

Produced by the Policy and Insight Team



Cycling Plus Hills Road Consultation: Summary Report of Consultation Findings

Version 1

September 2023

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Executive Summary

Between 12 June and 24 July 2023, the Greater Cambridge Partnership (GCP) held a consultation on walking, cycling and public transport improvements to Hills Road from Purbeck Road (next to Hills Road Sixth Form College) to the Lensfield Road junction (next to The Church of Our Lady and the English Martyrs).

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.
- Half of respondents **opposed** the proposed improvements along Hills Road shown in Option A, while the majority of respondents **supported** the proposed improvements along Hills Road for Option B.
- Under half of respondents **opposed** the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A, while half of respondents **opposed** the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B.
- Just under half of respondents **opposed** the proposed Hills Road/Station Road junction improvements for Option A, while the majority of respondents **supported** the proposed Hills Road/Station Road junction improvements for Option B.
- Just under half of respondents **opposed** the proposed Hills Road/Brooklands Avenue junction improvements for Option A and just under half of respondents **opposed** the proposed Hills Road/Brooklands Avenue junction improvements for Option B.
- Over half of respondents **opposed** the proposed Hills Road/Cherry Hinton Road junction improvements for Option A, while the majority of respondents **supported** the proposed Hills Road/Cherry Hinton Road junction improvements for Option B.
- Just under half of respondents **opposed** the proposed railway bridge layout cycleway improvements for Option A, while a similar number of respondents **supported and opposed** the proposed railway bridge layout cycleway improvements for Option B.
- Over half of respondents **opposed** the proposed cycleways improvements for Option A, while the majority of respondents **supported** the proposed cycleway improvements for Option B.
- Over half of respondents **supported** the proposed floating bus stop design and locations for Option A and the majority of respondents **supported** the proposed floating bus stop design and locations for Option B.
- The majority of respondents **supported** the proposed continuous footway improvements for Option A and for Option B.

- A similar number of respondents **supported and opposed** the proposed loading bays for Option A, while over half of respondents **supported** the proposed loading bays for Option B.
- The majority of respondents **supported** the proposed on-street cycle parking for Option A and for Option B.
- Just under half of respondents **supported** the proposed Toucan crossings for Option B.
- A significant number of detailed comments were received. From these it was clear that there were concerns about:
 - The need for ongoing maintenance of the roads, cycleways, and footpaths, with particular concern about the existing Cambridge Kerbs and floating bus stops.
 - The impact of the proposals on public transport, particularly due to the loss of the bus lane in Option B.
 - The need for consideration of space for pedestrians, particularly those with mobility impairments, across the area but particularly at crossings and junctions.
 - The need for further improvements to the Lensfield Road/Regent Street/Gonville Place junction, including the need for better timed crossing signals for active travellers, space for pedestrians, and clearways.
- 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 594 **(587 individual respondents and 7 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. Two online meetings and one in-person meeting were held. Press releases were issued to local newspapers. In addition, the consultation was advertised in local newspapers, via social media, and through a flyer distributed to around 3,800 local homes and businesses. In addition, the website of every business or organisation along the route was visited and contact emails, if available, added to the GovDelivery mailout advertising the consultation. There was also selected bus stop advertising along Hills Road.

This report summarises the core 594 online and written responses to the consultation survey and the 27 additional responses.

Key findings

Proposals for Option A

Quantitative

- 588 respondents answered the question on how far they supported or opposed the proposed improvements along Hills Road shown in Option A.
 - Half of respondents opposed the proposed improvements along Hills Road shown in Option A (50%).
 - Over two fifths of respondents supported the Option A improvements (43%).

- 589 respondents answered the question on how far they supported or opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A.
 - Under half of respondents opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A (48%).
 - Over two fifths of respondents supported the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A (44%).
 - More respondents 'strongly opposed' the improvements (35%) than 'strongly supported' (12%).

- 586 respondents answered the question on how far they supported or opposed the proposed Hills Road/Station Road junction improvements for Option A.
 - Just under half of respondents opposed the proposed Hills Road/Station Road junction improvements for Option A (49%).
 - Over two fifths of respondents supported the Hills Road/Station Road junction improvements for Option A (44%).
 - More respondents 'strongly opposed' the improvements (36%) than 'strongly supported' (11%).

- 586 respondents answered the question on how far they supported or opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option A.
 - Just under half of respondents opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option A (49%).
 - Over two fifths of respondents supported the Hills Road/Brooklands Avenue junction improvements for Option A (44%).
 - More respondents 'strongly opposed' the improvements (35%) than 'strongly supported' (11%).

- 584 respondents answered the question on how far they supported or opposed the proposed Hills Road/Cherry Hinton Road junction improvements for Option A.
 - Over half of respondents opposed the proposed Hills Road/Cherry Hinton Road junction improvements for Option A (52%).
 - Just over two fifths of respondents supported the Hills Road/Cherry Hinton Road junction improvements for Option A (41%).

- 590 respondents answered the question on how far they supported or opposed the proposed railway bridge layout cycleway improvements for Option A.
 - Just under half of respondents opposed the proposed railway bridge layout cycleway improvements for Option A (49%).
 - Just over two fifths of respondents supported the railway bridge layout cycleway improvements for Option A (41%).
 - More respondents 'strongly opposed' the improvements (25%) than 'strongly supported' them (12%).

- 588 respondents answered the question on how far they supported or opposed the proposed cycleways improvements for Option A.
 - Over half of respondents opposed the proposed cycleways improvements for Option A (55%).
 - Under two fifths of respondents supported the cycleways improvements for Option A (37%).

- 588 respondents answered the question on how far they supported or opposed the proposed floating bus stop design and locations for Option A.
 - Over half of respondents supported the proposed floating bus stop design and locations for Option A (55%).
 - Under two fifths of respondents opposed the floating bus stop design and locations for Option A (37%).

- 583 respondents answered the question on how far they supported or opposed the proposed continuous footway improvements for Option A.
 - The majority of respondents supported the proposed continuous footway improvements for Option A (60%).
 - A third of respondents opposed continuous footway improvements for Option A (33%).

- 585 respondents answered the question on how far they supported or opposed the proposed loading bays for Option A.
 - A similar number of respondents supported (43%) and opposed (41%) the proposed loading bays for Option A.
 - More respondents 'strongly opposed' loading bays for Option A (24%) than 'strongly supported' (16%).

- 588 respondents answered the question on how far they supported or opposed the proposed on-street cycle parking for Option A.
 - The majority of respondents supported the proposed on-street cycle parking for Option A (63%).

Qualitative

- Question 15 asked respondents if they had any comments on Option A features or as a whole. 354 respondents left comments. The main themes were:
 - Concerns about the lack of improvements for active travel.
 - Indications of opposition due to the cost, recent date of previous improvements, impact on those needing to travel by car, and environmental impact as well as discussion about using the funding for road/path repairs.
 - Discussion about the preference for Option B.
 - Concerns about floating bus stops being dangerous for pedestrians, particularly those with mobility impairments, and discussion about making all bus stops on Hills Road floating bus stops.
 - Discussion about the need for the bus lane to be retained to ensure faster public transport journey times.
 - Discussions about the preference for Option A.
 - Discussions about the need for more secure cycle parking and measures to mitigate cycle theft.
 - Concerns about the Lensfield Road/Regent Street/Gonville Place junction needing further improvements to clearways, pedestrian space, and crossing signal timings.
 - Concerns about the loading bays' impact on businesses and residential streets.
 - Concerns about construction of the Cambridge Kerbs.
 - Debate about the railway bridge layout.

Proposals for Option B

Quantitative

- 589 respondents answered the question on how far they supported or opposed the proposed improvements along Hills Road for Option B.
 - The majority of respondents supported the proposed improvements along Hills Road for Option B (57%).
- 588 respondents answered the question on how far they supported or opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B.
 - Half of respondents opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B (50%).
 - Under half of respondents supported the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B (45%).
 - A similar number of respondents ‘strongly supported’ these improvements (34%) as ‘strongly opposed’ them (32%).
- 589 respondents answered the question on how far they supported or opposed the proposed Hills Road/Station Road junction improvements for Option B.
 - The majority of respondents supported the proposed Hills Road/Station Road junction improvements for Option B (57%).
- 586 respondents answered the question on how far they supported or opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option B.
 - Just under half of respondents opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option B (49%).
 - Under half of respondents supported the proposed Hills Road/Brooklands Avenue junction improvements (45%).
 - Slightly more respondents ‘strongly opposed’ the improvements (40%) than ‘strongly supported’ (34%).
- 589 respondents answered the question on how far they supported or opposed the proposed Hills Road/Cherry Hinton Road junction improvements for Option B.
 - The majority of respondents supported the proposed Hills Road/Cherry Hinton Road junction improvements for Option B (56%).
- 588 respondents answered the question on how far they supported or opposed the proposed railway bridge layout cycleway improvements for Option B.
 - A similar number of respondents supported (48%) and opposed (47%) the proposed railway bridge layout cycleway improvements for Option B.
 - Slightly more respondents ‘strongly supported’ (37%) these improvements than ‘strongly opposed’ them (32%).

- 587 respondents answered the question on how far they supported or opposed the proposed cycleway improvements for Option B.
 - The majority of respondents supported the proposed cycleway improvements for Option B (56%).
- 589 respondents answered the question on how far they supported or opposed the proposed floating bus stop design and locations for Option B.
 - The majority of respondents supported the proposed floating bus stop design and locations for Option B (59%).
- 585 respondents answered the question on how far they supported or opposed the proposed continuous footway improvement locations for Option B.
 - The majority of respondents supported the proposed continuous footway improvements for Option B (61%).
- 588 respondents answered the question on how far they supported or opposed the proposed Toucan crossings for Option B.
 - Just under half of respondents supported the proposed Toucan crossings for Option B (49%).
 - Over two-fifths of respondents opposed the proposed Toucan crossings for Option B (42%).
 - More respondents 'strongly supported' these improvements (34%) than 'strongly opposed' (27%).
- 587 respondents answered the question on how far they supported or opposed the proposed loading bays for Option B.
 - Over half of respondents supported the proposed loading bays for Option B (54%).
 - A third of respondents opposed the proposed loading bays for Option B (33%).
- 585 respondents answered the question on how far they supported or opposed the proposed on-street cycle parking for Option B.
 - The majority of respondents supported the proposed on-street cycle parking for Option B (64%).

Qualitative

- Question 28 asked respondents if they had any comments on Option B features or as a whole. 342 respondents left comments. The main themes were:
 - Debate about whether Option B improved safety enough for cyclists and pedestrians, particularly around the CYCLOPS junctions, Cambridge Kerbs, floating bus stops, the Brooklands Avenue junction, and the Lensfield Road/Regent Street/Gonville Place junction.
 - Discussions about their preference for Option B.
 - Concerns about the impact on the flow of traffic and potential increased congestion.

- Debate about the suitability of CYCLOPS junctions.
- Concerns about the loss of the bus lane's impact on public transport journey times.

Both Options

- Question 29 asked respondents if they had any overall comments on the proposals. 373 respondents left comments. The main themes were:
 - Discussions about their preference for Option B but also the need for further improvements to the Brooklands Avenue junction, the Lensfield Road/Regent Street/Gonville Place junction, and the crossing signal timings for active travellers.
 - Indications of opposition due to the cost, recent date of previous improvements, impact on those needing to travel by car, and environmental impact as well as discussion about using the funding for road/path repairs.
 - Discussions about the need for Brooklands Avenue junction to have a safe right-hand turn for those looking to access Brookgate, the need for wider paths and better signal timings for pedestrians, and concerns about increased pressure on motorised traffic on Brooklands Avenue.
 - Discussions about the need for the Lensfield Road/Regent Street/Gonville Place junction to be redesigned with priority for cyclists and pedestrians.
 - Discussions about the need for ongoing maintenance of roads, cycleways, and footpaths.
 - Concerns about the loss of the bus lane's impact on public transport journey times.
 - Discussions about their preference for Option A.
 - Concerns about poor cyclist behaviour.
 - Concerns about the disruption caused by the construction of the proposals.

Introduction

Background

Between 12 June and 24 July 2023, the Greater Cambridge Partnership (GCP) held a consultation on walking, cycling and public transport improvements to Hills Road from Purbeck Road (next to Hills Road Sixth Form College) to the Lensfield Road junction (next to The Church of Our Lady and the English Martyrs).

The consultation proposed improvements that could be made to Hills Road to make walking and cycling safer, easier, more attractive and more inclusive for all street users.

The scheme aims to:

- increase walking and cycling levels with better active travel infrastructure;
- improve pedestrian and cycle safety along Hills Road and at the signal-controlled side-road junctions;
- maintain or improve the appearance of our streets;
- maintain or reduce bus journey times along Hills Road wherever practicable, improve waiting areas at bus stops and make it easier to get on and off buses;
- reduce the conflict between local businesses (for example, kerbside parking for servicing and delivery) and the safe movement of pedestrians and cyclists.

Wider aims are to:

- support the shift from private vehicles to public transport, walking and cycling;
- support the substantial planned growth in Cambridge by providing safe and attractive active travel connections between new and existing communities and local services including education and jobs.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Cycling Plus Hills Road Consultation proposals was designed by GCP's communications team. During the design process reference was made to the County Council's Consultation Guidance, 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 are 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 straightforward, maps of the schemes were provided and were available online and in hard copy on request. The key questions were: how far respondents supported the individual options for Option A and Option B.

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 Cycling Plus Hills Road 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 Cycling Plus Hills Road 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).

Analysis

The strategy for analysis of the consultation was as follows:

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

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

Quality Assurance

Data Integrity

- A visual check of the raw data shows no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed several submissions of copy/pasted text, however, none of the responses had duplicated entries for the quantitative and demographic data.

