

## Results by District for the In-home Survey

Throughout the tables, the figures show the results as percentages. Base numbers are shown where appropriate. Percentages are rounded to the nearest whole number, and for this reason may not in all cases add exactly to 100. In the figures and tables, respondents who answered 'Don't know' are excluded and we have excluded those who were not eligible to respond to a particular question.

**Table 1: Response by District**

| AREA                 | Number of interviews<br>(In-home survey) | % of sample<br>(In-home survey) |
|----------------------|--|---------------------------------|
| Cambridge City       | 231                                      | 21%                             |
| East Cambridgeshire  | 143                                      | 13%                             |
| Fenland              | 165                                      | 15%                             |
| Huntingdonshire      | 308                                      | 28%                             |
| South Cambridgeshire | 253                                      | 23%                             |
| <b>TOTAL</b>         | <b>1100</b>                              | <b>100%</b>                     |

**Table 2: Distance live from Cambridge**

|                   | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Live in Cambridge | 21%         | 100%               | 0%             | 0%          | 0%         | 0%              |
| Less than 1 mile  | 0%          | 0%                 | 0%             | 0%          | 0%         | 0%              |
| 1-5 miles         | 12%         | 0%                 | 0%             | 0%          | 3%         | 50%             |
| 6-10 miles        | 13%         | 0%                 | 1%             | 0%          | 9%         | 46%             |
| 11-19 miles       | 29%         | 0%                 | 71%            | 28%         | 53%        | 4%              |
| 20 miles and over | 24%         | 0%                 | 27%            | 73%         | 36%        | 0%              |
| <b>Base</b>       | <b>1089</b> | <b>231</b>         | <b>142</b>     | <b>160</b>  | <b>304</b> | <b>252</b>      |

**Table 3: Main method of travel into Cambridge**

|                              | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|------------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Car/Van – driver             | 55%         | 38%                | 57%            | 65%         | 56%        | 63%             |
| Car/Van – passenger          | 7%          | 5%                 | 13%            | 15%         | 4%         | 5%              |
| Motorbike/Moped/Scooter      | 1%          | 2%                 | 0%             | 0%          | 0%         | 0%              |
| Taxi/Minicab                 | 0%          | 1%                 | 1%             | 0%          | 0%         | 1%              |
| Bicycle                      | 6%          | 20%                | 0%             | 0%          | 0%         | 6%              |
| Bus                          | 15%         | 13%                | 12%            | 10%         | 23%        | 14%             |
| Park and Ride                | 11%         | 3%                 | 11%            | 7%          | 18%        | 11%             |
| Train                        | 1%          | 1%                 | 4%             | 3%          | 0%         | 0%              |
| Walk                         | 4%          | 17%                | 1%             | 0%          | 0%         | 0%              |
| Other                        | 0%          | 0%                 | 1%             | 0%          | 0%         | 0%              |
| Do not travel into Cambridge | 0%          | 0%                 | 0%             | 0%          | 0%         | 0%              |
| <b>Base</b>                  | <b>1100</b> | <b>231</b>         | <b>143</b>     | <b>165</b>  | <b>308</b> | <b>253</b>      |

**Table 4: Frequency of travel in Cambridge**

|   | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|---|-------------|--------------------|----------------|-------------|------------|-----------------|
| Everyday (7 days week)                  | 12%         | 33%                | 4%             | 1%          | 2%         | 15%             |
| 5 days a week (Monday to Friday)        | 10%         | 17%                | 7%             | 2%          | 4%         | 17%             |
| More than twice a week but not everyday | 9%          | 15%                | 8%             | 4%          | 4%         | 13%             |
| Once or twice a week                    | 18%         | 20%                | 17%            | 4%          | 12%        | 32%             |
| Once or twice a month                   | 25%         | 12%                | 36%            | 25%         | 36%        | 19%             |
| Once or twice a year                    | 18%         | 2%                 | 23%            | 39%         | 28%        | 5%              |
| Less than once a year                   | 9%          | 1%                 | 4%             | 24%         | 15%        | 0%              |
| <b>Base</b>                             | <b>1100</b> | <b>231</b>         | <b>143</b>     | <b>165</b>  | <b>308</b> | <b>253</b>      |

**Table 5: Main reason for travelling in Cambridge**

|                             | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-----------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Work                        | 24%         | 37%                | 20%            | 21%         | 12%        | 31%             |
| School/College              | 4%          | 7%                 | 3%             | 3%          | 1%         | 6%              |
| To visit friends and family | 8%          | 7%                 | 8%             | 8%          | 9%         | 7%              |
| Shopping                    | 51%         | 42%                | 48%            | 49%         | 66%        | 44%             |
| Leisure activities          | 8%          | 5%                 | 9%             | 10%         | 8%         | 6%              |
| Other                       | 6%          | 2%                 | 12%            | 8%          | 4%         | 6%              |
| <b>Base</b>                 | <b>1100</b> | <b>231</b>         | <b>143</b>     | <b>165</b>  | <b>308</b> | <b>253</b>      |

