.3%)	8 (19.5%)	41
Other ethnic group includes Arab or any other ethnic group	6 (28.6%)	5 (23.8%)	2 (9.5%)	2 (9.5%)	6 (28.6%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	428 (41.4%)	310 (30%)	101 (9.8%)	54 (5.2%)	142 (13.7%)	1035
Location:						
Cambridge	298 (40.2%)	210 (28.3%)	78 (10.5%)	36 (4.9%)	120 (16.2%)	742
Outside Cambridge	133 (37.5%)	114 (32.1%)	31 (8.7%)	22 (6.2%)	55 (15.5%)	355
Stakeholder	18 (42.9%)	15 (35.7%)	3 (7.1%)	4 (9.5%)	2 (4.8%)	42

Area access streets

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	366 (28.7%)	434 (34%)	191 (15%)	125 (9.8%)	160 (12.5%)	1276
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	10 (40%)	6 (24%)	2 (8%)	6 (24%)	1 (4%)	25
25-34	65 (40.4%)	56 (34.8%)	19 (11.8%)	9 (5.6%)	12 (7.5%)	161
35-44	76 (29.9%)	85 (33.5%)	39 (15.4%)	18 (7.1%)	36 (14.2%)	254
45-54	79 (29%)	85 (31.3%)	39 (14.3%)	32 (11.8%)	37 (13.6%)	272
55-64	57 (24.4%)	87 (37.2%)	37 (15.8%)	24 (10.3%)	29 (12.4%)	234
65-74	44 (25.4%)	61 (35.3%)	28 (16.2%)	21 (12.1%)	19 (11%)	173
75 and above	19 (28.8%)	25 (37.9%)	13 (19.7%)	5 (7.6%)	4 (6.1%)	66
Prefer not to say	3 (8.3%)	12 (33.3%)	6 (16.7%)	3 (8.3%)	12 (33.3%)	36
Disability or health condition that affects travel						
Yes	45 (24.7%)	50 (27.5%)	32 (17.6%)	26 (14.3%)	29 (15.9%)	182
No	291 (31%)	348 (37%)	130 (13.8%)	76 (8.1%)	95 (10.1%)	940
Prefer not to say	14 (14.7%)	20 (21.1%)	20 (21.1%)	15 (15.8%)	26 (27.4%)	95
Sex						
Male	186 (30.9%)	221 (36.7%)	76 (12.6%)	55 (9.1%)	64 (10.6%)	602
Female	145 (29.5%)	160 (32.6%)	82 (16.7%)	47 (9.6%)	57 (11.6%)	491
Prefer not to say	20 (16.3%)	35 (28.5%)	24 (19.5%)	16 (13%)	28 (22.8%)	123
Gender						

Same as at birth	322 (31.2%)	361 (34.9%)	140 (13.6%)	97 (9.4%)	113 (10.9%)	1033
Differs from birth	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5
Prefer not to say	23 (18.4%)	35 (28%)	26 (20.8%)	12 (9.6%)	29 (23.2%)	125
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	11 (24.4%)	13 (28.9%)	7 (15.6%)	8 (17.8%)	6 (13.3%)	45
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3 (27.3%)	2 (18.2%)	2 (18.2%)	1 (9.1%)	3 (27.3%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	11 (26.2%)	13 (31%)	4 (9.5%)	7 (16.7%)	7 (16.7%)	42
Other ethnic group includes Arab or any other ethnic group	5 (23.8%)	5 (23.8%)	4 (19%)	3 (14.3%)	4 (19%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	315 (30.6%)	367 (35.6%)	148 (14.4%)	89 (8.6%)	111 (10.8%)	1030
Location:						
Cambridge	238 (32.2%)	260 (35.2%)	90 (12.2%)	72 (9.8%)	78 (10.6%)	738
Outside Cambridge	84 (23.7%)	116 (32.8%)	65 (18.4%)	30 (8.5%)	59 (16.7%)	354
Stakeholder	12 (28.6%)	15 (35.7%)	6 (14.3%)	5 (11.9%)	4 (9.5%)	42

Local access streets

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	387 (30.1%)	322 (25.1%)	209 (16.3%)	115 (8.9%)	252 (19.6%)	1285
Age range:						
Under 15	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
15-24	14 (56%)	5 (20%)	2 (8%)	3 (12%)	1 (4%)	25
25-34	71 (43.8%)	31 (19.1%)	19 (11.7%)	11 (6.8%)	30 (18.5%)	162
35-44	75 (29.2%)	56 (21.8%)	45 (17.5%)	21 (8.2%)	60 (23.3%)	257
45-54	85 (31.1%)	68 (24.9%)	42 (15.4%)	26 (9.5%)	52 (19%)	273
55-64	61 (26.1%)	65 (27.8%)	39 (16.7%)	23 (9.8%)	46 (19.7%)	234
65-74	44 (24.9%)	50 (28.2%)	38 (21.5%)	16 (9%)	29 (16.4%)	177
75 and above	20 (30.3%)	22 (33.3%)	9 (13.6%)	6 (9.1%)	9 (13.6%)	66
Prefer not to say	3 (8.3%)	8 (22.2%)	8 (22.2%)	3 (8.3%)	14 (38.9%)	36
Disability or health condition that affects travel						
Yes	48 (26.2%)	38 (20.8%)	32 (17.5%)	22 (12%)	43 (23.5%)	183
No	309 (32.6%)	251 (26.5%)	145 (15.3%)	75 (7.9%)	167 (17.6%)	947
Prefer not to say	14 (14.7%)	14 (14.7%)	25 (26.3%)	11 (11.6%)	31 (32.6%)	95
Sex						
Male	191 (31.5%)	173 (28.5%)	77 (12.7%)	52 (8.6%)	114 (18.8%)	607
Female	161 (32.7%)	108 (21.9%)	97 (19.7%)	42 (8.5%)	85 (17.2%)	493
Prefer not to say	21 (16.8%)	24 (19.2%)	27 (21.6%)	14 (11.2%)	39 (31.2%)	125
Gender						
Same as at birth	341 (32.9%)	265 (25.6%)	154 (14.9%)	88 (8.5%)	189 (18.2%)	1037
Differs from birth	1 (20%)	1 (20%)	1 (20%)	0 (0%)	2 (40%)	5

Prefer not to say	23 (17.8%)	26 (20.2%)	32 (24.8%)	13 (10.1%)	35 (27.1%)	129
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	16 (34.8%)	8 (17.4%)	11 (23.9%)	3 (6.5%)	8 (17.4%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3 (27.3%)	4 (36.4%)	1 (9.1%)	0 (0%)	3 (27.3%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	12 (28.6%)	12 (28.6%)	5 (11.9%)	4 (9.5%)	9 (21.4%)	42
Other ethnic group includes Arab or any other ethnic group	5 (23.8%)	4 (19%)	3 (14.3%)	2 (9.5%)	7 (33.3%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	328 (31.7%)	267 (25.8%)	158 (15.3%)	95 (9.2%)	187 (18.1%)	1035
Location:						
Cambridge	258 (34.8%)	173 (23.3%)	104 (14%)	58 (7.8%)	148 (20%)	741
Outside Cambridge	85 (23.7%)	94 (26.2%)	67 (18.7%)	34 (9.5%)	79 (22%)	359
Stakeholder	12 (29.3%)	15 (36.6%)	5 (12.2%)	5 (12.2%)	4 (9.8%)	41