Survey findings

In total, 587 respondents and 7 stakeholders responded to the consultation survey. These stakeholders were:

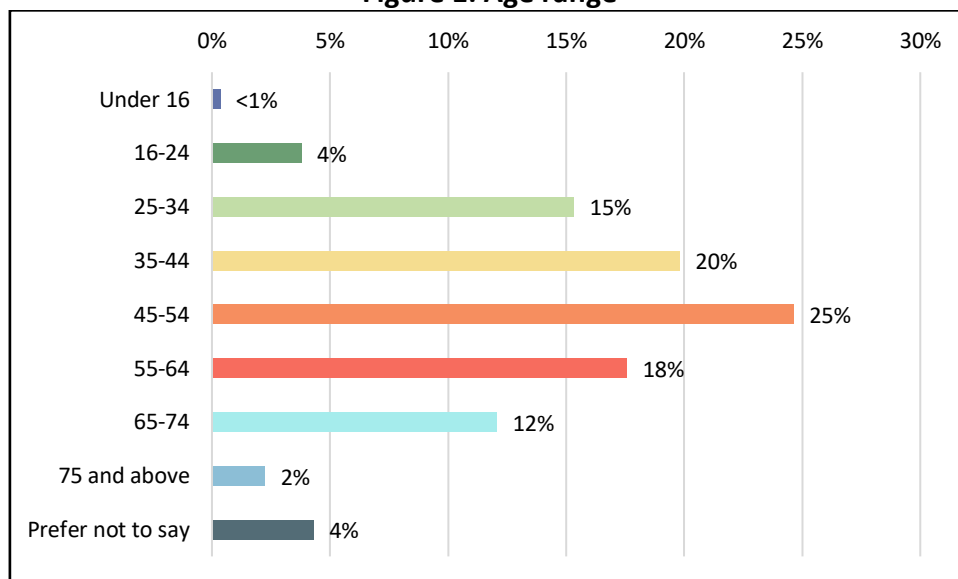
- Arm Cambridge Bicycle User Group
- Art of Meat Butchers
- Cambridge and South Cambridgeshire Green Party
- Essentialz
- Living Streets Cambridge
- S King plumbing & Heating LTD
- Whippet.

Age range

581 respondents answered the question on their age range.

Most ages were well represented when compared to the general Cambridgeshire population, however, those 'under 16' (<1%) and those aged '75 and above' (2%) were under-represented compared to the general Cambridgeshire population.

Figure 1: Age range

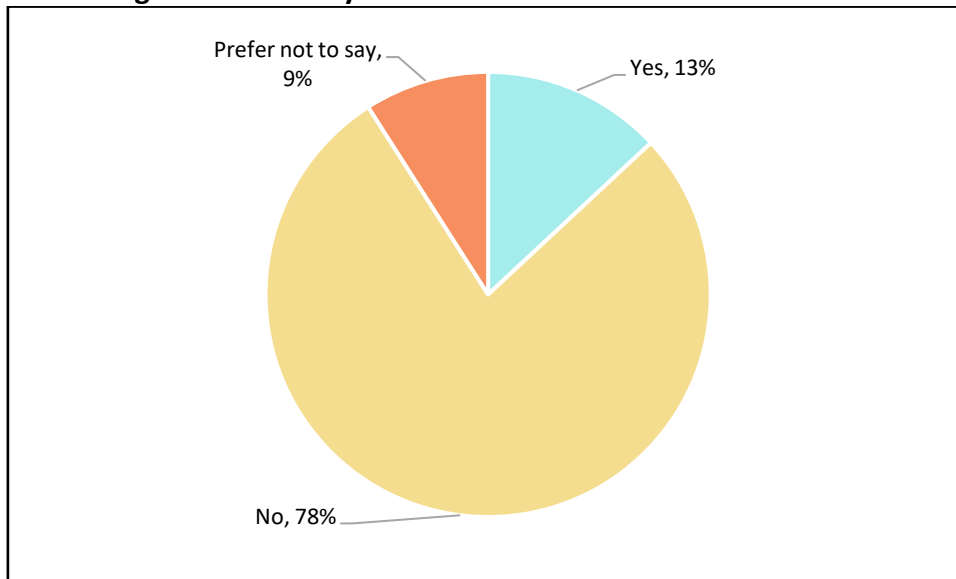


Disability or health condition that affects travel

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

- **13% of respondents indicated they have a disability or health condition that affects travel.**
 - 9% indicated they would 'prefer not to say'.

Figure 2: Disability or health condition that affects travel

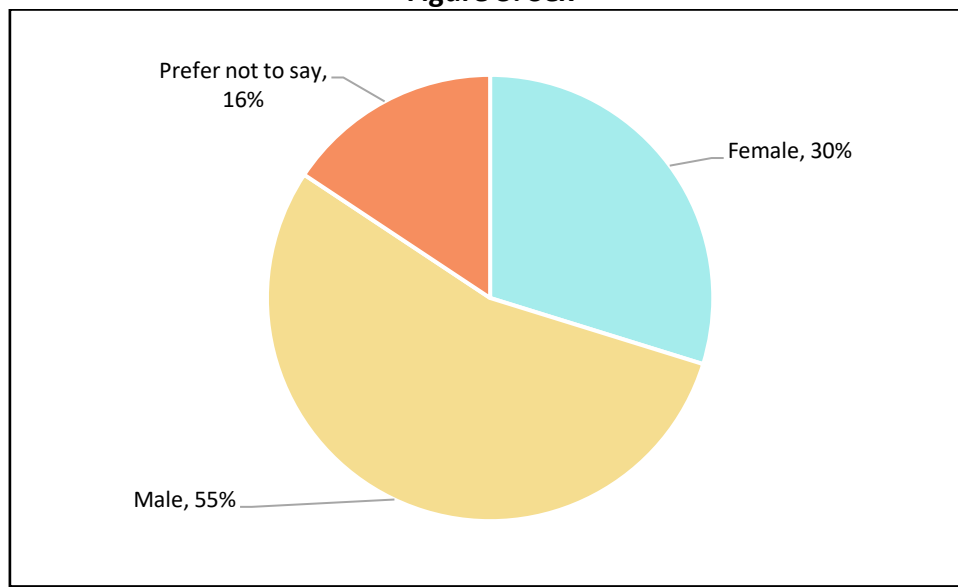


Sex

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

- **55% of respondents indicated they were 'male' while 30% indicated they were 'female', indicating an underrepresentation of females compared to the Cambridgeshire population.**

Figure 3: Sex

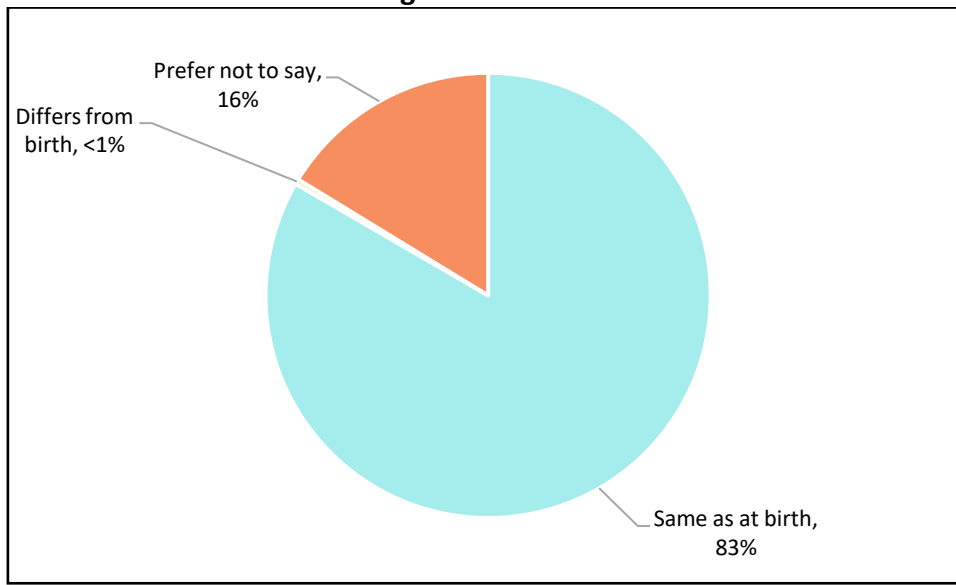


Gender

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

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

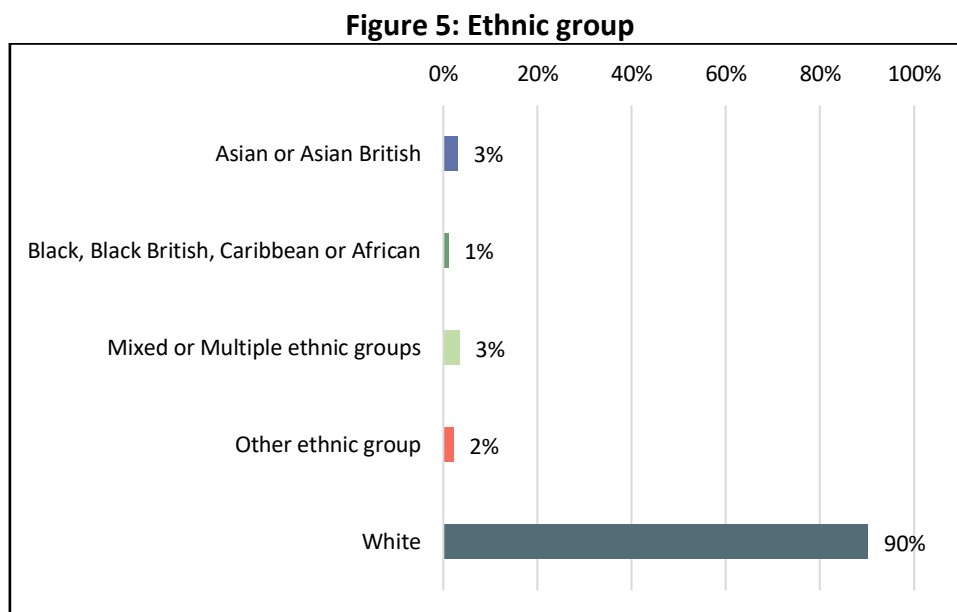
Figure 4: Gender



Ethnic group

548 respondents answered the question on their ethnicity.

- **The majority of respondents were 'White' (90%), indicating an underrepresentation of all ethnic groups apart from 'White' compared to the Cambridgeshire population.**



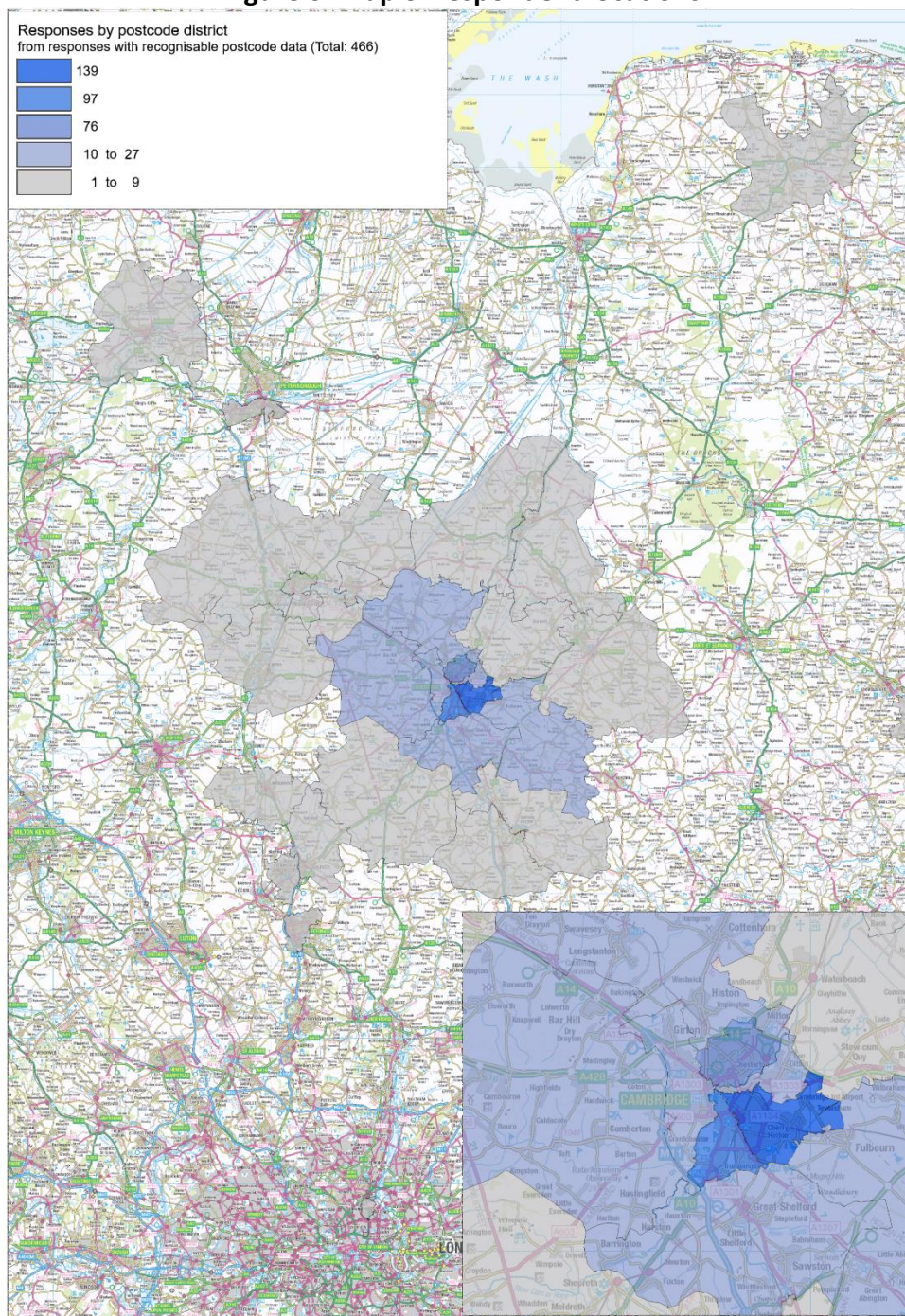
Ethnic groups were defined as following:

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

Location

466 respondents provided the first three or four digits of their location postcode in a recognisable format. The spread of respondents' locations can be seen in **Figure 6**. The areas shaded in blue represent postcode districts with respondent representation. Respondents with recognisable postcode districts were classified into "In CB1 or CB2" (covering 50% of respondents with recognisable postcode districts), due to Hills Road's location, or "Outside CB1 and CB2" (covering 50% of respondents with recognisable postcode districts).

Figure 6: Map of respondent locations



Capacity in which responding to the consultation

590 respondents answered the question on in what capacity they were responding to the survey. Respondents could select multiple answers to this question.

- **The majority of respondents indicated their capacity for responding to the survey was 'I visit shops, pubs, community facilities in the local area' (65%) and 'I commute through the local area' (55%).**
 - Under half of respondents indicated 'I work/study in the local area' (47%).