**Table 6: Time of day respondent usually travels in Cambridge**

|                             | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-----------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Between midnight and 6.29am | 0%          | 1%                 | 0%             | 1%          | 0%         | 0%              |
| Between 6.30am – 9.29am     | 12%         | 8%                 | 11%            | 13%         | 13%        | 13%             |
| Between 9.30am – 3.29pm     | 50%         | 39%                | 53%            | 44%         | 60%        | 49%             |
| Between 3.30pm – 6.59pm     | 3%          | 5%                 | 5%             | 4%          | 3%         | 1%              |
| Between 7pm – 11.59pm       | 1%          | 1%                 | 2%             | 1%          | 2%         | 2%              |
| It varies                   | 33%         | 47%                | 29%            | 37%         | 22%        | 35%             |
| <b>Base</b>                 | <b>1097</b> | <b>230</b>         | <b>143</b>     | <b>163</b>  | <b>308</b> | <b>253</b>      |

**Table 7: Overall satisfaction with public transport in local area**

|                                    | All (%)    | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|------------------------------------|------------|--------------------|----------------|-------------|------------|-----------------|
| Very satisfied                     | 13%        | 11%                | 10%            | 11%         | 16%        | 15%             |
| Fairly satisfied                   | 36%        | 39%                | 41%            | 37%         | 31%        | 35%             |
| Neither satisfied nor dissatisfied | 15%        | 20%                | 17%            | 15%         | 12%        | 14%             |
| Fairly dissatisfied                | 16%        | 16%                | 14%            | 17%         | 16%        | 15%             |
| Very dissatisfied                  | 20%        | 16%                | 17%            | 21%         | 25%        | 21%             |
| <b>Base</b>                        | <b>887</b> | <b>200</b>         | <b>115</b>     | <b>115</b>  | <b>218</b> | <b>239</b>      |

**Table 8: Seriousness of congestion in and around Cambridge**

|                    | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|--------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Very serious       | 40%         | 38%                | 41%            | 41%         | 47%        | 33%             |
| Serious            | 42%         | 44%                | 42%            | 41%         | 37%        | 47%             |
| Not very serious   | 16%         | 16%                | 14%            | 17%         | 14%        | 19%             |
| Not at all serious | 2%          | 2%                 | 2%             | 1%          | 2%         | 2%              |
| <b>Base</b>        | <b>1065</b> | <b>229</b>         | <b>140</b>     | <b>151</b>  | <b>296</b> | <b>249</b>      |

**Table 9: How congestion has changed over the last 12 months**

|                 | All (%)    | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-----------------|------------|--------------------|----------------|-------------|------------|-----------------|
| Better          | 2%         | 1%                 | 2%             | 2%          | 3%         | 3%              |
| Worse           | 47%        | 50%                | 48%            | 44%         | 52%        | 41%             |
| Stayed the same | 50%        | 49%                | 51%            | 54%         | 45%        | 56%             |
| <b>Base</b>     | <b>964</b> | <b>210</b>         | <b>126</b>     | <b>131</b>  | <b>260</b> | <b>237</b>      |

**Table 10: Causes of congestion in Cambridge**

|   | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|---|-------------|--------------------|----------------|-------------|------------|-----------------|
| Sheer number of vehicles on the road                      | 67%         | 60%                | 60%            | 78%         | 84%        | 51%             |
| People driving to work                                    | 13%         | 20%                | 10%            | 21%         | 7%         | 10%             |
| People driving children to school                         | 11%         | 15%                | 10%            | 8%          | 4%         | 16%             |
| Roads not being suitable for large number of cars         | 9%          | 10%                | 13%            | 7%          | 7%         | 10%             |
| Traffic lights  | 4%          | 7%                 | 4%             | 1%          | 1%         | 8%              |
| Lorries or vans unloading                                 | 3%          | 5%                 | 3%             | 1%          | 6%         | 0%              |
| Inadequate bus service                                    | 3%          | 2%                 | 2%             | 1%          | 2%         | 5%              |
| People driving to shops                                   | 3%          | 7%                 | 1%             | 0%          | 1%         | 2%              |
| Road works  | 3%          | 7%                 | 3%             | 3%          | 3%         | 2%              |
| Bus lanes   | 2%          | 2%                 | 4%             | 1%          | 2%         | 1%              |
| Single occupancy vehicles                                 | 2%          | 2%                 | 6%             | 1%          | 0%         | 1%              |
| Growing population  | 2%          | 4%                 | 4%             | 1%          | 1%         | 2%              |
| Accidents   | 2%          | 3%                 | 1%             | 1%          | 2%         | 4%              |
| Bad/Illegal parking                                       | 2%          | 1%                 | 1%             | 5%          | 2%         | 2%              |
| Housing growth  | 1%          | 0%                 | 0%             | 0%          | 0%         | 1%              |
| People not using alternatives routes/methods of transport | 0%          | 1%                 | 0%             | 1%          | 0%         | 0%              |
| <b>Base</b>   | <b>1032</b> | <b>220</b>         | <b>135</b>     | <b>148</b>  | <b>290</b> | <b>239</b>      |