Civic streets						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total

Total	479 (37.1%)	276 (21.4%)	150 (11.6%)	195 (15.1%)	190 (14.7%)	1290
Age range:						
Under 15	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	1
15-24	12 (48%)	9 (36%)	2 (8%)	1 (4%)	1 (4%)	25
25-34	87 (52.7%)	24 (14.5%)	15 (9.1%)	25 (15.2%)	14 (8.5%)	165
35-44	104 (40.5%)	50 (19.5%)	28 (10.9%)	40 (15.6%)	35 (13.6%)	257
45-54	99 (36.3%)	58 (21.2%)	29 (10.6%)	41 (15%)	46 (16.8%)	273
55-64	74 (31.6%)	61 (26.1%)	23 (9.8%)	39 (16.7%)	37 (15.8%)	234
65-74	62 (35%)	38 (21.5%)	28 (15.8%)	26 (14.7%)	23 (13%)	177
75 and above	27 (39.1%)	16 (23.2%)	7 (10.1%)	9 (13%)	10 (14.5%)	69
Prefer not to say	2 (5.7%)	8 (22.9%)	7 (20%)	6 (17.1%)	12 (34.3%)	35
Disability or health condition that affects travel						
Yes	46 (25.3%)	25 (13.7%)	23 (12.6%)	40 (22%)	48 (26.4%)	182
No	404 (42.5%)	219 (23%)	99 (10.4%)	132 (13.9%)	97 (10.2%)	951
Prefer not to say	13 (13.5%)	19 (19.8%)	16 (16.7%)	16 (16.7%)	32 (33.3%)	96
Sex						
Male	250 (41.1%)	141 (23.2%)	55 (9%)	94 (15.5%)	68 (11.2%)	608
Female	194 (39%)	104 (20.9%)	63 (12.7%)	66 (13.3%)	70 (14.1%)	497
Prefer not to say	20 (16.1%)	19 (15.3%)	20 (16.1%)	26 (21%)	39 (31.5%)	124
Gender						
Same as at birth	429 (41.2%)	223 (21.4%)	108 (10.4%)	154 (14.8%)	127 (12.2%)	1041
Differs from birth	2 (40%)	0 (0%)	1 (20%)	1 (20%)	1 (20%)	5
Prefer not to say	21 (16.3%)	25 (19.4%)	19 (14.7%)	20 (15.5%)	44 (34.1%)	129
Ethnic Group						

Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	8 (17.4%)	14 (30.4%)	5 (10.9%)	12 (26.1%)	7 (15.2%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (9.1%)	3 (27.3%)	1 (9.1%)	2 (18.2%)	4 (36.4%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	12 (28.6%)	8 (19%)	10 (23.8%)	2 (4.8%)	10 (23.8%)	42
Other ethnic group includes Arab or any other ethnic group	6 (28.6%)	3 (14.3%)	3 (14.3%)	3 (14.3%)	6 (28.6%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	428 (41.3%)	226 (21.8%)	104 (10%)	153 (14.8%)	126 (12.2%)	1037
Location:						
Cambridge	326 (43.9%)	155 (20.9%)	75 (10.1%)	108 (14.5%)	79 (10.6%)	743
Outside Cambridge	104 (28.9%)	77 (21.4%)	47 (13.1%)	62 (17.2%)	70 (19.4%)	360
Stakeholder	10 (24.4%)	9 (22%)	9 (22%)	4 (9.8%)	9 (22%)	41

Neighbourhood streets

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	476 (36.9%)	308 (23.9%)	136 (10.5%)	141 (10.9%)	229 (17.8%)	1290

Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	12 (48%)	9 (36%)	0 (0%)	3 (12%)	1 (4%)	25
25-34	83 (50.3%)	45 (27.3%)	16 (9.7%)	5 (3%)	16 (9.7%)	165
35-44	100 (39.1%)	59 (23%)	29 (11.3%)	23 (9%)	45 (17.6%)	256
45-54	100 (36.6%)	55 (20.1%)	28 (10.3%)	39 (14.3%)	51 (18.7%)	273
55-64	76 (32.5%)	67 (28.6%)	21 (9%)	25 (10.7%)	45 (19.2%)	234
65-74	61 (34.7%)	40 (22.7%)	21 (11.9%)	27 (15.3%)	27 (15.3%)	176
75 and above	27 (38.6%)	13 (18.6%)	11 (15.7%)	6 (8.6%)	13 (18.6%)	70
Prefer not to say	7 (19.4%)	7 (19.4%)	2 (5.6%)	5 (13.9%)	15 (41.7%)	36
Disability or health condition that affects travel						
Yes	47 (25.7%)	23 (12.6%)	23 (12.6%)	36 (19.7%)	54 (29.5%)	183
No	398 (41.9%)	253 (26.6%)	92 (9.7%)	88 (9.3%)	119 (12.5%)	950
Prefer not to say	16 (16.7%)	16 (16.7%)	13 (13.5%)	11 (11.5%)	40 (41.7%)	96
Sex						
Male	257 (42.2%)	164 (26.9%)	49 (8%)	57 (9.4%)	82 (13.5%)	609
Female	182 (36.8%)	111 (22.4%)	64 (12.9%)	54 (10.9%)	84 (17%)	495
Prefer not to say	23 (18.4%)	18 (14.4%)	14 (11.2%)	24 (19.2%)	46 (36.8%)	125
Gender						
Same as at birth	423 (40.7%)	257 (24.7%)	101 (9.7%)	108 (10.4%)	150 (14.4%)	1039
Differs from birth	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5
Prefer not to say	23 (17.4%)	21 (15.9%)	16 (12.1%)	19 (14.4%)	53 (40.2%)	132
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	10 (21.7%)	11 (23.9%)	4 (8.7%)	13 (28.3%)	8 (17.4%)	46

Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3 (27.3%)	0 (0%)	1 (9.1%)	3 (27.3%)	4 (36.4%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	13 (31%)	6 (14.3%)	6 (14.3%)	6 (14.3%)	11 (26.2%)	42
Other ethnic group includes Arab or any other ethnic group	7 (33.3%)	1 (4.8%)	2 (9.5%)	4 (19%)	7 (33.3%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	419 (40.4%)	265 (25.5%)	102 (9.8%)	98 (9.4%)	154 (14.8%)	1038
Location:						
Cambridge	326 (43.7%)	176 (23.6%)	72 (9.7%)	62 (8.3%)	110 (14.7%)	746
Outside Cambridge	103 (28.8%)	86 (24%)	40 (11.2%)	52 (14.5%)	77 (21.5%)	358
Stakeholder	9 (22%)	11 (26.8%)	7 (17.1%)	4 (9.8%)	10 (24.4%)	41

Question 11

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	368 (28.8%)	267 (20.9%)	260 (20.3%)	116 (9.1%)	269 (21%)	1280
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	10 (41.7%)	6 (25%)	3 (12.5%)	1 (4.2%)	4 (16.7%)	24
25-34	79 (49.4%)	28 (17.5%)	35 (21.9%)	2 (1.3%)	16 (10%)	160
35-44	87 (34.1%)	57 (22.4%)	47 (18.4%)	17 (6.7%)	47 (18.4%)	255
45-54	64 (23.5%)	61 (22.4%)	57 (21%)	27 (9.9%)	63 (23.2%)	272
55-64	56 (24.3%)	42 (18.3%)	55 (23.9%)	24 (10.4%)	53 (23%)	230
65-74	36 (20.1%)	41 (22.9%)	31 (17.3%)	26 (14.5%)	45 (25.1%)	179
75 and above	16 (23.5%)	19 (27.9%)	15 (22.1%)	9 (13.2%)	9 (13.2%)	68
Prefer not to say	4 (11.4%)	6 (17.1%)	6 (17.1%)	5 (14.3%)	14 (40%)	35
Disability or health condition that affects travel						
Yes	37 (20.2%)	25 (13.7%)	30 (16.4%)	26 (14.2%)	65 (35.5%)	183
No	304 (32.4%)	221 (23.5%)	201 (21.4%)	69 (7.3%)	144 (15.3%)	939
Prefer not to say	9 (9.4%)	12 (12.5%)	17 (17.7%)	15 (15.6%)	43 (44.8%)	96
Sex						
Male	194 (32.3%)	136 (22.7%)	120 (20%)	50 (8.3%)	100 (16.7%)	600
Female	137 (27.8%)	106 (21.5%)	106 (21.5%)	41 (8.3%)	103 (20.9%)	493
Prefer not to say	19 (15.1%)	16 (12.7%)	23 (18.3%)	18 (14.3%)	50 (39.7%)	126
Gender						
Same as at birth	322 (31.3%)	230 (22.4%)	206 (20%)	87 (8.5%)	183 (17.8%)	1028