Figure 7: Capacity for responding to the consultation



Respondents who selected 'None of the above/other' could specify their reason. These responses included:

- Live on nearby streets.
- Resident of Cambridge.
- Personal use of route, as well as family/friends/care responsibilities who use the route/have used the route/will use the route, with detail on modes of transport used.
- Visitor to Cambridge.
- Work in the local area.
- Comments highlighting concerns proposals would cause further congestion.
- Comments highlighting road repair was needed more urgently.
- Comments highlighting concerns about the difficulty using this route currently.
- Comments highlighting concerns that wider areas were given little information on plans.
- Comments highlighting the need for station drop offs.

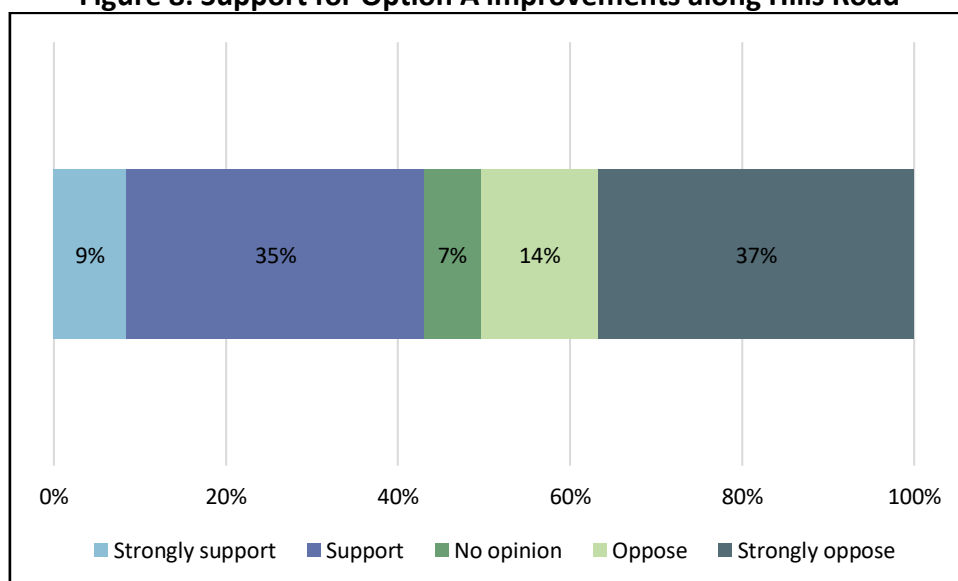
*Questions 1 to 3 asked respondents whether they were responding as an individual, on behalf of a group or business, or as an elected representative, which has been outlined in the respondent profile.

Question 4: Having reviewed the overall scheme design, how far do you support or oppose the proposed improvements along Hills Road shown in Option A? You will have an opportunity to provide a text response later in the survey. Please tick one answer.

588 respondents answered the question on how far they supported or opposed the proposed improvements along Hills Road shown in Option A.

- **Half of respondents opposed the proposed improvements along Hills Road shown in Option A (50%).**
 - Over two fifths of respondents supported the Option A improvements (43%).

Figure 8: Support for Option A improvements along Hills Road



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

Stakeholder response to Question 4

7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders opposed the proposed improvements along Hills Road shown in Option A (1 'opposed' and 4 'strongly opposed').**
 - 2 stakeholders 'supported' Option A.

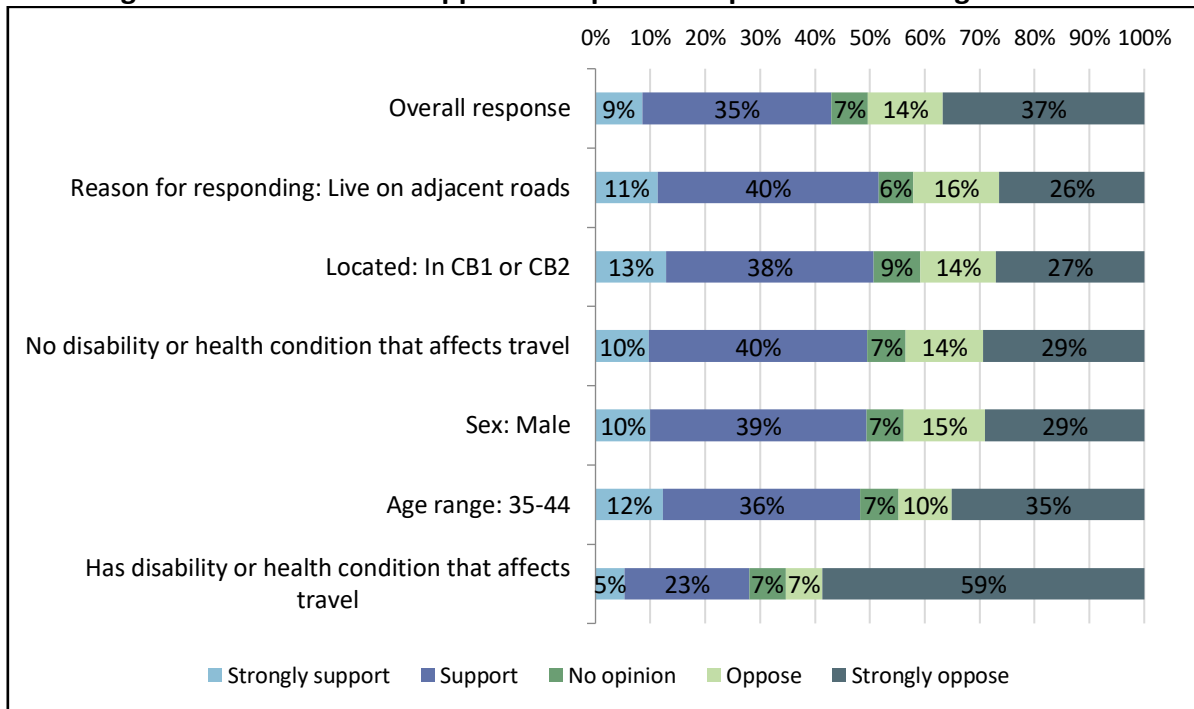
Differences in response to Question 4

Respondents were more likely to support the proposed improvements along Hills Road for Option A than the overall response when they indicated they responded to the survey because they "live on adjacent roads" (of 159 responses 52% support), they live "In CB1 or CB2" (of 233 responses 51% support), or they don't have a disability or health condition that affects travel (of 442 responses 50% support).

Respondents were less clear on their support or opposition to the proposed improvements along Hills Road for Option A than the overall response when they indicated their sex was “male” (of 310 responses 49% support and 44% oppose) or were aged “35-44” years (of 114 responses 48% support and 45% oppose).

Respondents were more likely to oppose the proposed improvements along Hills Road for Option A than the overall response when they indicated they had a disability or health condition that affects travel (of 75 responses 65% oppose).

Figure 9: Differences in support for Option A improvements along Hills Road



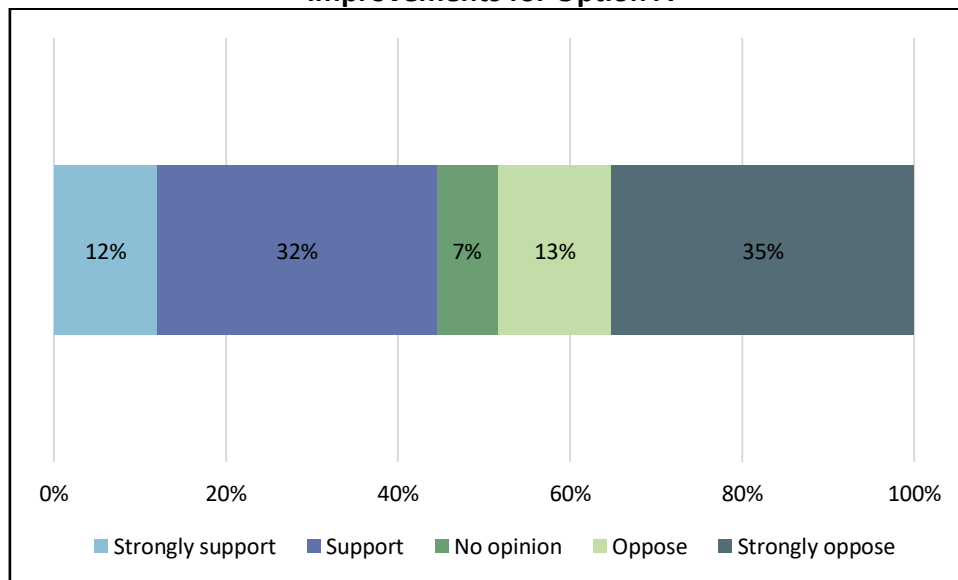
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 5: Hills Road / Lensfield Road / Regent Street / Gonville Place: 1A on Option A map. Please look at the Hills Road / Lensfield Road / Regent Street / Gonville Place junction on the map for Option A. Proposed improvements include the extension of the inbound cycle lane from the bus lane starting at Bateman Street towards the Lensfield Road junction and the addition of cycle lanes on the Regent Street approach to the junction. How far do you support or oppose the proposed improvements at this junction as shown in Option A? Please tick one answer.

589 respondents answered the question on how far they supported or opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A.

- **Under half of respondents opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A (48%).**
 - Over two fifths of respondents supported the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A (44%).
 - More respondents ‘strongly opposed’ the improvements (35%) than ‘strongly supported’ (12%).

Figure 10: Support for Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A



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

Stakeholder response to Question 5

7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A (1 ‘opposed’ and 4 ‘strongly opposed’).**

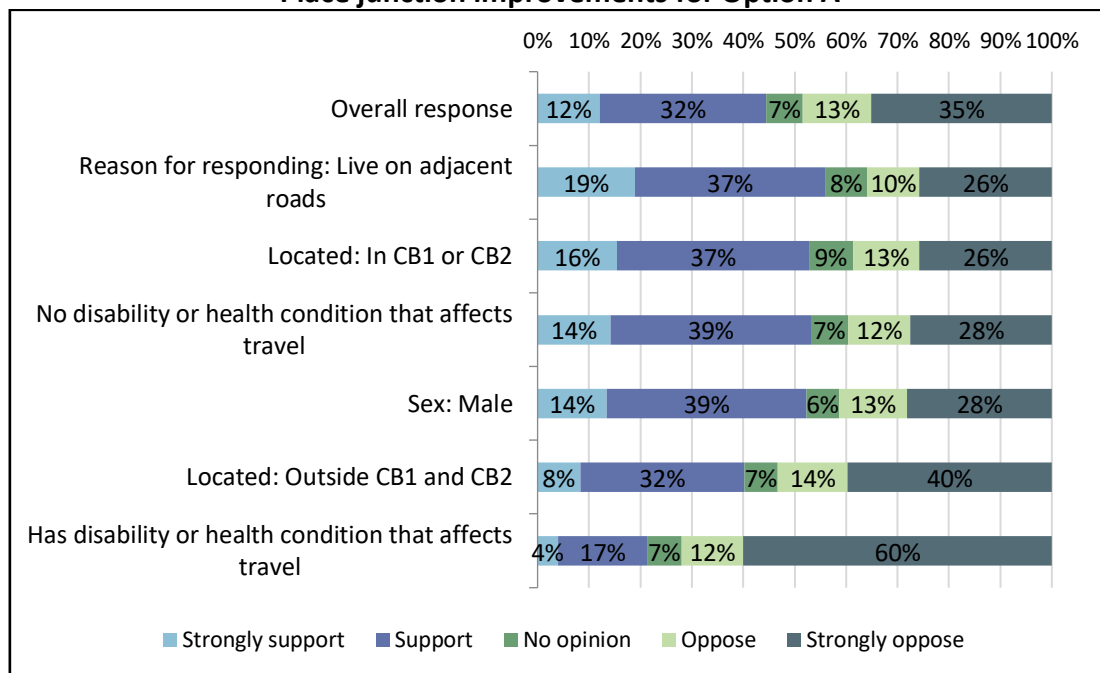
- 2 stakeholders had ‘no opinion’ on these improvements.

Differences in response to Question 5

Respondents were more likely to support the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A than the overall response when they indicated they responded to the survey because they “live on adjacent roads” (of 159 responses 56% support), were located “In CB1 or CB2” (of 233 responses 53% support), had no disability or health condition that affects travel (of 444 responses 53% support), or their sex was “male” (of 312 responses 52% support).

Respondents were more likely to oppose the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A than the overall response when they indicated they were located “Outside CB1 and CB2” (of 229 responses 53% oppose) or had a disability or health condition that affects travel (of 75 responses 72% oppose).

Figure 11: Differences in Support for Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option A



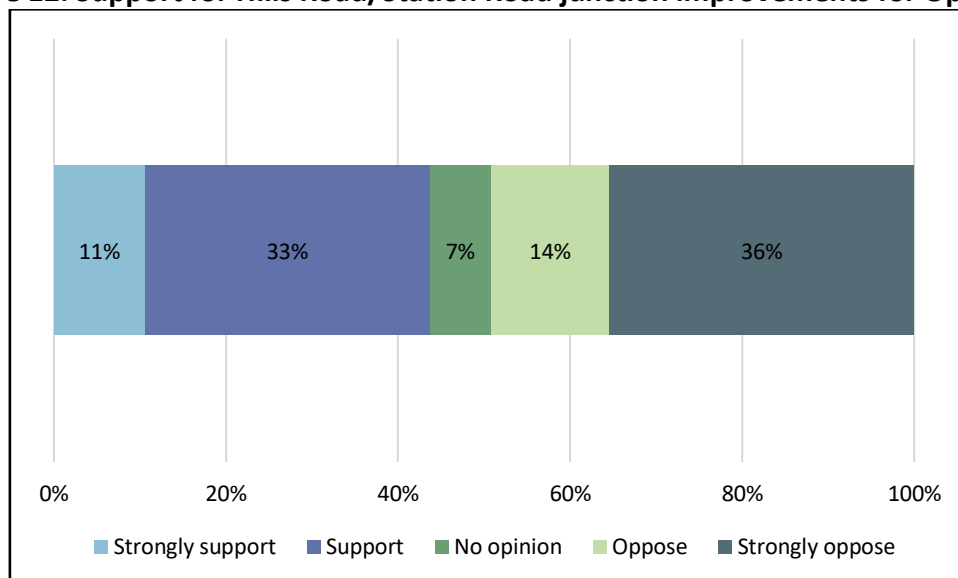
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 6: Hills Road / Station Road: 31A on Option A map. Please look at the Hills Road / Station Road junction for Option A. Proposed improvements include extension of the outbound cycle lane on the Hills Road approach to the junction, improved pedestrian crossings and additional Station Road footway space. How far do you support or oppose the proposed improvements at this junction as shown in Option A? Please tick one answer.