**Table 11: What should be done to reduce congestion in Cambridge?**

|  | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|--|-------------|--------------------|----------------|-------------|------------|-----------------|
| Cheaper fares on public transport                            | 46%         | 48%                | 42%            | 42%         | 53%        | 42%             |
| More frequent public transport                               | 40%         | 37%                | 36%            | 34%         | 46%        | 40%             |
| More reliable public transport                               | 37%         | 41%                | 37%            | 29%         | 27%        | 39%             |
| More/better routes on public transport                       | 32%         | 30%                | 28%            | 18%         | 36%        | 39%             |
| Schemes to encourage people to use their car less            | 23%         | 32%                | 22%            | 19%         | 19%        | 25%             |
| Better facilities for cycling                                | 21%         | 32%                | 22%            | 17%         | 15%        | 22%             |
| Schemes to encourage people to car share                     | 21%         | 24%                | 31%            | 20%         | 11%        | 26%             |
| Widen current roads  | 18%         | 13%                | 14%            | 14%         | 28%        | 16%             |
| Ban some cars from entering or parking in parts of Cambridge | 15%         | 14%                | 16%            | 16%         | 15%        | 13%             |
| Build more roads   | 10%         | 7%                 | 11%            | 10%         | 12%        | 10%             |
| Better facilities for walking                                | 8%          | 15%                | 5%             | 8%          | 7%         | 6%              |
| Congestion charging  | 8%          | 13%                | 8%             | 6%          | 8%         | 6%              |
| Other  | 10%         | 10%                | 11%            | 6%          | 12%        | 9%              |
| Nothing - I do not think it is a problem                     | 1%          | 1%                 | 1%             | 1%          | 1%         | 1%              |
| <b>Base</b>  | <b>1060</b> | <b>221</b>         | <b>142</b>     | <b>159</b>  | <b>294</b> | <b>244</b>      |

**Table 12: Responsibility for reducing congestion**

|                            | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|----------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Local Government           | 45%         | 53%                | 43%            | 29%         | 42%        | 55%             |
| We are all responsible     | 43%         | 38%                | 34%            | 53%         | 49%        | 39%             |
| Central Government         | 24%         | 21%                | 21%            | 23%         | 24%        | 29%             |
| Town Planners              | 22%         | 25%                | 18%            | 19%         | 20%        | 26%             |
| Highways Agency            | 18%         | 14%                | 17%            | 22%         | 20%        | 18%             |
| Public transport operators | 13%         | 11%                | 10%            | 16%         | 12%        | 17%             |
| Motorists                  | 13%         | 18%                | 9%             | 8%          | 9%         | 21%             |
| Employers                  | 5%          | 5%                 | 3%             | 3%          | 4%         | 7%              |
| Other                      | 0%          | 0%                 | 0%             | 1%          | 0%         | 0%              |
| <b>Base</b>                | <b>1059</b> | <b>217</b>         | <b>136</b>     | <b>161</b>  | <b>297</b> | <b>248</b>      |

**Table 13: Agreement with Statements**

|  | All (%) | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%) | South Cambs (%) |
|--|---------|--------------------|----------------|-------------|-----------|-----------------|
| Residents in Cambridgeshire need to change their travel behaviour to help ease congestion in Cambridge       | 65%     | 67%                | 59%            | 70%         | 65%       | 63%             |
| I am worried about the effect of congestion on the environment   | 70%     | 70%                | 64%            | 69%         | 70%       | 76%             |
| I limit the amount of journeys I make by car because of the effect car travel has on the environment         | 44%     | 52%                | 47%            | 36%         | 45%       | 41%             |
| People should be allowed to use their cars as much as they like, even if it causes damage to the environment | 22%     | 18%                | 30%            | 22%         | 23%       | 19%             |
| I could be persuaded to reduce my car use if it helped ease congestion in Cambridge                          | 50%     | 48%                | 51%            | 40%         | 49%       | 57%             |

|   |     |     |     |     |     |     |
|---|-----|-----|-----|-----|-----|-----|
| I could be persuaded to reduce my car use if I was sure it would help reduce climate change | 53% | 55% | 54% | 53% | 49% | 55% |
| I would use my car less if there were suitable alternative ways to travel                   | 76% | 67% | 69% | 81% | 75% | 84% |