Differs from birth	1 (20%)	2 (40%)	1 (20%)	1 (20%)	0 (0%)	5
Prefer not to say	16 (12.3%)	16 (12.3%)	29 (22.3%)	15 (11.5%)	54 (41.5%)	130
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	11 (24.4%)	5 (11.1%)	8 (17.8%)	5 (11.1%)	16 (35.6%)	45
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (10%)	2 (20%)	1 (10%)	3 (30%)	3 (30%)	10
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	8 (19%)	7 (16.7%)	12 (28.6%)	1 (2.4%)	14 (33.3%)	42
Other ethnic group includes Arab or any other ethnic group	5 (25%)	2 (10%)	3 (15%)	1 (5%)	9 (45%)	20
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	315 (30.5%)	238 (23.1%)	212 (20.5%)	88 (8.5%)	179 (17.3%)	1032
Location:						
Cambridge	236 (31.9%)	171 (23.1%)	153 (20.7%)	56 (7.6%)	123 (16.6%)	739
Outside Cambridge	91 (25.4%)	73 (20.4%)	63 (17.6%)	36 (10.1%)	95 (26.5%)	358
Stakeholder	11 (26.8%)	5 (12.2%)	11 (26.8%)	4 (9.8%)	10 (24.4%)	41

Question 12

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	313 (24.2%)	453 (35%)	239 (18.5%)	118 (9.1%)	170 (13.1%)	1293
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	9 (36%)	9 (36%)	2 (8%)	1 (4%)	4 (16%)	25
25-34	54 (33.1%)	64 (39.3%)	22 (13.5%)	9 (5.5%)	14 (8.6%)	163
35-44	73 (28.5%)	88 (34.4%)	52 (20.3%)	13 (5.1%)	30 (11.7%)	256
45-54	58 (20.9%)	95 (34.3%)	53 (19.1%)	33 (11.9%)	38 (13.7%)	277
55-64	46 (19.9%)	76 (32.9%)	54 (23.4%)	24 (10.4%)	31 (13.4%)	231
65-74	38 (21.2%)	67 (37.4%)	29 (16.2%)	19 (10.6%)	26 (14.5%)	179
75 and above	21 (30.4%)	27 (39.1%)	9 (13%)	7 (10.1%)	5 (7.2%)	69
Prefer not to say	4 (11.1%)	9 (25%)	7 (19.4%)	4 (11.1%)	12 (33.3%)	36
Disability or health condition that affects travel						
Yes	31 (16.8%)	49 (26.6%)	34 (18.5%)	29 (15.8%)	41 (22.3%)	184
No	258 (27.1%)	359 (37.7%)	174 (18.3%)	68 (7.2%)	92 (9.7%)	951
Prefer not to say	12 (12.5%)	24 (25%)	18 (18.8%)	14 (14.6%)	28 (29.2%)	96
Sex						
Male	168 (27.6%)	220 (36.2%)	111 (18.3%)	44 (7.2%)	65 (10.7%)	608
Female	115 (23.1%)	181 (36.3%)	90 (18.1%)	44 (8.8%)	68 (13.7%)	498
Prefer not to say	18 (14.4%)	31 (24.8%)	26 (20.8%)	21 (16.8%)	29 (23.2%)	125
Gender						
Same as at birth	279 (26.8%)	374 (36%)	178 (17.1%)	92 (8.8%)	117 (11.3%)	1040

Differs from birth	0 (0%)	3 (60%)	1 (20%)	0 (0%)	1 (20%)	5
Prefer not to say	14 (10.7%)	33 (25.2%)	39 (29.8%)	13 (9.9%)	32 (24.4%)	131
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	11 (24.4%)	13 (28.9%)	5 (11.1%)	4 (8.9%)	12 (26.7%)	45
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3 (27.3%)	3 (27.3%)	1 (9.1%)	3 (27.3%)	1 (9.1%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	10 (22.7%)	12 (27.3%)	9 (20.5%)	0 (0%)	13 (29.5%)	44
Other ethnic group includes Arab or any other ethnic group	4 (19%)	5 (23.8%)	4 (19%)	4 (19%)	4 (19%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	269 (25.9%)	382 (36.7%)	189 (18.2%)	91 (8.8%)	109 (10.5%)	1040
Location:						
Cambridge	192 (25.9%)	288 (38.8%)	128 (17.3%)	56 (7.5%)	78 (10.5%)	742
Outside Cambridge	78 (21.3%)	115 (31.3%)	70 (19.1%)	45 (12.3%)	59 (16.1%)	367
Stakeholder	9 (22%)	16 (39%)	8 (19.5%)	4 (9.8%)	4 (9.8%)	41

Question 13

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	597 (45.8%)	251 (19.2%)	87 (6.7%)	126 (9.7%)	243 (18.6%)	1304
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	15 (60%)	6 (24%)	0 (0%)	0 (0%)	4 (16%)	25
25-34	117 (70.5%)	21 (12.7%)	5 (3%)	4 (2.4%)	19 (11.4%)	166
35-44	141 (54.2%)	46 (17.7%)	11 (4.2%)	23 (8.8%)	39 (15%)	260
45-54	117 (41.9%)	60 (21.5%)	21 (7.5%)	32 (11.5%)	49 (17.6%)	279
55-64	103 (44%)	38 (16.2%)	19 (8.1%)	28 (12%)	46 (19.7%)	234
65-74	58 (32.6%)	42 (23.6%)	15 (8.4%)	22 (12.4%)	41 (23%)	178
75 and above	21 (31.3%)	20 (29.9%)	7 (10.4%)	10 (14.9%)	9 (13.4%)	67
Prefer not to say	9 (25%)	4 (11.1%)	5 (13.9%)	2 (5.6%)	16 (44.4%)	36
Disability or health condition that affects travel						
Yes	51 (28%)	23 (12.6%)	16 (8.8%)	27 (14.8%)	65 (35.7%)	182
No	505 (52.5%)	201 (20.9%)	60 (6.2%)	83 (8.6%)	113 (11.7%)	962
Prefer not to say	19 (19.8%)	12 (12.5%)	7 (7.3%)	12 (12.5%)	46 (47.9%)	96
Sex						
Male	324 (52.6%)	115 (18.7%)	40 (6.5%)	48 (7.8%)	89 (14.4%)	616
Female	219 (44%)	106 (21.3%)	31 (6.2%)	58 (11.6%)	84 (16.9%)	498
Prefer not to say	34 (27%)	15 (11.9%)	11 (8.7%)	15 (11.9%)	51 (40.5%)	126
Gender						
Same as at birth	518 (49.5%)	211 (20.2%)	65 (6.2%)	97 (9.3%)	155 (14.8%)	1046

Differs from birth	2 (40%)	1 (20%)	0 (0%)	2 (40%)	0 (0%)	5
Prefer not to say	32 (24.2%)	20 (15.2%)	11 (8.3%)	13 (9.8%)	56 (42.4%)	132
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	12 (25.5%)	6 (12.8%)	7 (14.9%)	7 (14.9%)	15 (31.9%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3 (27.3%)	2 (18.2%)	1 (9.1%)	0 (0%)	5 (45.5%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	19 (42.2%)	10 (22.2%)	1 (2.2%)	4 (8.9%)	11 (24.4%)	45
Other ethnic group includes Arab or any other ethnic group	6 (28.6%)	5 (23.8%)	3 (14.3%)	0 (0%)	7 (33.3%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	519 (49.7%)	210 (20.1%)	65 (6.2%)	98 (9.4%)	152 (14.6%)	1044
Location:						
Cambridge	383 (50.9%)	161 (21.4%)	40 (5.3%)	67 (8.9%)	102 (13.5%)	753
Outside Cambridge	153 (41.9%)	49 (13.4%)	33 (9%)	41 (11.2%)	89 (24.4%)	365
Stakeholder	13 (30.2%)	13 (30.2%)	4 (9.3%)	3 (7%)	10 (23.3%)	43