586 respondents answered the question on how far they supported or opposed the proposed Hills Road/Station Road junction improvements for Option A.

- **Just under half of respondents opposed the proposed Hills Road/Station Road junction improvements for Option A (49%).**
 - Over two fifths of respondents supported the Hills Road/Station Road junction improvements for Option A (44%).
 - More respondents ‘strongly opposed’ the improvements (36%) than ‘strongly supported’ (11%).

Figure 12: Support for Hills Road/Station Road junction improvements for Option A



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

Stakeholder response to Question 6

7 of the above respondents had indicated they were stakeholders.

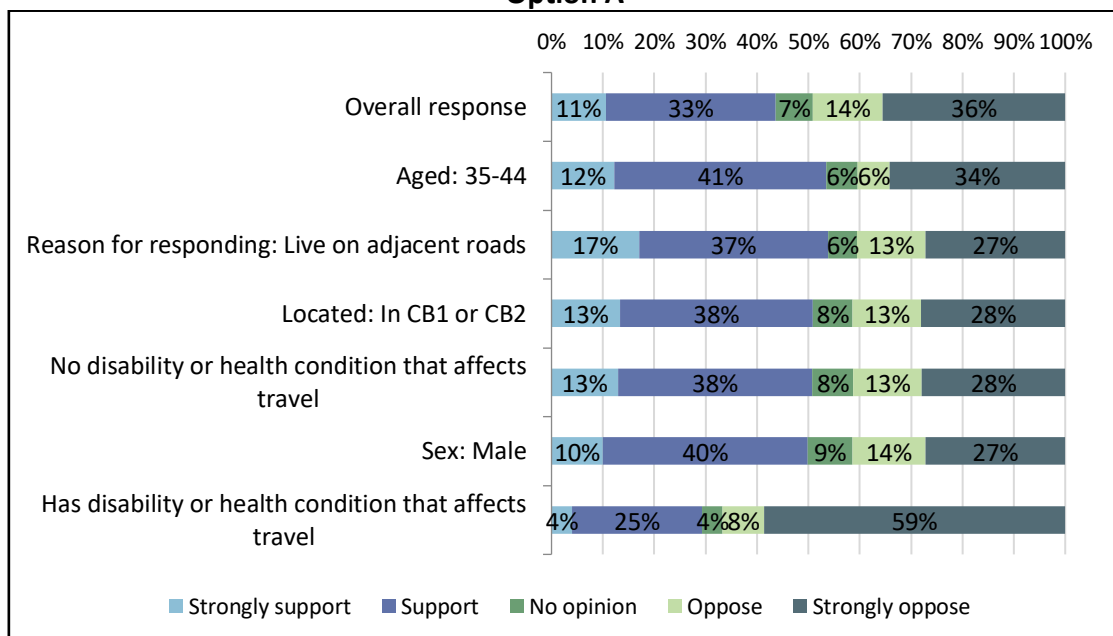
- **The majority of stakeholders opposed the proposed Hills Road/Station Road junction improvements for Option A (1 ‘opposed’ and 4 ‘strongly opposed’).**
 - 1 stakeholder ‘supported’ these improvements.
 - 1 stakeholder had ‘no opinion’ on these improvements.

Differences in response to Question 6

Respondents were more likely to support the Hills Road/Station Road junction improvements for Option A if they indicated they were aged “35-44” (of 114 responses 54% support), the reason they responded to the survey was because they “live on adjacent roads” (of 158 responses 54% support), they were located “In CB1 or CB2” (of 232 responses 51% support), they didn’t have a disability or health condition that affects travel (of 441 responses 51% support), or their sex was “male” (of 309 responses 50% support).

Respondents were more likely to oppose the Hills Road/Station Road junction improvements for Option A if they indicated they had a disability or health condition that affects travel (of 75 responses 67% oppose).

Figure 13: Differences in support for Hills Road/Station Road junction improvements for Option A



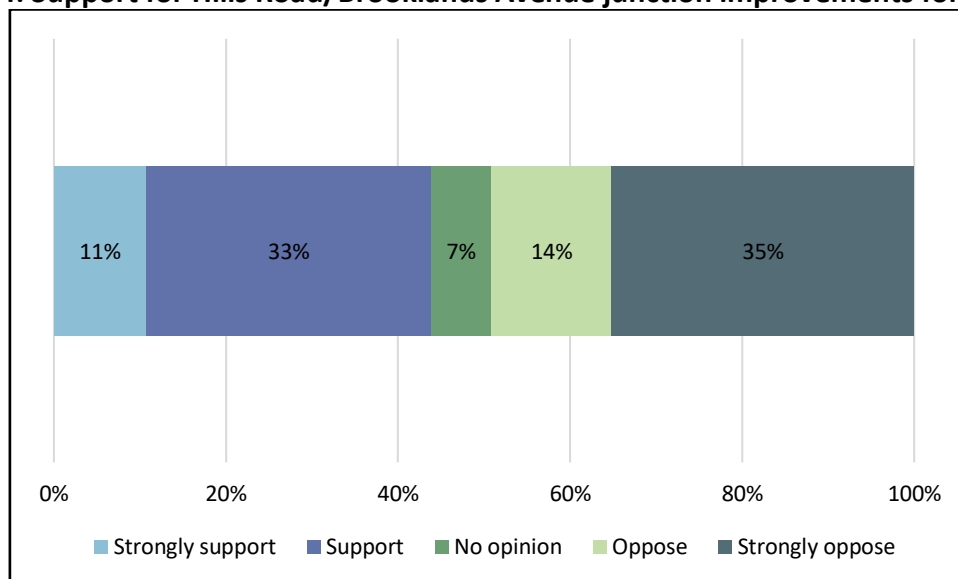
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 7: Hills Road / Brooklands Avenue: 40A on Option A map. Please look at the Hills Road / Brooklands Avenue junction for Option A. Proposed improvements include extension of the outbound cycle lane on the Hills Road approach to the junction, dropped kerb access to the Brooklands Avenue advanced stop line for cyclists and an all-movement exit for cyclists from Brookgate opposite Brooklands Avenue (the current situation only permits a left-turn manoeuvre). How far do you support or oppose the proposed improvements at this junction as shown in Option A? Please tick one answer.

586 respondents answered the question on how far they supported or opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option A.

- **Just under half of respondents opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option A (49%).**
 - Over two fifths of respondents supported the Hills Road/Brooklands Avenue junction improvements for Option A (44%).
 - More respondents ‘strongly opposed’ the improvements (35%) than ‘strongly supported’ (11%).

Figure 14: Support for Hills Road/Brooklands Avenue junction improvements for Option A



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

Stakeholder response to Question 7

7 of the above respondents had indicated they were stakeholders.

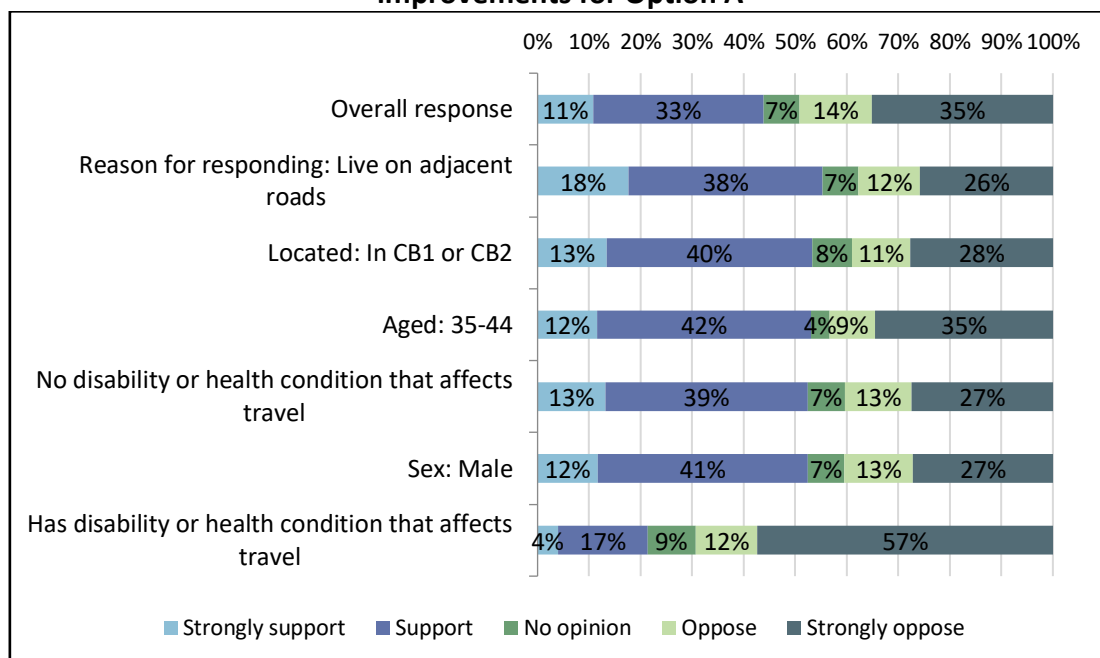
- **All stakeholders opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option A (2 ‘opposed’ and 5 ‘strongly opposed’).**

Differences in response to Question 7

Respondents were more likely to support the Hills Road/Brooklands Avenue junction improvements for Option A than the overall response if they indicated the reason they responded to the survey was because they “live on adjacent roads” (of 159 responses 55% support), they were located “In CB1 or CB2” (of 231 responses 53% support), were aged “35-44” (of 113 responses 53% support), didn’t have a disability or health condition that affects travel (of 441 responses 52% support), or their sex was “male” (of 309 responses 53% support).

Respondents were more likely to oppose the Hills Road/Brooklands Avenue junction improvements for Option A than the overall response if they indicated had a disability or health condition that affects travel (of 75 responses 69% oppose).

Figure 15: Differences in support for Hills Road/Brooklands Avenue junction improvements for Option A



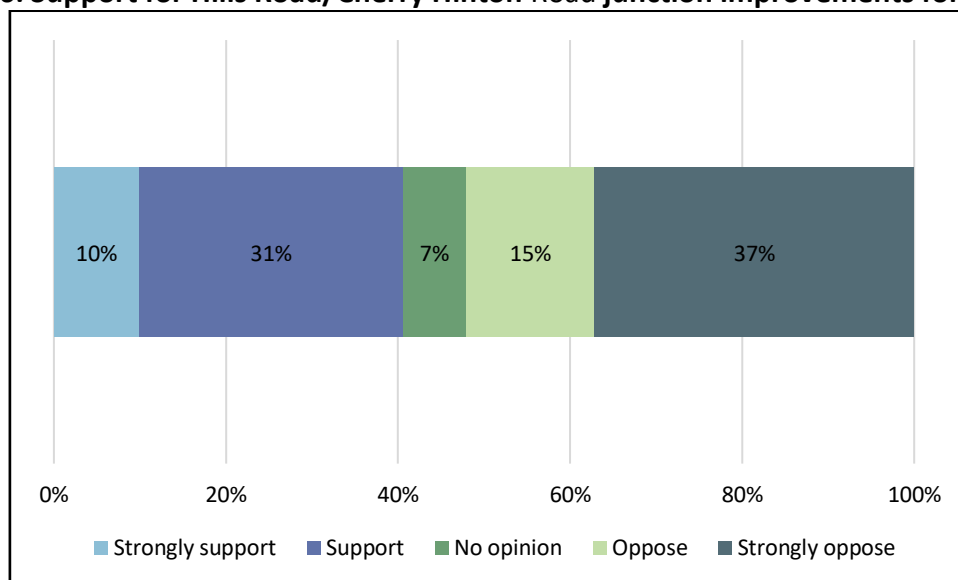
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 8: Hills Road / Cherry Hinton Road: 45A on Option A map. Please look at the Hills Road / Cherry Hinton Road junction for Option A. Proposed improvements include the removal of the Hills Road inbound bus lane to provide in- and outbound cycle lanes with Cambridge kerb, a pedestrian crossing and footway widening at Homerton Street. How far do you support or oppose the proposed improvements at this junction as shown in Option A? Please tick one answer.

584 respondents answered the question on how far they supported or opposed the proposed Hills Road/Cherry Hinton Road junction improvements for Option A.

- **Over half of respondents opposed the proposed Hills Road/Cherry Hinton Road junction improvements for Option A (52%).**
 - Just over two fifths of respondents supported the Hills Road/Cherry Hinton Road junction improvements for Option A (41%).

Figure 16: Support for Hills Road/Cherry Hinton Road junction improvements for Option A



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

Stakeholder response to Question 8

7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders opposed the proposed Hills Road/Cherry Hinton Road junction improvements for Option A (1 'opposed' and 4 'strongly opposed').**
 - 1 stakeholder 'supported' these improvements.
 - 1 stakeholder had 'no opinion' on these improvements.