**Table 14: Ways to encourage respondents to use their car less**

|   | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|---|-------------|--------------------|----------------|-------------|------------|-----------------|
| More frequent public transport                | 45%         | 29%                | 41%            | 55%         | 52%        | 46%             |
| Cheaper fares on public transport             | 44%         | 33%                | 43%            | 44%         | 50%        | 46%             |
| More reliable public transport                | 39%         | 30%                | 35%            | 36%         | 45%        | 42%             |
| More routes on public transport               | 38%         | 29%                | 31%            | 41%         | 46%        | 38%             |
| Bus stops near my destination                 | 18%         | 13%                | 16%            | 22%         | 20%        | 20%             |
| Bus stops near my home                        | 17%         | 8%                 | 19%            | 22%         | 17%        | 20%             |
| Improved cycle facilities                     | 11%         | 16%                | 9%             | 8%          | 5%         | 17%             |
| Congestion charging                           | 11%         | 13%                | 6%             | 9%          | 9%         | 14%             |
| Improved facilities for pedestrians           | 5%          | 6%                 | 4%             | 4%          | 4%         | 6%              |
| Car sharing schemes                           | 9%          | 8%                 | 20%            | 9%          | 6%         | 10%             |
| Increased petrol prices                       | 6%          | 5%                 | 4%             | 7%          | 4%         | 9%              |
| Other   | 3%          | 1%                 | 3%             | 2%          | 6%         | 3%              |
| Nothing – I do not own or drive a car         | 12%         | 25%                | 10%            | 11%         | 7%         | 8%              |
| Nothing would encourage me to use my car less | 9%          | 8%                 | 14%            | 7%          | 11%        | 7%              |
| <b>Base</b>                                   | <b>1086</b> | <b>226</b>         | <b>139</b>     | <b>164</b>  | <b>307</b> | <b>250</b>      |

**Table 15: Extension of opening hours of the Park and Ride Scheme**

|                                   | All (%)    | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-----------------------------------|------------|--------------------|----------------|-------------|------------|-----------------|
| Yes - open earlier in the morning | 20%        | 28%                | 24%            | 10%         | 20%        | 19%             |
| Yes - open later at night         | 46%        | 50%                | 54%            | 31%         | 45%        | 50%             |
| No                                | 51%        | 42%                | 41%            | 68%         | 54%        | 48%             |
| <b>Base</b>                       | <b>991</b> | <b>187</b>         | <b>135</b>     | <b>158</b>  | <b>280</b> | <b>231</b>      |

**Table 16: Frequency of Park and Ride service**

|                     | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|---------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| About right         | 96%         | 94%                | 99%            | 99%         | 97%        | 95%             |
| Not frequent enough | 3%          | 5%                 | 1%             | 1%          | 3%         | 4%              |
| Too frequent        | 1%          | 0%                 | 0%             | 0%          | 0%         | 2%              |
| <b>Base</b>         | <b>1049</b> | <b>208</b>         | <b>159</b>     | <b>159</b>  | <b>296</b> | <b>249</b>      |

**Table 17: Improvements that would encourage more use of the local bus service**

|                                       | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|---------------------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Cheaper bus fares                     | 41%         | 50%                | 43%            | 29%         | 39%        | 44%             |
| More frequent bus services            | 35%         | 27%                | 40%            | 39%         | 42%        | 30%             |
| More reliable and punctual buses      | 33%         | 40%                | 30%            | 26%         | 31%        | 35%             |
| Increased number of bus routes        | 32%         | 32%                | 29%            | 36%         | 31%        | 33%             |
| Faster journey times                  | 21%         | 14%                | 22%            | 20%         | 18%        | 29%             |
| Different bus routes                  | 16%         | 12%                | 19%            | 13%         | 15%        | 21%             |
| Real time bus information             | 13%         | 20%                | 7%             | 16%         | 8%         | 13%             |
| More bus lanes                        | 9%          | 12%                | 10%            | 8%          | 7%         | 8%              |
| Bus stop near my home                 | 8%          | 4%                 | 10%            | 13%         | 6%         | 8%              |
| Bus stop near my destination          | 6%          | 2%                 | 9%             | 7%          | 6%         | 7%              |
| Less crowded buses                    | 6%          | 6%                 | 6%             | 8%          | 3%         | 6%              |
| Segregated routes for buses           | 5%          | 5%                 | 4%             | 4%          | 4%         | 7%              |
| Cleaner buses                         | 5%          | 5%                 | 6%             | 3%          | 6%         | 4%              |
| Improved safety on buses              | 3%          | 1%                 | 4%             | 2%          | 5%         | 3%              |
| Improved safety at bus stops          | 3%          | 4%                 | 4%             | 3%          | 2%         | 2%              |
| Other                                 | 2%          | 2%                 | 3%             | 0%          | 4%         | 1%              |
| Nothing would improve the bus service | 7%          | 8%                 | 3%             | 8%          | 13%        | 2%              |
| <b>Base</b>                           | <b>1054</b> | <b>210</b>         | <b>139</b>     | <b>159</b>  | <b>298</b> | <b>248</b>      |