Question 14

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	505 (38.6%)	312 (23.9%)	176 (13.5%)	116 (8.9%)	198 (15.1%)	1307
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	16 (64%)	3 (12%)	2 (8%)	0 (0%)	4 (16%)	25
25-34	81 (49.1%)	39 (23.6%)	28 (17%)	7 (4.2%)	10 (6.1%)	165
35-44	113 (43.8%)	61 (23.6%)	37 (14.3%)	14 (5.4%)	33 (12.8%)	258
45-54	108 (38.7%)	60 (21.5%)	38 (13.6%)	34 (12.2%)	39 (14%)	279
55-64	79 (33.5%)	60 (25.4%)	29 (12.3%)	29 (12.3%)	39 (16.5%)	236
65-74	56 (31.1%)	48 (26.7%)	25 (13.9%)	18 (10%)	33 (18.3%)	180
75 and above	29 (42.6%)	19 (27.9%)	5 (7.4%)	7 (10.3%)	8 (11.8%)	68
Prefer not to say	5 (13.9%)	7 (19.4%)	5 (13.9%)	5 (13.9%)	14 (38.9%)	36
Disability or health condition that affects travel						
Yes	53 (29.1%)	29 (15.9%)	27 (14.8%)	21 (11.5%)	52 (28.6%)	182
No	411 (42.6%)	251 (26%)	133 (13.8%)	76 (7.9%)	93 (9.6%)	964
Prefer not to say	16 (16.7%)	18 (18.8%)	9 (9.4%)	17 (17.7%)	36 (37.5%)	96
Sex						
Male	259 (42.1%)	142 (23.1%)	82 (13.3%)	59 (9.6%)	73 (11.9%)	615
Female	193 (38.6%)	137 (27.4%)	67 (13.4%)	39 (7.8%)	64 (12.8%)	500
Prefer not to say	31 (24.4%)	19 (15%)	19 (15%)	15 (11.8%)	43 (33.9%)	127
Gender						
Same as at birth	430 (41%)	260 (24.8%)	143 (13.6%)	88 (8.4%)	127 (12.1%)	1048

Differs from birth	0 (0%)	3 (60%)	1 (20%)	1 (20%)	0 (0%)	5
Prefer not to say	35 (26.3%)	22 (16.5%)	13 (9.8%)	21 (15.8%)	42 (31.6%)	133
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	7 (14.9%)	7 (14.9%)	9 (19.1%)	8 (17%)	16 (34%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3 (27.3%)	2 (18.2%)	0 (0%)	3 (27.3%)	3 (27.3%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	20 (45.5%)	10 (22.7%)	4 (9.1%)	2 (4.5%)	8 (18.2%)	44
Other ethnic group includes Arab or any other ethnic group	6 (28.6%)	3 (14.3%)	5 (23.8%)	0 (0%)	7 (33.3%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	432 (41.2%)	264 (25.2%)	140 (13.4%)	90 (8.6%)	122 (11.6%)	1048
Location:						
Cambridge	316 (41.9%)	193 (25.6%)	102 (13.5%)	53 (7%)	91 (12.1%)	755
Outside Cambridge	128 (35.1%)	76 (20.8%)	55 (15.1%)	44 (12.1%)	62 (17%)	365
Stakeholder	15 (34.9%)	13 (30.2%)	5 (11.6%)	1 (2.3%)	9 (20.9%)	43

Question 15

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	559 (42.9%)	312 (23.9%)	173 (13.3%)	99 (7.6%)	161 (12.3%)	1304
Age range:						
Under 15	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
15-24	14 (58.3%)	7 (29.2%)	1 (4.2%)	0 (0%)	2 (8.3%)	24
25-34	98 (59%)	33 (19.9%)	13 (7.8%)	7 (4.2%)	15 (9%)	166
35-44	121 (46.4%)	57 (21.8%)	32 (12.3%)	19 (7.3%)	32 (12.3%)	261
45-54	111 (39.8%)	71 (25.4%)	45 (16.1%)	24 (8.6%)	28 (10%)	279
55-64	87 (37%)	59 (25.1%)	39 (16.6%)	16 (6.8%)	34 (14.5%)	235
65-74	64 (36.2%)	46 (26%)	27 (15.3%)	21 (11.9%)	19 (10.7%)	177
75 and above	32 (47.1%)	22 (32.4%)	2 (2.9%)	6 (8.8%)	6 (8.8%)	68
Prefer not to say	10 (28.6%)	4 (11.4%)	6 (17.1%)	3 (8.6%)	12 (34.3%)	35
Disability or health condition that affects travel						
Yes	62 (33.9%)	33 (18%)	28 (15.3%)	22 (12%)	38 (20.8%)	183
No	444 (46.3%)	251 (26.1%)	120 (12.5%)	64 (6.7%)	81 (8.4%)	960
Prefer not to say	26 (26.8%)	15 (15.5%)	17 (17.5%)	9 (9.3%)	30 (30.9%)	97
Sex						
Male	273 (44.2%)	162 (26.2%)	83 (13.4%)	39 (6.3%)	61 (9.9%)	618
Female	230 (46.1%)	118 (23.6%)	55 (11%)	41 (8.2%)	55 (11%)	499
Prefer not to say	32 (26%)	18 (14.6%)	26 (21.1%)	15 (12.2%)	32 (26%)	123
Gender						
Same as at birth	478 (45.6%)	267 (25.5%)	123 (11.7%)	76 (7.2%)	105 (10%)	1049

Differs from birth	2 (40%)	1 (20%)	1 (20%)	1 (20%)	0 (0%)	5
Prefer not to say	32 (24.8%)	21 (16.3%)	29 (22.5%)	15 (11.6%)	32 (24.8%)	129
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	17 (36.2%)	9 (19.1%)	8 (17%)	5 (10.6%)	8 (17%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (20%)	6 (60%)	1 (10%)	0 (0%)	1 (10%)	10
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	21 (47.7%)	7 (15.9%)	3 (6.8%)	4 (9.1%)	9 (20.5%)	44
Other ethnic group includes Arab or any other ethnic group	9 (45%)	2 (10%)	3 (15%)	1 (5%)	5 (25%)	20
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	467 (44.6%)	261 (24.9%)	132 (12.6%)	79 (7.5%)	109 (10.4%)	1048
Location:						
Cambridge	359 (47.7%)	189 (25.1%)	87 (11.6%)	43 (5.7%)	74 (9.8%)	752
Outside Cambridge	139 (38.1%)	78 (21.4%)	57 (15.6%)	36 (9.9%)	55 (15.1%)	365
Stakeholder	18 (41.9%)	11 (25.6%)	4 (9.3%)	3 (7%)	7 (16.3%)	43

Question 16

Hackney Carriages						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	323 (25.1%)	234 (18.2%)	194 (15.1%)	304 (23.6%)	234 (18.2%)	1289
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	8 (33.3%)	7 (29.2%)	2 (8.3%)	6 (25%)	1 (4.2%)	24
25-34	62 (37.3%)	35 (21.1%)	18 (10.8%)	27 (16.3%)	24 (14.5%)	166
35-44	63 (24.1%)	52 (19.9%)	43 (16.5%)	58 (22.2%)	45 (17.2%)	261
45-54	75 (27.7%)	49 (18.1%)	35 (12.9%)	60 (22.1%)	52 (19.2%)	271
55-64	48 (21.1%)	28 (12.3%)	44 (19.3%)	61 (26.8%)	47 (20.6%)	228
65-74	36 (20.5%)	32 (18.2%)	29 (16.5%)	53 (30.1%)	26 (14.8%)	176
75 and above	16 (23.9%)	17 (25.4%)	7 (10.4%)	18 (26.9%)	9 (13.4%)	67
Prefer not to say	8 (22.2%)	4 (11.1%)	6 (16.7%)	5 (13.9%)	13 (36.1%)	36
Disability or health condition that affects travel						
Yes	40 (22%)	23 (12.6%)	20 (11%)	40 (22%)	59 (32.4%)	182
No	257 (27.1%)	189 (19.9%)	150 (15.8%)	227 (23.9%)	126 (13.3%)	949
Prefer not to say	13 (14%)	11 (11.8%)	13 (14%)	23 (24.7%)	33 (35.5%)	93
Sex						
Male	179 (29.4%)	122 (20.1%)	91 (15%)	128 (21.1%)	88 (14.5%)	608
Female	114 (23.1%)	86 (17.4%)	72 (14.6%)	130 (26.4%)	91 (18.5%)	493
Prefer not to say	20 (16.3%)	13 (10.6%)	21 (17.1%)	31 (25.2%)	38 (30.9%)	123
Gender						