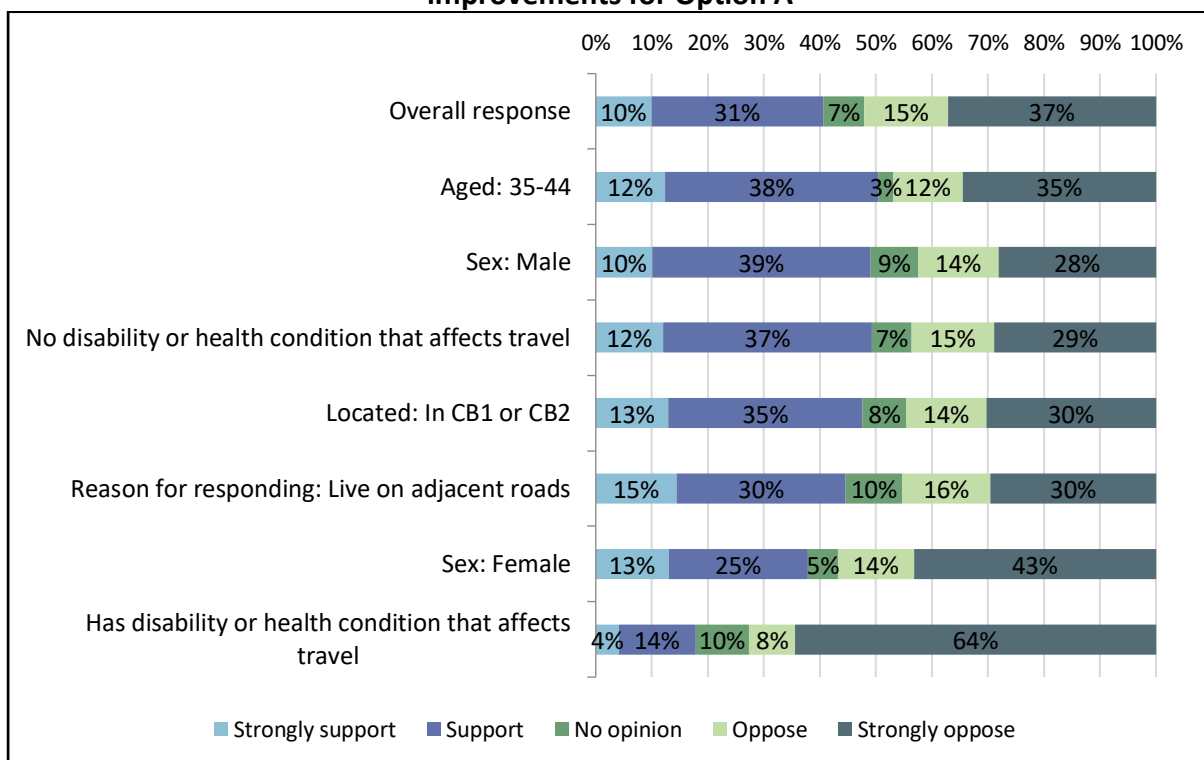
Differences in response to Question 8

Respondents were more likely to support the Hills Road/Cherry Hinton Road junction improvements for Option A than the overall response if they indicated they were aged “35-44” (of 113 responses 51% support).

Respondents were less clear on their support or opposition to the Hills Road/Cherry Hinton Road junction improvements for Option A than overall response if they indicated their sex was “male” (of 306 responses 49% support and 43% oppose), they didn’t have a disability or health condition that affects travel (of 440 responses 49% support and 44% oppose), were located “In CB1 or CB2” (of 231 responses 48% support and 45% oppose), or their reason for responding to the survey was because they “live on adjacent roads” (of 159 responses 45% support and 45% oppose).

Respondents were more likely to oppose the Hills Road/Cherry Hinton Road junction improvements for Option A than overall response if they indicated their sex was “female” (of 169 responses 57% oppose) or they had a disability or health condition that affects travel (of 73 responses 73% oppose).

Figure 17: Differences in support for Hills Road/Cherry Hinton Road junction improvements for Option A



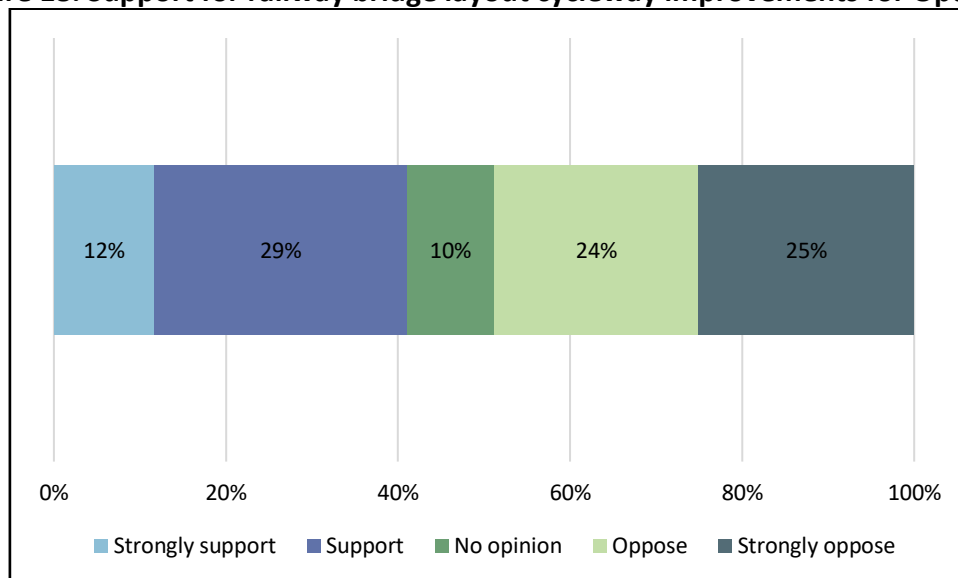
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 9: Railway bridge layout: 44A on Option A map Under Option A, the existing railway bridge layout would be retained, with the cycle lanes adjacent to the footway upgraded to provide a higher level of segregation with the addition of Cambridge kerb. How far do you support or oppose the proposed cycleway improvements as shown in Option A? Please tick one answer.

590 respondents answered the question on how far they supported or opposed the proposed railway bridge layout cycleway improvements for Option A.

- **Just under half of respondents opposed the proposed railway bridge layout cycleway improvements for Option A (49%).**
 - Just over two fifths of respondents supported the railway bridge layout cycleway improvements for Option A (41%).
 - More respondents ‘strongly opposed’ the improvements (25%) than ‘strongly supported’ them (12%).

Figure 18: Support for railway bridge layout cycleway improvements for Option A



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

Stakeholder response to Question 9

7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders opposed the proposed railway bridge layout cycleway improvements for Option A (3 ‘opposed’ and 2 ‘strongly opposed’).**
 - 2 stakeholders ‘supported’ these improvements.

Differences in response to Question 9

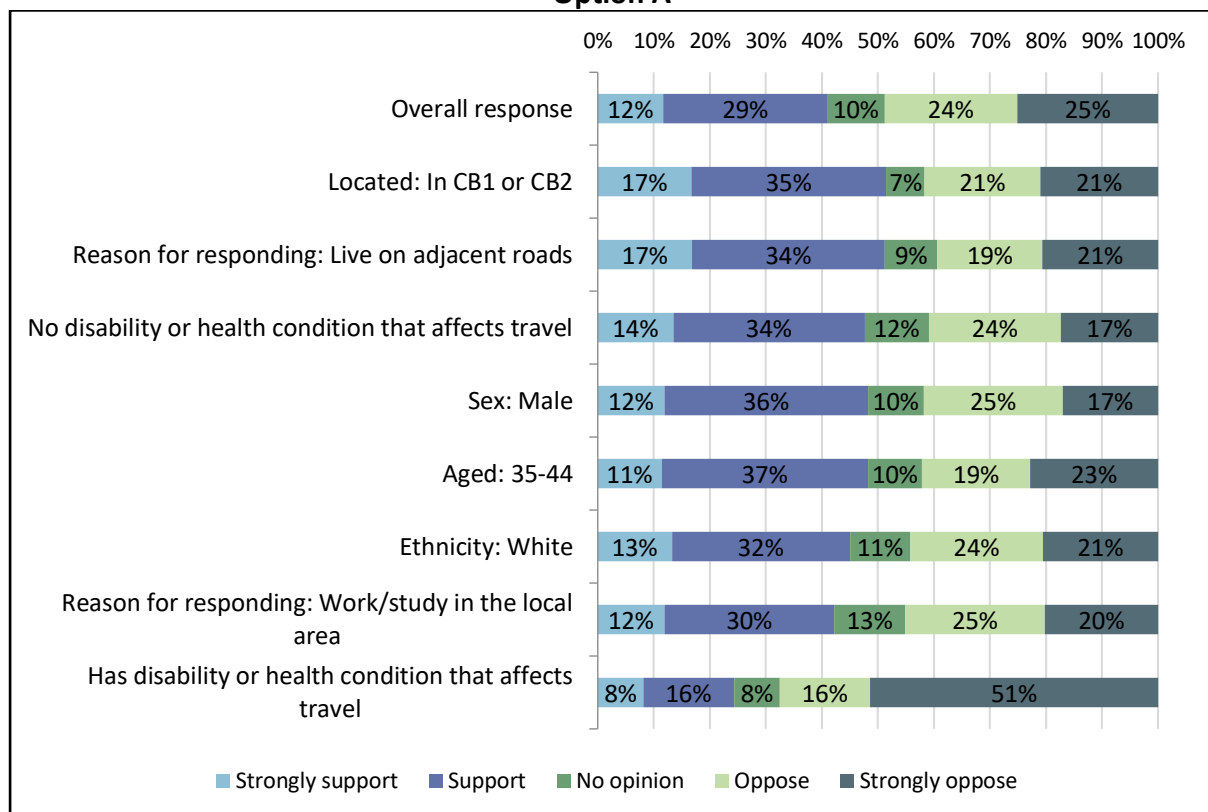
Respondents were more likely to support the railway bridge layout cycleway improvements for Option A than the overall response if they indicated they were located “In CB1 or CB2” (of 233 responses 52% support), their reason for responding to the survey was because they

“live on adjacent roads” (of 160 responses 51% support), they didn’t have a disability or health condition that affects travel (of 445 responses 48% support), their sex was “male” (of 311 responses 48% support), or they were aged “35-44” years (of 114 responses 48% support).

Respondents were less clear on their support or opposition to the railway bridge layout cycleway improvements for Option A than the overall response if they indicated their ethnicity was “White” (of 491 responses 45% support and 44% oppose) or their reason for responding to the survey was because they “work/study in the local area” (of 277 responses 42% support and 45% oppose).

Respondents were more likely to oppose the railway bridge layout cycleway improvements for Option A than the overall response if they indicated they had a disability or health condition that affects travel (of 74 responses 68% oppose).

Figure 19: Differences in support for railway bridge layout cycleway improvements for Option A



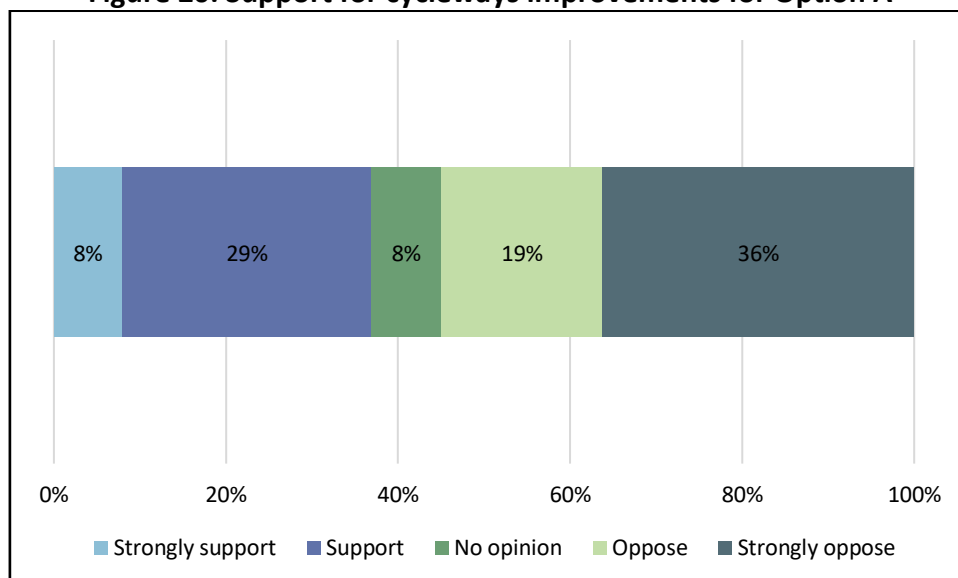
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 10: Cycleways Option A retains the existing inbound bus lane between Bateman Street and Union Road, which results in cyclists sharing the space with buses and taxis in this section. Throughout the rest of the scheme the cycleways are upgraded to include Cambridge kerb segregation with proposed widths ranging between 1.5m and 2.3m, depending on existing carriageway space. How far do you support or oppose the proposed cycleway improvements as shown in Option A? Please tick one answer.

588 respondents answered the question on how far they supported or opposed the proposed cycleways improvements for Option A.

- **Over half of respondents opposed the proposed cycleways improvements for Option A (55%).**
 - Under two fifths of respondents supported the cycleways improvements for Option A (37%).

Figure 20: Support for cycleways improvements for Option A



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

Stakeholder response to Question 10

7 of the above respondents had indicated they were stakeholders.

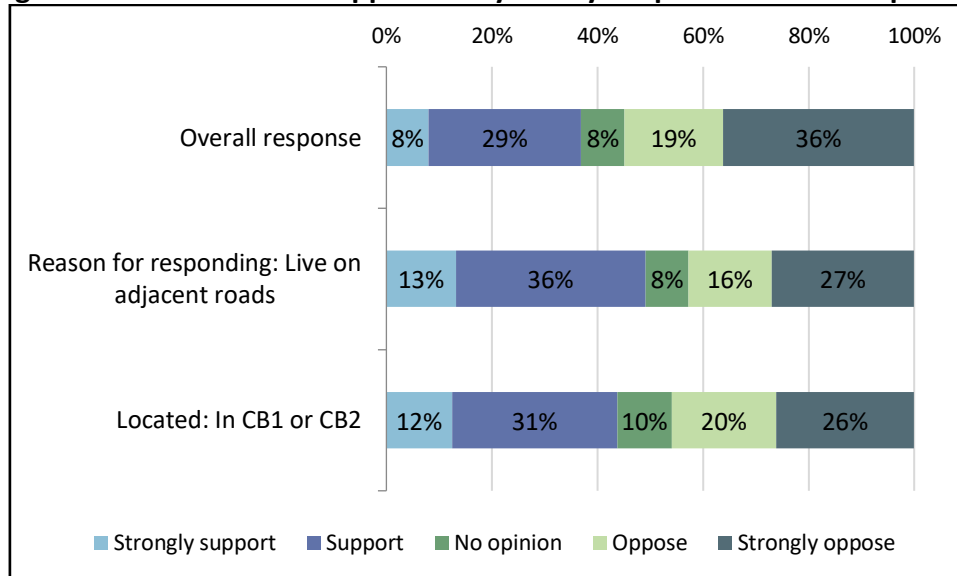
- **The majority of stakeholders opposed the proposed cycleways improvements for Option A (1 'opposed' and 4 'strongly opposed').**
 - 2 stakeholders 'supported' these improvements.

Differences in response to Question 10

Respondents were more likely to support the cycleways improvements for Option A than the overall response if they indicated their reason for responding to the survey was because they “live on adjacent roads” (of 159 responses 49% support).