**Table 18: Likelihood of respondent travelling by bus into Cambridge if improvements made**

|                   | All (%)    | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-------------------|------------|--------------------|----------------|-------------|------------|-----------------|
| Very likely       | 40%        | 46%                | 33%            | 37%         | 39%        | 43%             |
| Fairly likely     | 43%        | 38%                | 41%            | 43%         | 47%        | 44%             |
| Not very likely   | 10%        | 10%                | 18%            | 12%         | 6%         | 8%              |
| Not at all likely | 7%         | 6%                 | 8%             | 8%          | 7%         | 5%              |
| <b>Base</b>       | <b>963</b> | <b>194</b>         | <b>133</b>     | <b>145</b>  | <b>255</b> | <b>236</b>      |

**Table 19: Improvements that would encourage cycling in Cambridge**

|   | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|---|-------------|--------------------|----------------|-------------|------------|-----------------|
| More cycle tracks away from busy roads            | 44%         | 55%                | 45%            | 40%         | 28%        | 54%             |
| Improved cycle lanes                              | 40%         | 46%                | 37%            | 42%         | 30%        | 46%             |
| More/ secure cycle parking facilities             | 23%         | 32%                | 17%            | 27%         | 14%        | 26%             |
| Improved safety                                   | 19%         | 16%                | 21%            | 24%         | 15%        | 23%             |
| Less traffic on the road                          | 17%         | 22%                | 16%            | 14%         | 11%        | 24%             |
| Cycling training provision                        | 15%         | 17%                | 24%            | 13%         | 12%        | 12%             |
| More information on cycling routes and facilities | 15%         | 18%                | 15%            | 14%         | 8%         | 20%             |
| Improved road surfaces                            | 12%         | 15%                | 10%            | 11%         | 7%         | 16%             |
| Slower traffic on the road                        | 9%          | 8%                 | 15%            | 10%         | 5%         | 12%             |
| Other   | 1%          | 1%                 | 1%             | 1%          | 1%         | 0%              |
| Nothing would encourage me to cycle               | 21%         | 10%                | 20%            | 20%         | 46%        | 5%              |
| Unable to cycle due to health problems            | 2%          | 2%                 | 1%             | 2%          | 2%         | 0%              |
| <b>Base</b>                                       | <b>1062</b> | <b>229</b>         | <b>136</b>     | <b>162</b>  | <b>291</b> | <b>244</b>      |

**Table 20: Extent to which respondent agrees with statement**

|  | All (%) | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%) | South Cambs (%) |
|--|---------|--------------------|----------------|-------------|-----------|-----------------|
| Everyone should be encouraged to cycle more of their short journeys to ease congestion.  | 77%     | 80%                | 75%            | 78%         | 78%       | 75%             |
| More money should be spent on improving facilities for cyclists in Cambridge even if this means spending less on improvements for car users. | 54%     | 56%                | 59%            | 56%         | 50%       | 52%             |

**Table 21: Improvements that would encourage walking of short distance journeys**

|                                       | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|---------------------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Improved condition of pavements       | 41%         | 37%                | 46%            | 34%         | 50%        | 38%             |
| Improved lighting                     | 41%         | 46%                | 41%            | 38%         | 39%        | 42%             |
| More direct walking routes            | 36%         | 31%                | 39%            | 36%         | 34%        | 41%             |
| More pavements away from road         | 27%         | 23%                | 28%            | 32%         | 28%        | 25%             |
| Improved safety                       | 25%         | 24%                | 25%            | 27%         | 23%        | 29%             |
| More road crossings                   | 24%         | 22%                | 29%            | 30%         | 22%        | 23%             |
| Improved CCTV                         | 17%         | 22%                | 20%            | 15%         | 10%        | 20%             |
| Less traffic on roads                 | 7%          | 7%                 | 6%             | 4%          | 7%         | 8%              |
| Slower traffic                        | 6%          | 5%                 | 10%            | 8%          | 5%         | 6%              |
| More information on routes            | 5%          | 5%                 | 5%             | 4%          | 4%         | 6%              |
| Other                                 | 2%          | 6%                 | 1%             | 1%          | 1%         | 2%              |
| Nothing would encourage me to walk    | 5%          | 4%                 | 2%             | 6%          | 9%         | 2%              |
| Unable to walk due to health problems | 1%          | 0%                 | 1%             | 1%          | 1%         | 1%              |
| <b>Base</b>                           | <b>1036</b> | <b>217</b>         | <b>134</b>     | <b>160</b>  | <b>278</b> | <b>247</b>      |