Same as at birth	279 (27%)	199 (19.2%)	147 (14.2%)	247 (23.9%)	162 (15.7%)	1034
Differs from birth	1 (20%)	0 (0%)	1 (20%)	3 (60%)	0 (0%)	5
Prefer not to say	24 (18.5%)	15 (11.5%)	26 (20%)	24 (18.5%)	41 (31.5%)	130
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	11 (23.4%)	2 (4.3%)	9 (19.1%)	18 (38.3%)	7 (14.9%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (18.2%)	0 (0%)	2 (18.2%)	5 (45.5%)	2 (18.2%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	12 (27.3%)	4 (9.1%)	4 (9.1%)	10 (22.7%)	14 (31.8%)	44
Other ethnic group includes Arab or any other ethnic group	8 (38.1%)	0 (0%)	3 (14.3%)	5 (23.8%)	5 (23.8%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	270 (26.1%)	207 (20%)	155 (15%)	236 (22.8%)	166 (16.1%)	1034
Location:						
Cambridge	206 (27.8%)	134 (18.1%)	108 (14.6%)	176 (23.8%)	116 (15.7%)	740
Outside Cambridge	74 (20.5%)	64 (17.7%)	56 (15.5%)	89 (24.7%)	78 (21.6%)	361
Stakeholder	4 (9.1%)	9 (20.5%)	10 (22.7%)	13 (29.5%)	8 (18.2%)	44

Private Hire Cars

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	424 (33%)	279 (21.7%)	192 (15%)	189 (14.7%)	200 (15.6%)	1284
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	13 (54.2%)	5 (20.8%)	2 (8.3%)	3 (12.5%)	1 (4.2%)	24
25-34	85 (51.5%)	36 (21.8%)	18 (10.9%)	9 (5.5%)	17 (10.3%)	165
35-44	90 (34.6%)	66 (25.4%)	38 (14.6%)	25 (9.6%)	41 (15.8%)	260
45-54	91 (33.1%)	63 (22.9%)	39 (14.2%)	40 (14.5%)	42 (15.3%)	275
55-64	61 (26.4%)	42 (18.2%)	42 (18.2%)	45 (19.5%)	41 (17.7%)	231
65-74	46 (27.2%)	31 (18.3%)	30 (17.8%)	40 (23.7%)	22 (13%)	169
75 and above	18 (27.3%)	16 (24.2%)	11 (16.7%)	13 (19.7%)	8 (12.1%)	66
Prefer not to say	9 (25.7%)	7 (20%)	4 (11.4%)	2 (5.7%)	13 (37.1%)	35
Disability or health condition that affects travel						
Yes	45 (25.1%)	28 (15.6%)	26 (14.5%)	29 (16.2%)	51 (28.5%)	179
No	343 (36.3%)	224 (23.7%)	146 (15.4%)	124 (13.1%)	109 (11.5%)	946
Prefer not to say	17 (17.9%)	15 (15.8%)	11 (11.6%)	25 (26.3%)	27 (28.4%)	95
Sex						
Male	228 (37.7%)	145 (24%)	90 (14.9%)	70 (11.6%)	72 (11.9%)	605
Female	155 (31.7%)	99 (20.2%)	70 (14.3%)	86 (17.6%)	79 (16.2%)	489
Prefer not to say	25 (19.8%)	20 (15.9%)	25 (19.8%)	22 (17.5%)	34 (27%)	126
Gender						
Same as at birth	367 (35.8%)	233 (22.7%)	143 (13.9%)	146 (14.2%)	137 (13.4%)	1026
Differs from birth	1 (20%)	1 (20%)	2 (40%)	1 (20%)	0 (0%)	5

Prefer not to say	31 (23.5%)	16 (12.1%)	27 (20.5%)	22 (16.7%)	36 (27.3%)	132
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	12 (26.7%)	5 (11.1%)	7 (15.6%)	12 (26.7%)	9 (20%)	45
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (20%)	1 (10%)	1 (10%)	4 (40%)	2 (20%)	10
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	14 (31.1%)	4 (8.9%)	7 (15.6%)	9 (20%)	11 (24.4%)	45
Other ethnic group includes Arab or any other ethnic group	8 (38.1%)	1 (4.8%)	3 (14.3%)	4 (19%)	5 (23.8%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	364 (35.3%)	239 (23.2%)	155 (15%)	133 (12.9%)	139 (13.5%)	1030
Location:						
Cambridge	264 (35.6%)	165 (22.3%)	114 (15.4%)	98 (13.2%)	100 (13.5%)	741
Outside Cambridge	105 (29.2%)	76 (21.1%)	54 (15%)	58 (16.1%)	67 (18.6%)	360
Stakeholder	8 (18.6%)	12 (27.9%)	7 (16.3%)	9 (20.9%)	7 (16.3%)	43

Question 17

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
Total	409 (31.5%)	431 (33.2%)	173 (13.3%)	125 (9.6%)	159 (12.3%)	1297
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	11 (44%)	9 (36%)	1 (4%)	3 (12%)	1 (4%)	25
25-34	81 (48.8%)	57 (34.3%)	10 (6%)	5 (3%)	13 (7.8%)	166
35-44	95 (36.7%)	87 (33.6%)	30 (11.6%)	15 (5.8%)	32 (12.4%)	259
45-54	78 (28.5%)	93 (33.9%)	38 (13.9%)	38 (13.9%)	27 (9.9%)	274
55-64	67 (28.9%)	74 (31.9%)	40 (17.2%)	24 (10.3%)	27 (11.6%)	232
65-74	36 (20%)	66 (36.7%)	35 (19.4%)	20 (11.1%)	23 (12.8%)	180
75 and above	25 (37.3%)	21 (31.3%)	9 (13.4%)	6 (9%)	6 (9%)	67
Prefer not to say	5 (13.9%)	6 (16.7%)	5 (13.9%)	4 (11.1%)	16 (44.4%)	36
Disability or health condition that affects travel						
Yes	42 (23.1%)	55 (30.2%)	25 (13.7%)	28 (15.4%)	32 (17.6%)	182
No	334 (35%)	342 (35.8%)	124 (13%)	71 (7.4%)	84 (8.8%)	955
Prefer not to say	15 (15.5%)	16 (16.5%)	19 (19.6%)	18 (18.6%)	29 (29.9%)	97
Sex						
Male	216 (35.2%)	214 (34.9%)	80 (13%)	46 (7.5%)	58 (9.4%)	614
Female	155 (31.3%)	170 (34.3%)	66 (13.3%)	52 (10.5%)	52 (10.5%)	495
Prefer not to say	24 (19.2%)	26 (20.8%)	22 (17.6%)	18 (14.4%)	35 (28%)	125
Gender						
Same as at birth	360 (34.5%)	359 (34.5%)	133 (12.8%)	93 (8.9%)	97 (9.3%)	1042

Differs from birth	1 (20%)	1 (20%)	1 (20%)	2 (40%)	0 (0%)	5
Prefer not to say	22 (16.8%)	28 (21.4%)	27 (20.6%)	14 (10.7%)	40 (30.5%)	131
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	12 (25.5%)	10 (21.3%)	6 (12.8%)	12 (25.5%)	7 (14.9%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (18.2%)	3 (27.3%)	2 (18.2%)	2 (18.2%)	2 (18.2%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	12 (27.3%)	13 (29.5%)	5 (11.4%)	7 (15.9%)	7 (15.9%)	44
Other ethnic group includes Arab or any other ethnic group	8 (38.1%)	6 (28.6%)	1 (4.8%)	2 (9.5%)	4 (19%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	353 (33.9%)	362 (34.8%)	138 (13.3%)	83 (8%)	104 (10%)	1040
Location:						
Cambridge	265 (35.4%)	262 (35%)	91 (12.2%)	54 (7.2%)	76 (10.2%)	748
Outside Cambridge	95 (26.1%)	111 (30.5%)	56 (15.4%)	44 (12.1%)	58 (15.9%)	364
Stakeholder	10 (23.3%)	15 (34.9%)	5 (11.6%)	7 (16.3%)	6 (14%)	43