Respondents were less clear on their support or opposition to the cycleways improvements for Option A than the overall response if they indicated they live “In CB1 or CB2” (of 233 responses 44% support and 46% oppose).

Figure 21: Differences in support for cycleways improvements for Option A



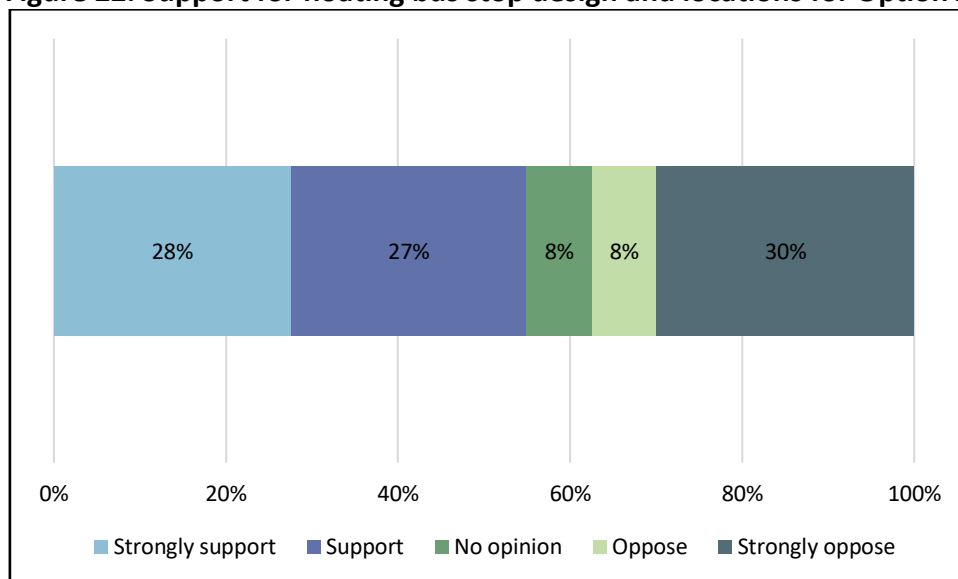
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 11: Floating bus stops: 33A, 38A, 49A and 50A on the map A floating bus stop involves the pedestrian footway and cycle lane routing behind the bus stop. The benefit of this arrangement is that people cycling do not have to negotiate around parked buses, improving safety for all users. Option A includes floating bus stops only in areas where there is currently sufficient carriageway width to accommodate them. How far do you support or oppose the proposed floating bus stop design and locations as shown in Option A? Please tick one answer.

588 respondents answered the question on how far they supported or opposed the proposed floating bus stop design and locations for Option A.

- **Over half of respondents supported the proposed floating bus stop design and locations for Option A (55%).**
 - Under two fifths of respondents opposed the floating bus stop design and locations for Option A (37%).

Figure 22: Support for floating bus stop design and locations for Option A



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

Stakeholder response to Question 11

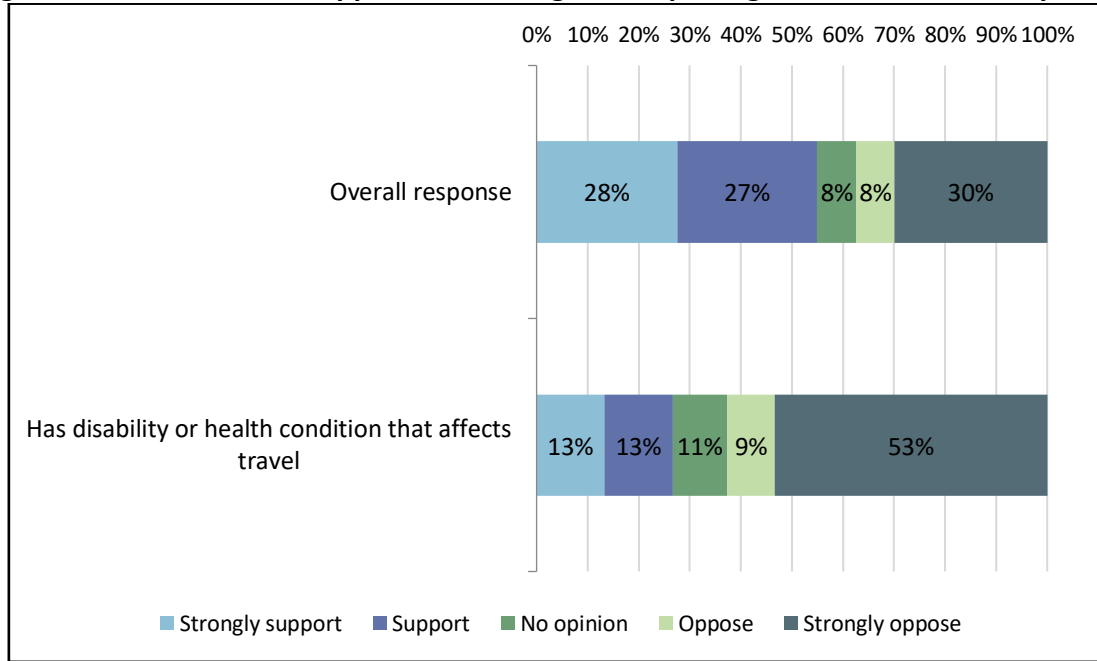
7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders ‘strongly opposed’ the proposed floating bus stop design and locations for Option A (6 stakeholders).**
 - 1 stakeholder ‘strongly supported’ these improvements.

Differences in response to Question 11

Respondents were more likely to oppose the floating bus stop design and locations for Option A than the overall response if they indicated they had a disability or health condition that affects travel (of 75 responses 63% oppose).

Figure 23: Differences in support for floating bus stop design and locations for Option A



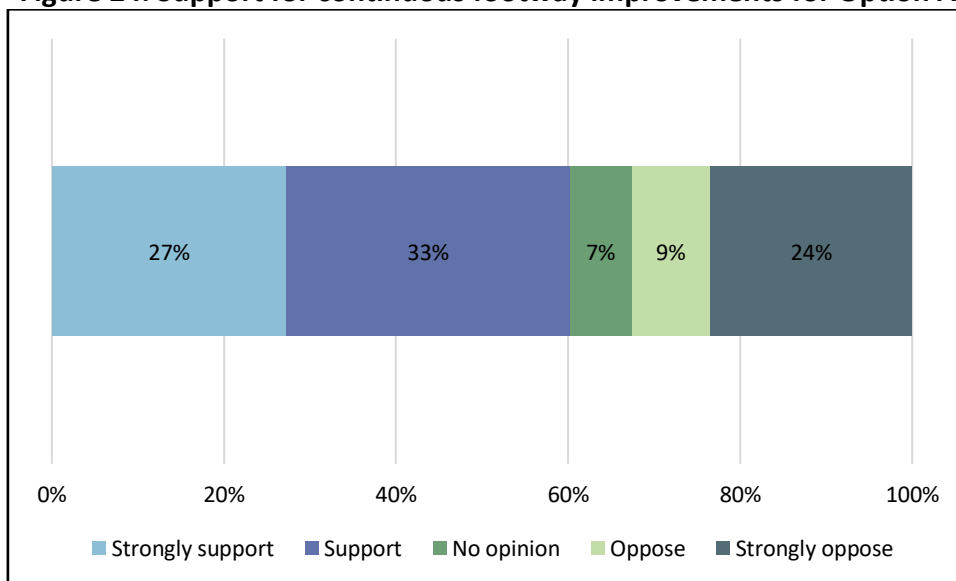
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 12: Continuous footways: throughout proposal – see 6A on the map as an example Under Option A, we propose continuous footways and cycleways across the side roads. These would provide clear visual priority to pedestrians and cyclists, improving safety for people walking and cycling. This is achieved through the use of ramps, coloured surface materials and tight junction corners to ensure vehicles slow down. How far do you support or oppose the proposed continuous footway improvements as shown in Option A? Please tick one answer.

583 respondents answered the question on how far they supported or opposed the proposed continuous footway improvements for Option A.

- **The majority of respondents supported the proposed continuous footway improvements for Option A (60%).**
 - A third of respondents opposed continuous footway improvements for Option A (33%).

Figure 24: Support for continuous footway improvements for Option A



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

Stakeholder response to Question 12

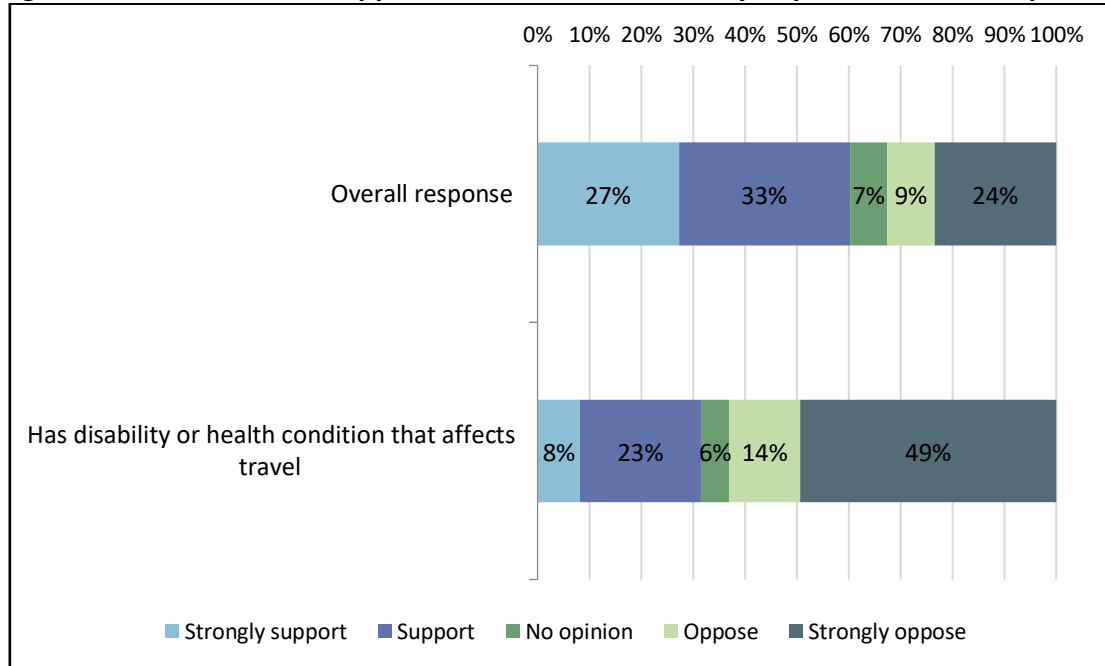
7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders ‘supported’ the continuous footway improvements for Option A (2 ‘strongly supported’ and 2 ‘supported’).**
 - 3 stakeholders opposed these improvements (1 ‘opposed’ and 2 ‘strongly opposed’).

Differences in response to Question 12

Respondents were more likely to oppose the continuous footway improvements for Option A than the overall response if they indicated they had a disability or health condition that affects travel (of 73 responses 63% oppose).

Figure 25: Differences in support for continuous footway improvements for Option A



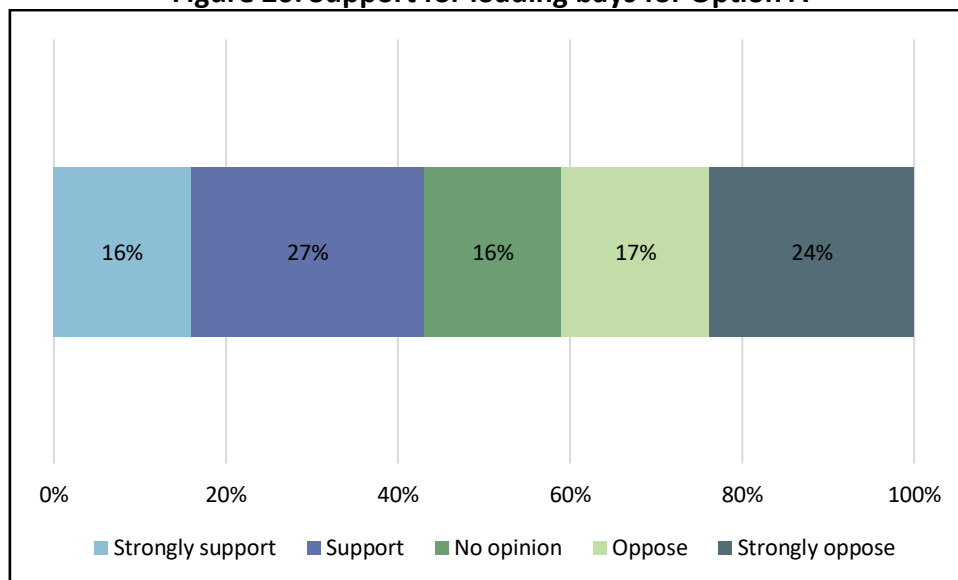
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 13: Loading bays: 5A, 10A, 19A and 23A on the map. Under Option A, loading bays would be installed on Harvey Street, St Paul’s Road, Glisson Road and Norwich Street. Waiting and loading would continue to be permitted from the bus lane outside of peak times. However, it is proposed to ban all other waiting and loading along Hills Road. How far do you support or oppose the proposed loading bays as shown in Option A? Please tick one answer.

585 respondents answered the question on how far they supported or opposed the proposed loading bays for Option A.

- **A similar number of respondents supported (43%) and opposed (41%) the proposed loading bays for Option A.**
 - More respondents ‘strongly opposed’ loading bays for Option A (24%) than ‘strongly supported’ (16%).

Figure 26: Support for loading bays for Option A



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

Stakeholder response to Question 13

7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders ‘opposed’ the loading bays for Option A (3 ‘opposed’ and 2 ‘strongly opposed’).**
 - 2 stakeholders ‘strongly supported’ these improvements.