**Table 22: Extent to which respondent agrees with statement**

|   | All (%) | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%) | South Cambs (%) |
|---|---------|--------------------|----------------|-------------|-----------|-----------------|
| Everyone should be encouraged to walk more of their short journeys to ease congestion.  | 87%     | 86%                | 90%            | 88%         | 83%       | 89%             |
| More money should be spent on improving facilities for pedestrians in Cambridge even if this means spending less on improvements for car users. | 63%     | 62%                | 68%            | 65%         | 63%       | 59%             |

**Table 23: How a congestion charge in Cambridge would affect respondent**

|                                       | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|---------------------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| I would carry on as before            | 26%         | 20%                | 33%            | 26%         | 21%        | 33%             |
| It would cost me more                 | 21%         | 25%                | 14%            | 14%         | 16%        | 32%             |
| It would not affect me                | 20%         | 10%                | 23%            | 15%         | 38%        | 9%              |
| It would inconvenience me             | 18%         | 20%                | 11%            | 15%         | 11%        | 29%             |
| It would not affect me, I don't drive | 16%         | 31%                | 11%            | 13%         | 14%        | 8%              |
| I would change the times I drive      | 15%         | 17%                | 11%            | 24%         | 9%         | 18%             |
| I wouldn't be able to change          | 9%          | 8%                 | 11%            | 4%          | 6%         | 15%             |
| I would change the routes I drive     | 5%          | 3%                 | 4%             | 9%          | 2%         | 7%              |
| I would change my method of travel    | 4%          | 5%                 | 1%             | 6%          | 4%         | 4%              |
| It would improve my journeys          | 2%          | 3%                 | 4%             | 2%          | 0%         | 2%              |
| I would change the amount I drive     | 2%          | 3%                 | 2%             | 4%          | 0%         | 2%              |
| Other                                 | 1%          | 0%                 | 2%             | 1%          | 1%         | 1%              |
| <b>Base</b>                           | <b>1057</b> | <b>228</b>         | <b>140</b>     | <b>156</b>  | <b>289</b> | <b>244</b>      |

**Table 24: Effect on reducing congestion of charging £3 to drive in Cambridge during morning peak times**

|                        | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| A great deal of effect | 18%         | 20%                | 18%            | 17%         | 14%        | 22%             |
| Some effect            | 45%         | 46%                | 40%            | 41%         | 52%        | 41%             |
| Hardly any effect      | 21%         | 16%                | 26%            | 29%         | 18%        | 22%             |
| No effect at all       | 16%         | 18%                | 16%            | 13%         | 17%        | 14%             |
| <b>Base</b>            | <b>1070</b> | <b>225</b>         | <b>141</b>     | <b>162</b>  | <b>293</b> | <b>249</b>      |

**Table 25: Effect on reducing congestion of charging £5 to drive in Cambridge during morning peak times**

|                        | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| A great deal of effect | 48%         | 46%                | 50%            | 43%         | 47%        | 52%             |
| Some effect            | 35%         | 37%                | 33%            | 33%         | 37%        | 34%             |
| Hardly any effect      | 9%          | 7%                 | 11%            | 17%         | 7%         | 7%              |
| No effect at all       | 8%          | 10%                | 6%             | 8%          | 8%         | 7%              |
| <b>Base</b>            | <b>1072</b> | <b>226</b>         | <b>141</b>     | <b>160</b>  | <b>296</b> | <b>249</b>      |

**Table 26: When congestion charge should apply, if introduced**

|                                  | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|----------------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| 6am – 9am                        | 10%         | 10%                | 8%             | 9%          | 11%        | 10%             |
| 6am – 10am                       | 6%          | 7%                 | 10%            | 11%         | 3%         | 5%              |
| 7am – 9am                        | 12%         | 9%                 | 10%            | 11%         | 3%         | 5%              |
| 7am – 10am                       | 8%          | 5%                 | 8%             | 12%         | 8%         | 7%              |
| 7.30am – 9.30am                  | 22%         | 18%                | 18%            | 21%         | 27%        | 23%             |
| 7.30am – 10.30am                 | 7%          | 7%                 | 9%             | 11%         | 8%         | 4%              |
| 3.30pm – 5.30pm                  | 6%          | 8%                 | 4%             | 6%          | 4%         | 5%              |
| 3.30pm – 6pm                     | 8%          | 11%                | 10%            | 8%          | 6%         | 7%              |
| 4pm – 6pm                        | 9%          | 11%                | 8%             | 9%          | 9%         | 8%              |
| 4pm – 7pm                        | 6%          | 9%                 | 8%             | 7%          | 5%         | 2%              |
| 24 hours a day (Monday – Friday) | 2%          | 2%                 | 2%             | 1%          | 2%         | 1%              |
| At Weekends                      | 2%          | 2%                 | 3%             | 1%          | 1%         | 2%              |
| 24 hours a day, 7 days a week    | 2%          | 3%                 | 2%             | 3%          | 1%         | 3%              |
| I don't think it should apply    | 35%         | 39%                | 35%            | 30%         | 31%        | 38%             |
| <b>Base</b>                      | <b>1032</b> | <b>214</b>         | <b>130</b>     | <b>161</b>  | <b>279</b> | <b>248</b>      |