Question 19

Blue badge holders						
	Very important	Important	Neither important nor unimportant	Unimportant	Very unimportant	Total
Total	613 (47.1%)	445 (34.2%)	129 (9.9%)	52 (4%)	63 (4.8%)	1302
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	9 (34.6%)	11 (42.3%)	3 (11.5%)	1 (3.8%)	2 (7.7%)	26
25-34	71 (43%)	61 (37%)	14 (8.5%)	13 (7.9%)	6 (3.6%)	165
35-44	112 (43.2%)	95 (36.7%)	28 (10.8%)	7 (2.7%)	17 (6.6%)	259
45-54	136 (48.9%)	87 (31.3%)	31 (11.2%)	12 (4.3%)	12 (4.3%)	278
55-64	102 (43.4%)	88 (37.4%)	27 (11.5%)	9 (3.8%)	9 (3.8%)	235
65-74	98 (54.7%)	54 (30.2%)	12 (6.7%)	7 (3.9%)	8 (4.5%)	179
75 and above	41 (59.4%)	18 (26.1%)	5 (7.2%)	1 (1.4%)	4 (5.8%)	69
Prefer not to say	14 (40%)	14 (40%)	5 (14.3%)	1 (2.9%)	1 (2.9%)	35
Disability or health condition that affects travel						
Yes	106 (57.6%)	44 (23.9%)	10 (5.4%)	6 (3.3%)	18 (9.8%)	184
No	437 (45.5%)	353 (36.7%)	99 (10.3%)	37 (3.9%)	35 (3.6%)	961
Prefer not to say	40 (41.7%)	30 (31.3%)	14 (14.6%)	5 (5.2%)	7 (7.3%)	96
Sex						
Male	255 (41.6%)	238 (38.8%)	60 (9.8%)	33 (5.4%)	27 (4.4%)	613
Female	273 (54.4%)	152 (30.3%)	43 (8.6%)	8 (1.6%)	26 (5.2%)	502
Prefer not to say	55 (43.3%)	38 (29.9%)	19 (15%)	9 (7.1%)	6 (4.7%)	127

Gender						
Same as at birth	497 (47.5%)	364 (34.8%)	96 (9.2%)	41 (3.9%)	49 (4.7%)	1047
Differs from birth	1 (20%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	5
Prefer not to say	57 (42.5%)	38 (28.4%)	24 (17.9%)	6 (4.5%)	9 (6.7%)	134
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	17 (36.2%)	11 (23.4%)	12 (25.5%)	1 (2.1%)	6 (12.8%)	47
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (18.2%)	7 (63.6%)	0 (0%)	1 (9.1%)	1 (9.1%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	22 (48.9%)	11 (24.4%)	6 (13.3%)	4 (8.9%)	2 (4.4%)	45
Other ethnic group includes Arab or any other ethnic group	8 (38.1%)	3 (14.3%)	5 (23.8%)	3 (14.3%)	2 (9.5%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	502 (48%)	369 (35.3%)	94 (9%)	38 (3.6%)	43 (4.1%)	1046
Location:						
Cambridge	367 (48.9%)	247 (32.9%)	64 (8.5%)	31 (4.1%)	41 (5.5%)	750
Outside Cambridge	162 (44.1%)	135 (36.8%)	41 (11.2%)	15 (4.1%)	14 (3.8%)	367
Stakeholder	25 (59.5%)	13 (31%)	3 (7.1%)	1 (2.4%)	0 (0%)	42

Care workers						
	Very important	Important	Neither important nor unimportant	Unimportant	Very unimportant	Total
Total	449 (34.7%)	467 (36.1%)	214 (16.5%)	80 (6.2%)	85 (6.6%)	1295
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	1 (3.8%)	12 (46.2%)	6 (23.1%)	2 (7.7%)	5 (19.2%)	26
25-34	35 (21.2%)	62 (37.6%)	29 (17.6%)	18 (10.9%)	21 (12.7%)	165
35-44	73 (28.4%)	85 (33.1%)	59 (23%)	19 (7.4%)	21 (8.2%)	257
45-54	95 (34.4%)	106 (38.4%)	43 (15.6%)	19 (6.9%)	13 (4.7%)	276
55-64	91 (38.9%)	91 (38.9%)	32 (13.7%)	12 (5.1%)	8 (3.4%)	234
65-74	85 (48%)	54 (30.5%)	25 (14.1%)	6 (3.4%)	7 (4%)	177
75 and above	35 (51.5%)	24 (35.3%)	6 (8.8%)	0 (0%)	3 (4.4%)	68
Prefer not to say	14 (38.9%)	12 (33.3%)	6 (16.7%)	2 (5.6%)	2 (5.6%)	36
Disability or health condition that affects travel						
Yes	89 (49.2%)	52 (28.7%)	15 (8.3%)	5 (2.8%)	20 (11%)	181
No	303 (31.7%)	365 (38.2%)	171 (17.9%)	65 (6.8%)	52 (5.4%)	956
Prefer not to say	39 (40.2%)	24 (24.7%)	17 (17.5%)	8 (8.2%)	9 (9.3%)	97
Sex						
Male	176 (28.9%)	224 (36.7%)	117 (19.2%)	51 (8.4%)	42 (6.9%)	610
Female	206 (41.3%)	183 (36.7%)	61 (12.2%)	20 (4%)	29 (5.8%)	499
Prefer not to say	47 (37%)	39 (30.7%)	26 (20.5%)	7 (5.5%)	8 (6.3%)	127
Gender						

Same as at birth	364 (34.9%)	378 (36.2%)	166 (15.9%)	67 (6.4%)	69 (6.6%)	1044
Differs from birth	0 (0%)	3 (60%)	1 (20%)	1 (20%)	0 (0%)	5
Prefer not to say	47 (35.9%)	40 (30.5%)	26 (19.8%)	8 (6.1%)	10 (7.6%)	131
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	10 (21.7%)	15 (32.6%)	12 (26.1%)	2 (4.3%)	7 (15.2%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	4 (36.4%)	4 (36.4%)	1 (9.1%)	1 (9.1%)	1 (9.1%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	17 (37.8%)	10 (22.2%)	4 (8.9%)	6 (13.3%)	8 (17.8%)	45
Other ethnic group includes Arab or any other ethnic group	5 (23.8%)	5 (23.8%)	3 (14.3%)	3 (14.3%)	5 (23.8%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	369 (35.5%)	385 (37%)	168 (16.2%)	62 (6%)	56 (5.4%)	1040
Location:						
Cambridge	251 (33.7%)	278 (37.3%)	112 (15%)	48 (6.4%)	56 (7.5%)	745
Outside Cambridge	131 (35.7%)	126 (34.3%)	70 (19.1%)	21 (5.7%)	19 (5.2%)	367
Stakeholder	16 (38.1%)	17 (40.5%)	6 (14.3%)	1 (2.4%)	2 (4.8%)	42

Health workers

	Very important	Important	Neither important nor unimportant	Unimportant	Very unimportant	Total
Total	433 (33.7%)	431 (33.6%)	243 (18.9%)	90 (7%)	87 (6.8%)	1284
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	1 (3.8%)	11 (42.3%)	4 (15.4%)	6 (23.1%)	4 (15.4%)	26
25-34	40 (24.4%)	43 (26.2%)	38 (23.2%)	21 (12.8%)	22 (13.4%)	164
35-44	66 (25.9%)	89 (34.9%)	59 (23.1%)	20 (7.8%)	21 (8.2%)	255
45-54	93 (34.1%)	98 (35.9%)	52 (19%)	17 (6.2%)	13 (4.8%)	273
55-64	89 (38.5%)	82 (35.5%)	37 (16%)	14 (6.1%)	9 (3.9%)	231
65-74	75 (43.1%)	55 (31.6%)	30 (17.2%)	7 (4%)	7 (4%)	174
75 and above	34 (48.6%)	26 (37.1%)	7 (10%)	0 (0%)	3 (4.3%)	70
Prefer not to say	14 (38.9%)	11 (30.6%)	6 (16.7%)	2 (5.6%)	3 (8.3%)	36
Disability or health condition that affects travel						
Yes	82 (46.1%)	54 (30.3%)	17 (9.6%)	5 (2.8%)	20 (11.2%)	178
No	297 (31.1%)	336 (35.2%)	197 (20.6%)	70 (7.3%)	54 (5.7%)	954
Prefer not to say	34 (36.6%)	23 (24.7%)	16 (17.2%)	11 (11.8%)	9 (9.7%)	93
Sex						
Male	172 (28.5%)	212 (35.1%)	123 (20.4%)	54 (8.9%)	43 (7.1%)	604
Female	193 (38.9%)	170 (34.3%)	80 (16.1%)	24 (4.8%)	29 (5.8%)	496
Prefer not to say	47 (37.3%)	33 (26.2%)	28 (22.2%)	9 (7.1%)	9 (7.1%)	126
Gender						
Same as at birth	346 (33.4%)	354 (34.2%)	192 (18.6%)	74 (7.1%)	69 (6.7%)	1035