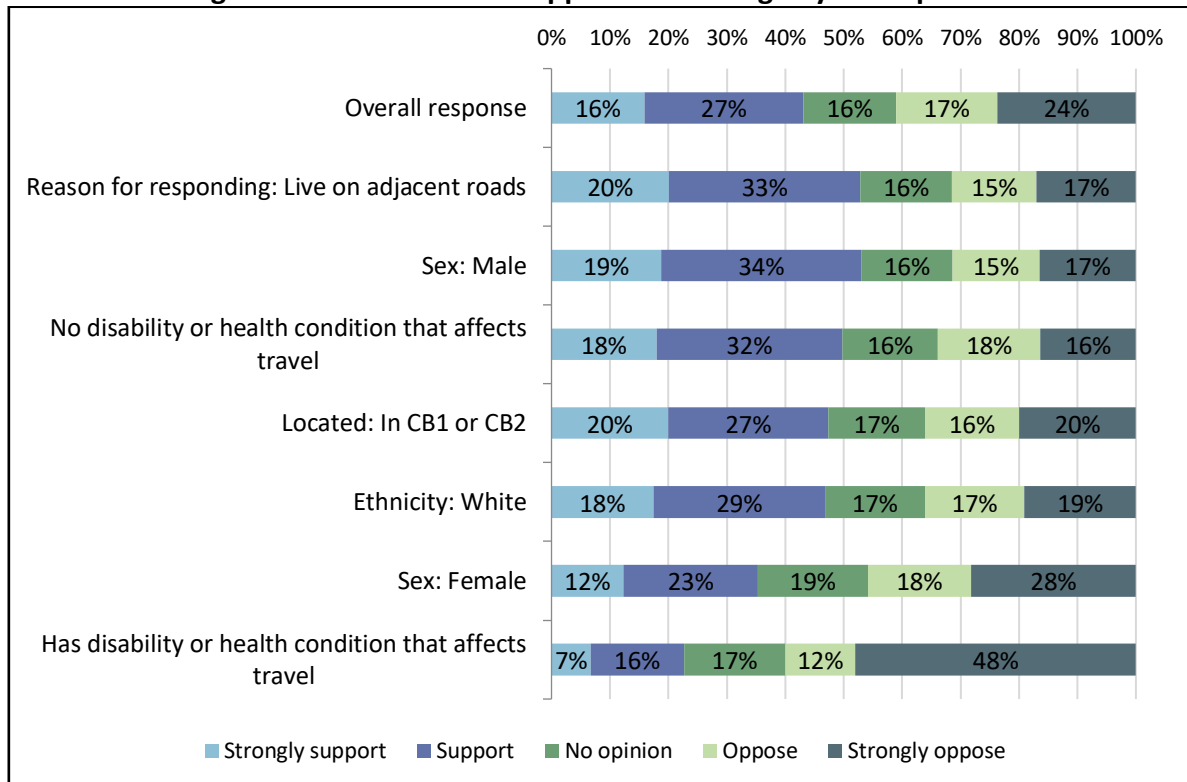
Differences in response to Question 13

Respondents were more likely to support the loading bays for Option A than the overall response if they indicated their reason for responding to the survey was because they “live on adjacent roads” (of 159 responses 53% support), their sex was “male” (of 309 responses 53% support), they had no disability or health condition that affects travel (of 440 responses

50% support), they were located “In CB1 or CB2” (of 230 responses 47% support), or their ethnicity was “White” (of 487 responses 47% support).

Respondents were more likely to oppose the loading bays for Option A than the overall response if they indicated their sex was “female” (of 170 responses 46% oppose) or they had a disability or health condition that affects travel (of 75 responses 60% oppose).

Figure 27: Differences in support for loading bays for Option A



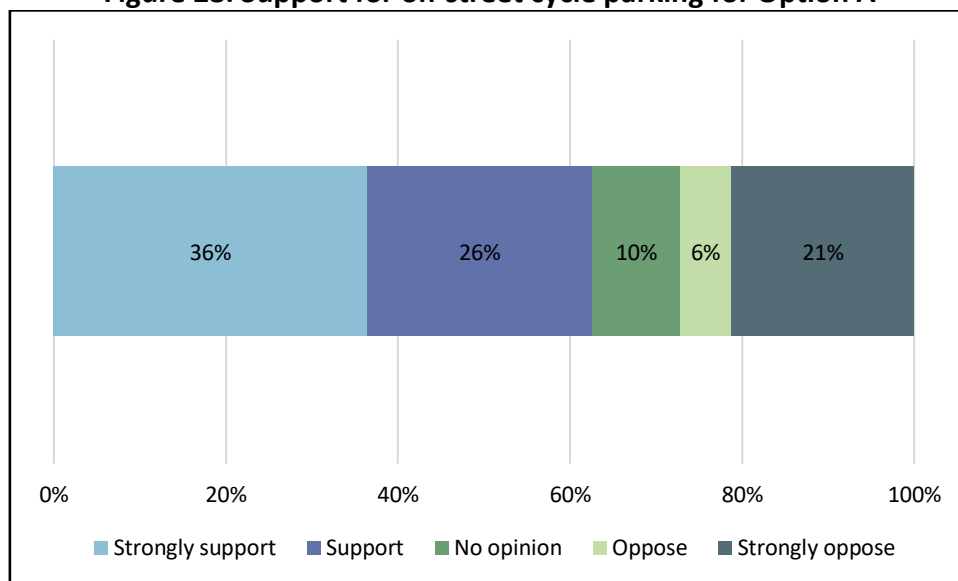
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 14: On-street cycle parking: 17A, 20A and 24A on the map. Under Option A, on-street cycle parking would be installed on Russell Street, Glisson Road and Norwich Street to provide cycle parking for people visiting the local shops. How far do you support or oppose the proposed on-street cycle parking as shown in Option A? Please tick one answer.

588 respondents answered the question on how far they supported or opposed the proposed on-street cycle parking for Option A.

- **The majority of respondents supported the proposed on-street cycle parking for Option A (63%).**

Figure 28: Support for on-street cycle parking for Option A



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

Stakeholder response to Question 14

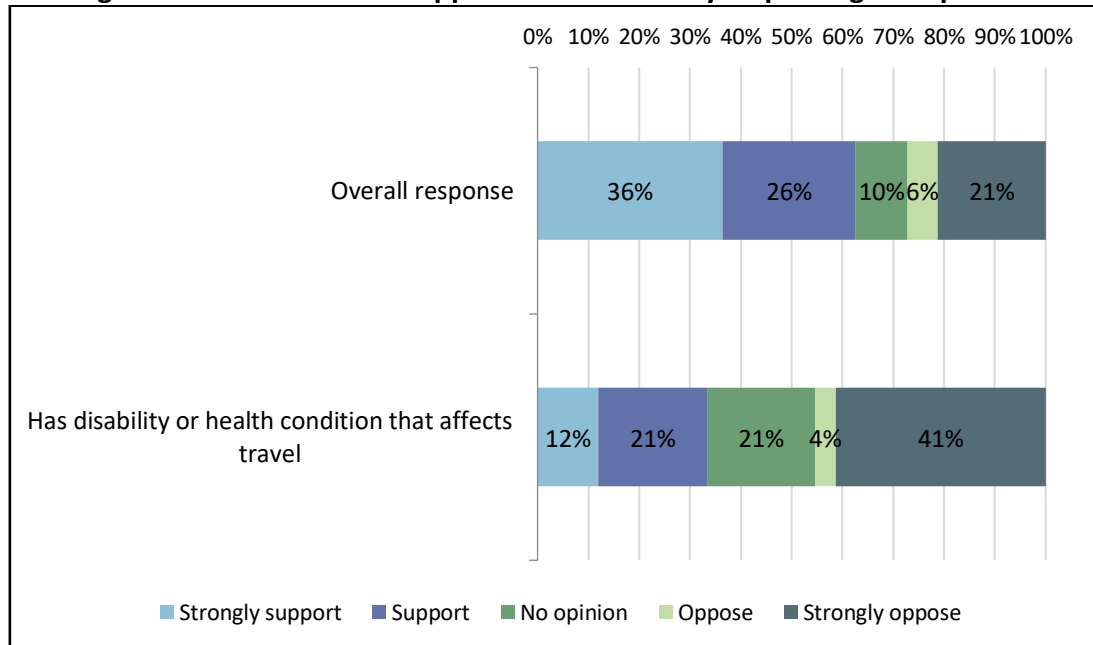
7 of the above respondents had indicated they were stakeholders.

- **Over half of stakeholders opposed the on-street cycle parking for Option A (2 'opposed' and 2 'strongly opposed').**
 - 3 stakeholders 'strongly supported' these improvements.

Differences in response to Question 14

Respondents were more likely to oppose the on-street cycle parking for Option A than the overall response if they indicated they had a disability or health condition that affects travel (of 75 responses 45% oppose).

Figure 29: Differences in support for on-street cycle parking for Option A



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

Question 15: Option A Overall. Do you have any further comments about Option A features or Option A as a whole?

354 respondents left comments on the question asking if they had any comments on Option A features or as a whole.

Summary of main themes

Theme	Description
Not enough improvements to active travel	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that Option A lacked value for money with this Option lacking active travel priorities or adherence to the road user hierarchy and lacked LTN 1/20 design standards. • A few of the respondents who discussed this theme felt, while there were some positives to Option A, it needed more to be a “good” Option. Respondents who discussed specifics mentioned that they liked the floating bus stops, continuous footpaths, and additional cycle parking but felt the junction designs were lacking significant improvements for cyclists/walkers.
Indications of opposition	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they were opposed to the scheme as a whole (both Option A and Option B). These respondents felt improvements were a waste of money, that other improvements in the area had only recently been completed, that it would make travelling by car more difficult for those who needed to use them, that it would increase congestion, and concerns the environmental impact of the building work and related traffic delays would not be offset by the scheme. Most of these respondents felt the money would be better spent on repairing damaged roads and paths, as these were causing damage to vehicles and bikes as well as making traversal more dangerous. • Some of the respondents who discussed this theme indicated they opposed Option A because they felt it lacked active travel priorities, adherence to the road user hierarchy and LTN 1/20 design standards.
Preference for Option B	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option B. Those who discussed specifics mentioned Option B had more improvements for active travel users, in particular around the junctions.
Floating bus stops	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they were opposed to the use of floating bus stops. These respondents felt floating bus stops were dangerous. Issues discussed included: a lack of room for

	<p>bus users to wait or alight from the bus, with particular concern about the space available outside Hills Road Sixth Form College; a lack of cleaning on the cycle route resulting in gravel/debris that could cause cyclists to fall off their bikes, which respondents highlighted caused them to have to cycle on the road instead; increased risk of collision between pedestrians and cyclists; and the loss of road space increasing congestion and interfering with emergency service vehicles.</p> <ul style="list-style-type: none"> • Some of the respondents indicated they liked the provision of floating bus stops but felt all the bus stops on Hill Road should be designed this way. A few respondents, however, highlighted concerns about the space available for pedestrians/bus users at the Hills Road Sixth Form College stop.
<p>Retention of existing inbound bus lane</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about cyclists having to mix with bus and taxi traffic in Option A. These respondents were concerned about interactions between these modes and felt a separate cycle lane would be safer. These respondents also highlighted that this section of road was often damaged and difficult to traverse for cyclists. • Some of the respondents who discussed this theme felt that the retention of a bus lane was important to ensure faster travel for bus users and to encourage bus use for those unable to walk/cycle. There was debate from these respondents about cyclists sharing a lane with buses, with some feeling it was necessary if less than ideal due to space, some feeling there should be segregation but in a way that retains space for buses, and some feeling it would be safer if taxis were kept out of the bus lane.
<p>Preference for Option A</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option A. Those who discussed specifics felt it was more balanced between all road users while still improving things for pedestrians and cyclists, as well as less costly, freeing money for improvements elsewhere.
<p>Cycle parking</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated they felt more cycle parking was needed. • Some of the respondents who discussed this theme were concerned about cycle theft and either felt this needed addressing or felt the cycle parking should be made secure (concreted into place, tamper-proof bolting, square tubing, CCTV). • Some of the respondents who discussed this theme were concerned about the cycle parking being on-road, with some feeling it would take space away from safe cycle routes and some feeling it risked impeding traffic, with

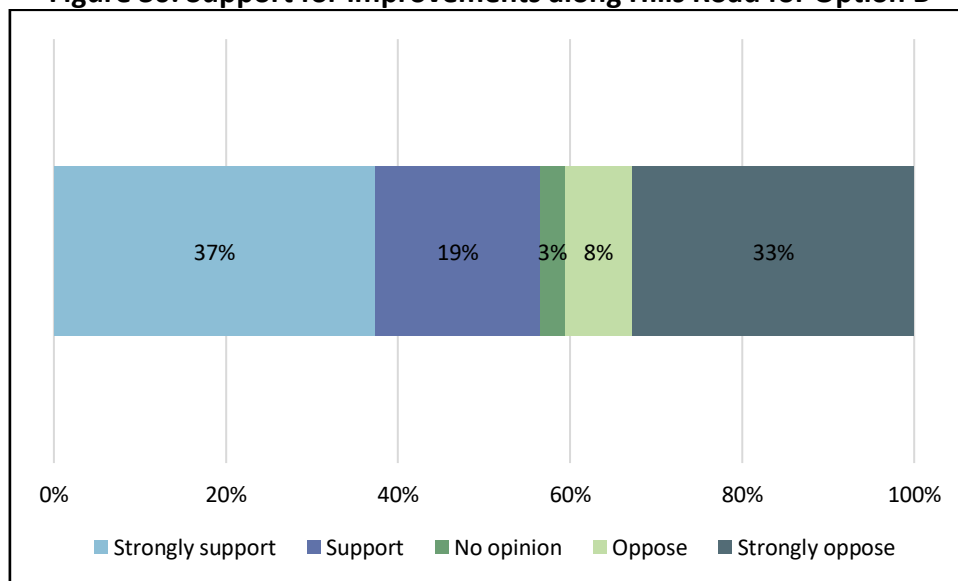
	<p>particular concern about the impediment of emergency vehicle traffic.</p>
<p>Lensfield Road/Regent Street/Gonville Place junction</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt more improvements were needed at the Gonville Place side of the junction, with the bus/cycle lane continuing on as opposed to ending before the pedestrian crossing with the right lane remaining as is and traffic light having a green light for bus/taxi/cycle traffic before other traffic to ensure the junction remains clear. • Some of the respondents felt the central area should have yellow box, “no stopping”, hatching with enforcement to ensure the junction remains clear. • Some of the respondents who discussed this theme felt the Lensfield Road-side of the junction required more pavement space, crossing time, and the removal of staggered crossings for a longer ‘all-crossing’ signal to improve the safety for pedestrians.
<p>Loading bays</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the loading bay proposals were inappropriate, as it would make receiving required deliveries difficult for businesses and cause more congestion on smaller side streets. Respondents also highlighted that accessing these loading bays may be difficult, particularly for Glisson Road, and would not be obvious for delivery drivers. These respondents also felt that without enforcement of illegal parking it would continue to happen even with the loading bays.
<p>Cambridge Kerb</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to the use of Cambridge Kerbs. These respondents highlighted that existing ones were poorly made, with potholes that made traversing them by cycle dangerous.
<p>Railway bridge layout</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they were opposed to retaining the railway bridge layout, as motor vehicle and cycle traffic had to cross over each other and it was confusing to navigate. • A few of the respondents who discussed this theme indicated they supported retaining the railway bridge layout, as they felt it currently worked well and the proposals in Option B reverted the layout to how it functioned 15 years ago, which these respondents felt was dangerous for users.