**Table 27: Whether everyone should pay the same amount for the congestion charge**

|             | All (%)    | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-------------|------------|--------------------|----------------|-------------|------------|-----------------|
| Yes         | 48%        | 40%                | 55%            | 61%         | 46%        | 46%             |
| No          | 52%        | 60%                | 45%            | 39%         | 54%        | 54%             |
| <b>Base</b> | <b>993</b> | <b>205</b>         | <b>132</b>     | <b>155</b>  | <b>259</b> | <b>242</b>      |

**Table 28: Who should pay less?**

|  | All (%)    | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|--|------------|--------------------|----------------|-------------|------------|-----------------|
| People who live in Cambridge                     | 48%        | 48%                | 34%            | 41%         | 69%        | 37%             |
| People with disabilities                         | 27%        | 28%                | 20%            | 24%         | 33%        | 26%             |
| Health workers / shift workers/ carers/ teachers | 9%         | 13%                | 8%             | 5%          | 4%         | 11%             |
| People driving out of Cambridge                  | 3%         | 3%                 | 0%             | 0%          | 9%         | 1%              |
| People with no other viable method of transport  | 1%         | 1%                 | 2%             | 0%          | 0%         | 2%              |
| People who work in Cambridge                     | 6%         | 3%                 | 15%            | 3%          | 6%         | 6%              |
| People who drive environmentally friendly cars   | 4%         | 6%                 | 0%             | 2%          | 6%         | 3%              |
| Lower income families                            | 5%         | 7%                 | 2%             | 7%          | 2%         | 6%              |
| Cars with more than one person in them           | 2%         | 2%                 | 2%             | 3%          | 1%         | 4%              |
| Elderly residents                                | 5%         | 5%                 | 12%            | 3%          | 3%         | 6%              |
| Delivery drivers/market traders                  | 6%         | 5%                 | 12%            | 8%          | 5%         | 5%              |
| People who live outside Cambridge                | 2%         | 0%                 | 2%             | 2%          | 2%         | 5%              |
| Motorcycles                                      | 1%         | 0%                 | 2%             | 0%          | 1%         | 2%              |
| Smaller cars                                     | 1%         | 0%                 | 3%             | 0%          | 1%         | 1%              |
| Taxis  | 1%         | 3%                 | 2%             | 0%          | 0%         | 2%              |
| Students   | 1%         | 1%                 | 0%             | 2%          | 1%         | 2%              |
| Emergency services                               | 1%         | 2%                 | 0%             | 0%          | 1%         | 1%              |
| People going to hospital appointments            | 1%         | 0%                 | 2%             | 2%          | 1%         | 1%              |
| School runs                                      | 1%         | 0%                 | 2%             | 2%          | 1%         | 2%              |
| Nobody should pay                                | 3%         | 3%                 | 7%             | 10%         | 1%         | 0%              |
| <b>Base</b>                                      | <b>504</b> | <b>120</b>         | <b>59</b>      | <b>59</b>   | <b>138</b> | <b>128</b>      |

**Table 29: What money raised by congestion charging should be spent on**

|  | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|--|-------------|--------------------|----------------|-------------|------------|-----------------|
| Improving bus services in Cambridgeshire | 53%         | 49%                | 49%            | 55%         | 57%        | 54%             |
| Subsidising bus fares                    | 39%         | 45%                | 32%            | 35%         | 39%        | 41%             |
| Improving roads in Cambridgeshire        | 37%         | 31%                | 39%            | 35%         | 41%        | 39%             |
| Improving parking facilities             | 30%         | 28%                | 42%            | 29%         | 28%        | 28%             |
| Improving facilities for cyclists        | 30%         | 35%                | 21%            | 28%         | 25%        | 37%             |
| Improving rail services                  | 29%         | 25%                | 29%            | 31%         | 32%        | 28%             |
| Improving facilities for pedestrians     | 26%         | 24%                | 24%            | 25%         | 27%        | 27%             |
| Increasing road capacity                 | 13%         | 7%                 | 14%            | 8%          | 16%        | 18%             |
| Other                                    | 5%          | 10%                | 4%             | 4%          | 4%         | 3%              |
| <b>Base</b>                              | <b>1026</b> | <b>208</b>         | <b>140</b>     | <b>155</b>  | <b>279</b> | <b>244</b>      |

**Table 30: To what extent respondent supports or opposes the principle of congestion charging**

|                            | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|----------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Strongly support           | 7%          | 8%                 | 8%             | 8%          | 7%         | 5%              |
| Tend to support            | 24%         | 23%                | 28%            | 31%         | 25%        | 19%             |
| Neither support nor oppose | 19%         | 15%                | 18%            | 26%         | 25%        | 14%             |
| Tend to oppose             | 16%         | 16%                | 18%            | 12%         | 11%        | 22%             |
| Strongly oppose            | 33%         | 38%                | 29%            | 23%         | 32%        | 40%             |
| <b>Base</b>                | <b>1085</b> | <b>227</b>         | <b>142</b>     | <b>158</b>  | <b>308</b> | <b>250</b>      |