Differs from birth	0 (0%)	3 (60%)	1 (20%)	1 (20%)	0 (0%)	5
Prefer not to say	48 (36.9%)	33 (25.4%)	28 (21.5%)	9 (6.9%)	12 (9.2%)	130
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	9 (20%)	13 (28.9%)	12 (26.7%)	3 (6.7%)	8 (17.8%)	45
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	4 (36.4%)	4 (36.4%)	1 (9.1%)	1 (9.1%)	1 (9.1%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	17 (37.8%)	10 (22.2%)	3 (6.7%)	7 (15.6%)	8 (17.8%)	45
Other ethnic group includes Arab or any other ethnic group	6 (28.6%)	2 (9.5%)	5 (23.8%)	3 (14.3%)	5 (23.8%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	354 (34.3%)	359 (34.8%)	193 (18.7%)	68 (6.6%)	57 (5.5%)	1031
Location:						
Cambridge	240 (32.3%)	257 (34.5%)	143 (19.2%)	48 (6.5%)	56 (7.5%)	744
Outside Cambridge	128 (36%)	115 (32.3%)	63 (17.7%)	32 (9%)	18 (5.1%)	356
Stakeholder	16 (38.1%)	14 (33.3%)	8 (19%)	1 (2.4%)	3 (7.1%)	42

Public service vehicles

	Very important	Important	Neither important nor unimportant	Unimportant	Very unimportant	Total
Total	588 (45.5%)	488 (37.8%)	131 (10.1%)	31 (2.4%)	54 (4.2%)	1292
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	9 (34.6%)	13 (50%)	0 (0%)	0 (0%)	4 (15.4%)	26
25-34	63 (38.2%)	67 (40.6%)	23 (13.9%)	5 (3%)	7 (4.2%)	165
35-44	105 (40.9%)	98 (38.1%)	36 (14%)	6 (2.3%)	12 (4.7%)	257
45-54	115 (42%)	114 (41.6%)	28 (10.2%)	9 (3.3%)	8 (2.9%)	274
55-64	114 (49.4%)	83 (35.9%)	20 (8.7%)	5 (2.2%)	9 (3.9%)	231
65-74	97 (54.5%)	58 (32.6%)	13 (7.3%)	3 (1.7%)	7 (3.9%)	178
75 and above	43 (62.3%)	21 (30.4%)	3 (4.3%)	0 (0%)	2 (2.9%)	69
Prefer not to say	14 (38.9%)	15 (41.7%)	4 (11.1%)	1 (2.8%)	2 (5.6%)	36
Disability or health condition that affects travel						
Yes	98 (53.8%)	53 (29.1%)	13 (7.1%)	3 (1.6%)	15 (8.2%)	182
No	424 (44.4%)	382 (40%)	97 (10.2%)	22 (2.3%)	29 (3%)	954
Prefer not to say	38 (40%)	31 (32.6%)	14 (14.7%)	4 (4.2%)	8 (8.4%)	95
Sex						
Male	253 (41.6%)	250 (41.1%)	66 (10.9%)	19 (3.1%)	20 (3.3%)	608
Female	255 (51.1%)	173 (34.7%)	41 (8.2%)	7 (1.4%)	23 (4.6%)	499
Prefer not to say	51 (40.5%)	44 (34.9%)	20 (15.9%)	3 (2.4%)	8 (6.3%)	126
Gender						
Same as at birth	478 (46%)	397 (38.2%)	101 (9.7%)	24 (2.3%)	40 (3.8%)	1040
Differs from birth	1 (20%)	3 (60%)	1 (20%)	0 (0%)	0 (0%)	5

Prefer not to say	55 (41.7%)	43 (32.6%)	21 (15.9%)	3 (2.3%)	10 (7.6%)	132
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	13 (29.5%)	18 (40.9%)	3 (6.8%)	2 (4.5%)	8 (18.2%)	44
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	4 (36.4%)	4 (36.4%)	2 (18.2%)	0 (0%)	1 (9.1%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	27 (60%)	9 (20%)	4 (8.9%)	1 (2.2%)	4 (8.9%)	45
Other ethnic group includes Arab or any other ethnic group	9 (42.9%)	5 (23.8%)	4 (19%)	1 (4.8%)	2 (9.5%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	480 (46.2%)	401 (38.6%)	105 (10.1%)	22 (2.1%)	32 (3.1%)	1040
Location:						
Cambridge	347 (46.5%)	283 (37.9%)	68 (9.1%)	14 (1.9%)	35 (4.7%)	747
Outside Cambridge	160 (44.2%)	132 (36.5%)	45 (12.4%)	11 (3%)	14 (3.9%)	362
Stakeholder	22 (52.4%)	15 (35.7%)	4 (9.5%)	1 (2.4%)	0 (0%)	42

Delivery vehicles making multiple drops

	Very important	Important	Neither important nor unimportant	Unimportant	Very unimportant	Total
Total	242 (18.7%)	356 (27.6%)	338 (26.2%)	218 (16.9%)	138 (10.7%)	1292
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)	1
15-24	2 (8%)	8 (32%)	6 (24%)	4 (16%)	5 (20%)	25
25-34	16 (9.7%)	32 (19.4%)	34 (20.6%)	44 (26.7%)	39 (23.6%)	165
35-44	36 (13.8%)	65 (25%)	68 (26.2%)	56 (21.5%)	35 (13.5%)	260
45-54	53 (19.3%)	82 (29.9%)	73 (26.6%)	45 (16.4%)	21 (7.7%)	274
55-64	52 (22.4%)	64 (27.6%)	63 (27.2%)	33 (14.2%)	20 (8.6%)	232
65-74	33 (18.8%)	62 (35.2%)	56 (31.8%)	19 (10.8%)	6 (3.4%)	176
75 and above	20 (29%)	19 (27.5%)	18 (26.1%)	7 (10.1%)	5 (7.2%)	69
Prefer not to say	10 (27.8%)	9 (25%)	9 (25%)	6 (16.7%)	2 (5.6%)	36
Disability or health condition that affects travel						
Yes	54 (30%)	56 (31.1%)	28 (15.6%)	21 (11.7%)	21 (11.7%)	180
No	146 (15.3%)	261 (27.3%)	270 (28.2%)	177 (18.5%)	102 (10.7%)	956
Prefer not to say	24 (25%)	24 (25%)	27 (28.1%)	12 (12.5%)	9 (9.4%)	96
Sex						
Male	98 (16%)	174 (28.4%)	151 (24.7%)	112 (18.3%)	77 (12.6%)	612
Female	96 (19.4%)	134 (27.1%)	139 (28.1%)	83 (16.8%)	43 (8.7%)	495
Prefer not to say	30 (23.6%)	32 (25.2%)	34 (26.8%)	18 (14.2%)	13 (10.2%)	127
Gender						
Same as at birth	183 (17.6%)	291 (27.9%)	265 (25.4%)	187 (17.9%)	116 (11.1%)	1042
Differs from birth	0 (0%)	2 (40%)	2 (40%)	0 (0%)	1 (20%)	5