**Table 31: To what extent respondent would support or oppose congestion charging in Cambridge if all revenues raised were spent on improving transport in Cambridgeshire**

|                            | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|----------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Strongly support           | 16%         | 15%                | 17%            | 18%         | 17%        | 14%             |
| Tend to support            | 39%         | 36%                | 37%            | 49%         | 38%        | 39%             |
| Neither support nor oppose | 15%         | 15%                | 15%            | 13%         | 18%        | 10%             |
| Tend to oppose             | 11%         | 14%                | 9%             | 7%          | 10%        | 15%             |
| Strongly oppose            | 19%         | 21%                | 21%            | 13%         | 17%        | 23%             |
| <b>Base</b>                | <b>1088</b> | <b>227</b>         | <b>142</b>     | <b>162</b>  | <b>306</b> | <b>251</b>      |

**Table 32: To what extent respondent would support or oppose congestion charging in Cambridge if the congestion charge was only introduced between 7.30-9.30am, Monday to Friday**

|                            | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|----------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Strongly support           | 11%         | 11%                | 10%            | 16%         | 11%        | 8%              |
| Tend to support            | 33%         | 32%                | 35%            | 40%         | 33%        | 27%             |
| Neither support nor oppose | 18%         | 15%                | 15%            | 16%         | 26%        | 14%             |
| Tend to oppose             | 14%         | 17%                | 15%            | 13%         | 9%         | 19%             |
| Strongly oppose            | 24%         | 26%                | 26%            | 16%         | 21%        | 32%             |
| <b>Base</b>                | <b>1085</b> | <b>227</b>         | <b>141</b>     | <b>161</b>  | <b>305</b> | <b>251</b>      |

**Table 33: To what extent respondent would support or oppose congestion charging in Cambridge if attractive alternatives were in place for travelling in Cambridge**

|                            | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|----------------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Strongly support           | 19%         | 18%                | 15%            | 27%         | 20%        | 16%             |
| Tend to support            | 40%         | 33%                | 45%            | 44%         | 38%        | 42%             |
| Neither support nor oppose | 18%         | 18%                | 15%            | 16%         | 20%        | 17%             |
| Tend to oppose             | 8%          | 10%                | 7%             | 5%          | 6%         | 10%             |
| Strongly oppose            | 16%         | 21%                | 18%            | 9%          | 16%        | 15%             |
| <b>Base</b>                | <b>1082</b> | <b>224</b>         | <b>141</b>     | <b>161</b>  | <b>307</b> | <b>249</b>      |

**Table 34: Gender of respondent**

|             | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Male        | 49%         | 54%                | 48%            | 48%         | 44%        | 52%             |
| Female      | 51%         | 46%                | 52%            | 52%         | 56%        | 48%             |
| <b>Base</b> | <b>1100</b> | <b>231</b>         | <b>143</b>     | <b>165</b>  | <b>308</b> | <b>253</b>      |

**Table 35: Age of respondent**

|                   | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-------------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Under 35 years    | 30%         | 35%                | 18%            | 30%         | 35%        | 29%             |
| 35-44 years       | 21%         | 21%                | 24%            | 16%         | 19%        | 26%             |
| 45-59 years       | 24%         | 17%                | 31%            | 23%         | 22%        | 29%             |
| 60 years and over | 24%         | 28%                | 27%            | 30%         | 25%        | 16%             |
| <b>Base</b>       | <b>1097</b> | <b>231</b>         | <b>143</b>     | <b>165</b>  | <b>308</b> | <b>250</b>      |

**Table 36: Whether respondent has a disability**

|             | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| Yes         | 17%         | 19%                | 22%            | 21%         | 14%        | 14%             |
| No          | 83%         | 81%                | 78%            | 79%         | 86%        | 86%             |
| <b>Base</b> | <b>1100</b> | <b>231</b>         | <b>143</b>     | <b>165</b>  | <b>308</b> | <b>253</b>      |

**Table 37: Ethnic group of respondent**

|             | All (%)     | Cambridge City (%) | East Cambs (%) | Fenland (%) | Hunts (%)  | South Cambs (%) |
|-------------|-------------|--------------------|----------------|-------------|------------|-----------------|
| White       | 96%         | 92%                | 98%            | 99%         | 98%        | 93%             |
| BME         | 4%          | 8%                 | 2%             | 1%          | 2%         | 7%              |
| <b>Base</b> | <b>1092</b> | <b>231</b>         | <b>142</b>     | <b>164</b>  | <b>304</b> | <b>251</b>      |