Prefer not to say	30 (22.7%)	34 (25.8%)	42 (31.8%)	12 (9.1%)	14 (10.6%)	132
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	7 (15.2%)	13 (28.3%)	14 (30.4%)	3 (6.5%)	9 (19.6%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (9.1%)	3 (27.3%)	3 (27.3%)	2 (18.2%)	2 (18.2%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	10 (23.3%)	12 (27.9%)	11 (25.6%)	5 (11.6%)	5 (11.6%)	43
Other ethnic group includes Arab or any other ethnic group	6 (28.6%)	6 (28.6%)	3 (14.3%)	3 (14.3%)	3 (14.3%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	183 (17.6%)	295 (28.3%)	265 (25.5%)	187 (18%)	111 (10.7%)	1041
Location:						
Cambridge	126 (16.9%)	206 (27.6%)	183 (24.5%)	143 (19.1%)	89 (11.9%)	747
Outside Cambridge	72 (19.7%)	96 (26.3%)	103 (28.2%)	60 (16.4%)	34 (9.3%)	365
Stakeholder	16 (39%)	12 (29.3%)	9 (22%)	3 (7.3%)	1 (2.4%)	41

Neighbourhood streets						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total

Total	476 (36.9%)	308 (23.9%)	136 (10.5%)	141 (10.9%)	229 (17.8%)	1290
Age range:						
Under 15	0 (0%)	0 (0%)	0 (0%)	1 (100%)	0 (0%)	1
15-24	12 (48%)	9 (36%)	0 (0%)	3 (12%)	1 (4%)	25
25-34	83 (50.3%)	45 (27.3%)	16 (9.7%)	5 (3%)	16 (9.7%)	165
35-44	100 (39.1%)	59 (23%)	29 (11.3%)	23 (9%)	45 (17.6%)	256
45-54	100 (36.6%)	55 (20.1%)	28 (10.3%)	39 (14.3%)	51 (18.7%)	273
55-64	76 (32.5%)	67 (28.6%)	21 (9%)	25 (10.7%)	45 (19.2%)	234
65-74	61 (34.7%)	40 (22.7%)	21 (11.9%)	27 (15.3%)	27 (15.3%)	176
75 and above	27 (38.6%)	13 (18.6%)	11 (15.7%)	6 (8.6%)	13 (18.6%)	70
Prefer not to say	7 (19.4%)	7 (19.4%)	2 (5.6%)	5 (13.9%)	15 (41.7%)	36
Disability or health condition that affects travel						
Yes	47 (25.7%)	23 (12.6%)	23 (12.6%)	36 (19.7%)	54 (29.5%)	183
No	398 (41.9%)	253 (26.6%)	92 (9.7%)	88 (9.3%)	119 (12.5%)	950
Prefer not to say	16 (16.7%)	16 (16.7%)	13 (13.5%)	11 (11.5%)	40 (41.7%)	96
Sex						
Male	257 (42.2%)	164 (26.9%)	49 (8%)	57 (9.4%)	82 (13.5%)	609
Female	182 (36.8%)	111 (22.4%)	64 (12.9%)	54 (10.9%)	84 (17%)	495
Prefer not to say	23 (18.4%)	18 (14.4%)	14 (11.2%)	24 (19.2%)	46 (36.8%)	125
Gender						
Same as at birth	423 (40.7%)	257 (24.7%)	101 (9.7%)	108 (10.4%)	150 (14.4%)	1039
Differs from birth	1 (20%)	2 (40%)	1 (20%)	0 (0%)	1 (20%)	5
Prefer not to say	23 (17.4%)	21 (15.9%)	16 (12.1%)	19 (14.4%)	53 (40.2%)	132
Ethnic Group						

Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	10 (21.7%)	11 (23.9%)	4 (8.7%)	13 (28.3%)	8 (17.4%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	3 (27.3%)	0 (0%)	1 (9.1%)	3 (27.3%)	4 (36.4%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	13 (31%)	6 (14.3%)	6 (14.3%)	6 (14.3%)	11 (26.2%)	42
Other ethnic group includes Arab or any other ethnic group	7 (33.3%)	1 (4.8%)	2 (9.5%)	4 (19%)	7 (33.3%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	419 (40.4%)	265 (25.5%)	102 (9.8%)	98 (9.4%)	154 (14.8%)	1038
Location:						
Cambridge	326 (43.7%)	176 (23.6%)	72 (9.7%)	62 (8.3%)	110 (14.7%)	746
Outside Cambridge	103 (28.8%)	86 (24%)	40 (11.2%)	52 (14.5%)	77 (21.5%)	358
Stakeholder	9 (22%)	11 (26.8%)	7 (17.1%)	4 (9.8%)	10 (24.4%)	41

Question 22

	Greatly improve	Improve	Neither improve nor worsen	Worsen	Greatly worsen	Total
Total	297 (22.9%)	396 (30.5%)	351 (27%)	134 (10.3%)	121 (9.3%)	1299
Age range:						
Under 15	0 (0%)	0 (0%)	1 (100%)	0 (0%)	0 (0%)	1
15-24	10 (40%)	9 (36%)	5 (20%)	0 (0%)	1 (4%)	25
25-34	61 (37%)	68 (41.2%)	22 (13.3%)	3 (1.8%)	11 (6.7%)	165
35-44	71 (27.2%)	84 (32.2%)	56 (21.5%)	22 (8.4%)	28 (10.7%)	261
45-54	55 (19.9%)	69 (25%)	88 (31.9%)	37 (13.4%)	27 (9.8%)	276
55-64	41 (17.5%)	74 (31.6%)	68 (29.1%)	33 (14.1%)	18 (7.7%)	234
65-74	29 (16.3%)	50 (28.1%)	61 (34.3%)	20 (11.2%)	18 (10.1%)	178
75 and above	19 (27.5%)	16 (23.2%)	25 (36.2%)	6 (8.7%)	3 (4.3%)	69
Prefer not to say	3 (8.6%)	6 (17.1%)	11 (31.4%)	5 (14.3%)	10 (28.6%)	35
Disability or health condition that affects travel						
Yes	30 (16.2%)	39 (21.1%)	65 (35.1%)	27 (14.6%)	24 (13%)	185
No	247 (25.8%)	326 (34.1%)	242 (25.3%)	80 (8.4%)	62 (6.5%)	957
Prefer not to say	9 (9.4%)	11 (11.5%)	28 (29.2%)	19 (19.8%)	29 (30.2%)	96
Sex						
Male	156 (25.4%)	202 (32.8%)	163 (26.5%)	54 (8.8%)	40 (6.5%)	615
Female	118 (23.7%)	153 (30.8%)	132 (26.6%)	48 (9.7%)	46 (9.3%)	497
Prefer not to say	12 (9.4%)	20 (15.7%)	41 (32.3%)	23 (18.1%)	31 (24.4%)	127
Gender						
Same as at birth	261 (25%)	338 (32.3%)	269 (25.7%)	93 (8.9%)	84 (8%)	1045

Differs from birth	1 (20%)	2 (40%)	2 (40%)	0 (0%)	0 (0%)	5
Prefer not to say	16 (12%)	18 (13.5%)	47 (35.3%)	21 (15.8%)	31 (23.3%)	133
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	9 (19.6%)	10 (21.7%)	15 (32.6%)	6 (13%)	6 (13%)	46
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (9.1%)	3 (27.3%)	3 (27.3%)	3 (27.3%)	1 (9.1%)	11
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	8 (18.2%)	12 (27.3%)	16 (36.4%)	4 (9.1%)	4 (9.1%)	44
Other ethnic group includes Arab or any other ethnic group	6 (28.6%)	2 (9.5%)	6 (28.6%)	2 (9.5%)	5 (23.8%)	21
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	258 (24.7%)	335 (32.1%)	271 (25.9%)	95 (9.1%)	86 (8.2%)	1045
Location:						
Cambridge	208 (27.8%)	252 (33.7%)	168 (22.5%)	66 (8.8%)	53 (7.1%)	747
Outside Cambridge	54 (14.8%)	101 (27.6%)	118 (32.2%)	47 (12.8%)	46 (12.6%)	366
Stakeholder	8 (18.6%)	16 (37.2%)	10 (23.3%)	6 (14%)	3 (7%)	43