Question 16: Having reviewed the overall scheme design, how far do you support or oppose the proposed improvements along Hills Road shown in Option B? You will have an opportunity to provide a text response later in the survey. Please tick one answer

589 respondents answered the question on how far they supported or opposed the proposed improvements along Hills Road for Option B.

- **The majority of respondents supported the proposed improvements along Hills Road for Option B (57%).**

Figure 30: Support for improvements along Hills Road for Option B



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

Stakeholder response to Question 16

7 of the above respondents had indicated they were stakeholders.

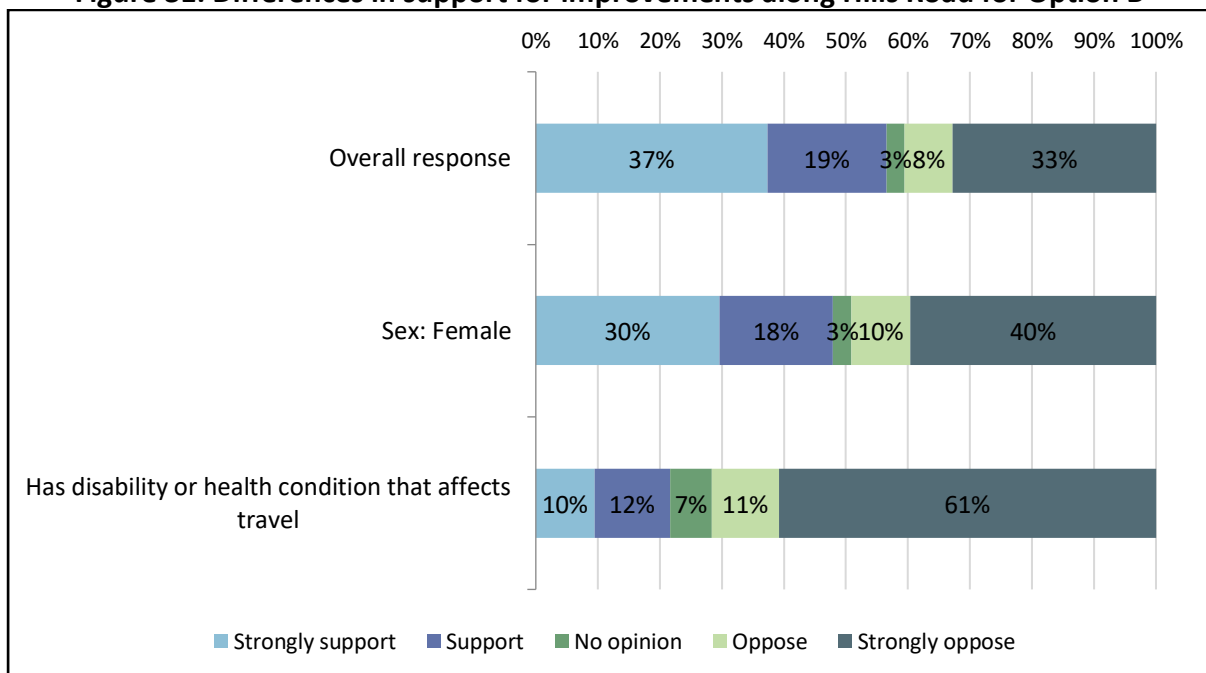
- **Over half of stakeholders opposed the improvements along Hills Road for Option B (1 'opposed' and 3 'strongly opposed').**
 - 3 stakeholders 'supported' these improvements.

Differences in response to Question 16

Respondents were less clear on their support or opposition to the improvements along Hills Road for Option B than the overall response if they indicated their sex was “female” (of 169 responses 48% support and 49% oppose).

Respondents were more likely to oppose the improvements along Hills Road for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 74 responses 72% oppose).

Figure 31: Differences in support for improvements along Hills Road for Option B



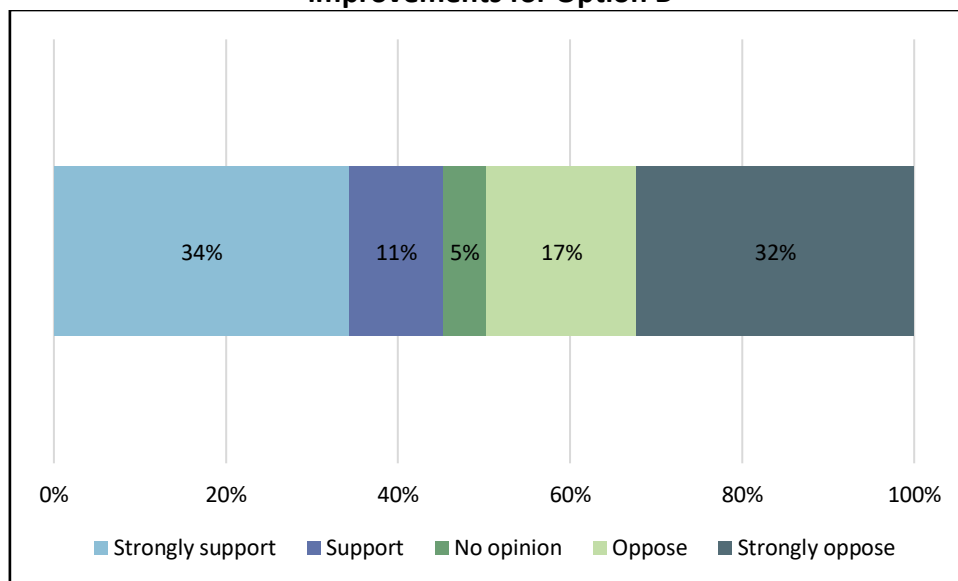
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 17: Hills Road / Lensfield Road / Regent Street / Gonville Place: 1B on Option B map. Please look at the Hills Road / Lensfield Road / Regent Street / Gonville Place junction on the map for Option B. Proposed improvements include the addition of a cycle lane on both the Regent Street and Hills Road approaches to the junction, resulting in a reduction in general traffic lanes. How far do you support or oppose the proposed improvements at this junction as shown in Option B? Please tick one answer.

588 respondents answered the question on how far they supported or opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B.

- **Half of respondents opposed the proposed Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B (50%).**
 - Under half of respondents supported the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B (45%).
 - A similar number of respondents ‘strongly supported’ these improvements (34%) as ‘strongly opposed’ them (32%).

Figure 32: Support for Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B



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

Stakeholder response to Question 17

7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders opposed the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B (4 ‘opposed’ and 2 ‘strongly opposed’).**
 - 1 stakeholder ‘supported’ these improvements.

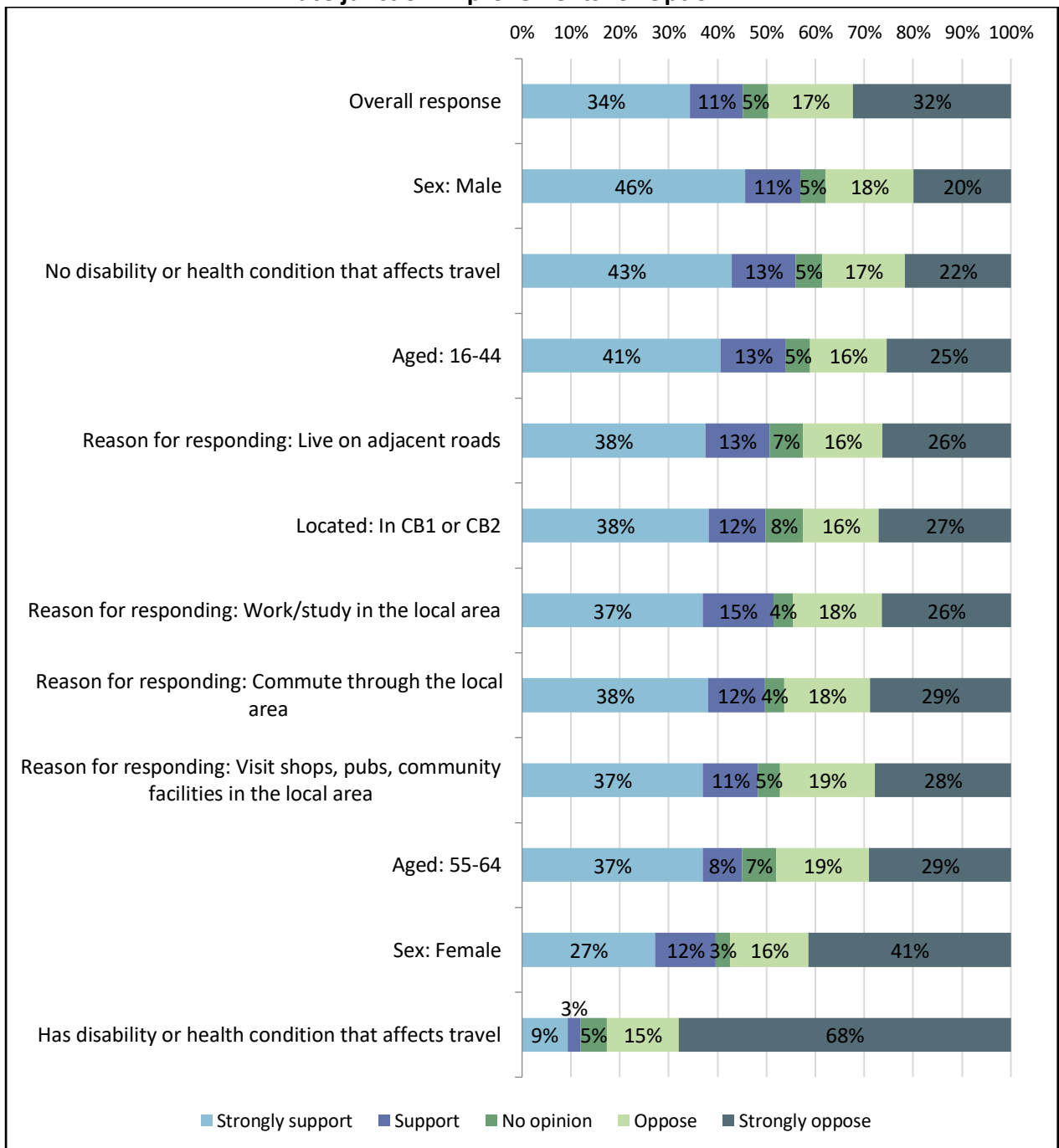
Differences in response to Question 17

Respondents were more likely to support the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B than the overall response if they indicated their sex was “male” (of 311 responses 57% support), they didn’t have a disability or health condition that affects travel (of 443 responses 56% support), they were aged from 16 to 44 years (of 224 responses 54% support), their reason for responding to the survey was because they “live on adjacent roads” (of 160 responses 51% support), they were located “In CB1 or CB2” (of 233 responses 50% support), their reason for responding to the survey was because they “work/study in the area” (of 276 responses 52% support), or their reason for responding to the survey was because they “commute through the local area” (of 326 responses 50% support).

Respondents were less clear on their support or opposition to the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B than the overall response if they indicated their reason for responding to the survey was because they “visit shops, pubs, community facilities in the local area” (of 381 responses 48% support and 47% oppose) or they were aged “55-64” years (of 100 responses 45% support and 48% oppose).

Respondents were more likely to oppose the Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B than the overall response if they indicated their sex was “female” (of 169 responses 57% oppose) or they had a disability or health condition that affects travel (of 75 responses 83% oppose).

Figure 33: Differences in support for Hills Road/Lensfield Road/Regent Street/Gonville Place junction improvements for Option B



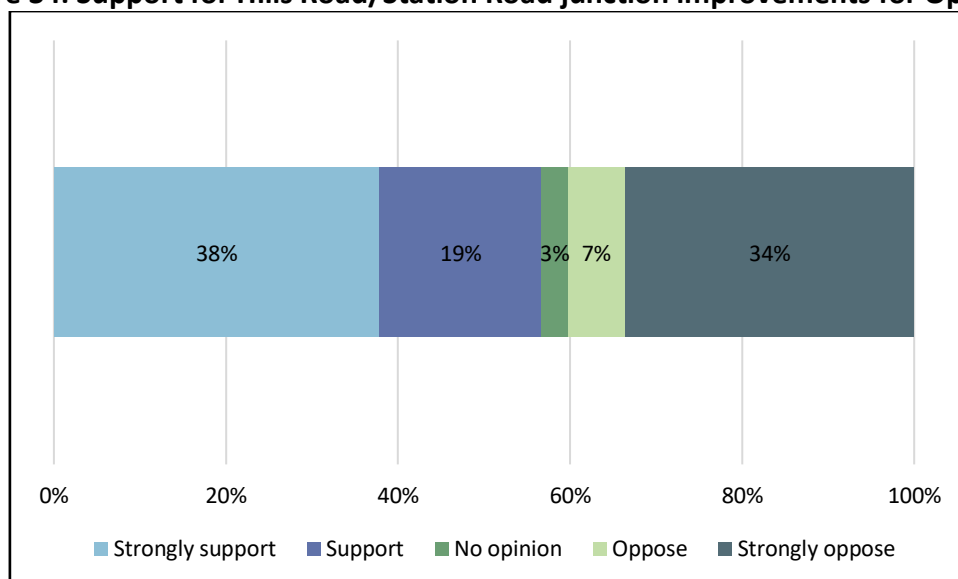
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 18: Hills Road/Station Road: 30B on Option B map. Please look at the Hills Road/Station Road junction for Option B. This option proposes remodelling the junction to provide a partial CYCLOPS arrangement*. This would provide additional footway space on Station Road and improved pedestrian and cycle crossings, with segregated cycle lanes and signal-controlled for inbound cyclists turning right into Station Road. Traffic lanes are reduced on all approaches.* A CYCLOPS junction (Cycle Optimised Protected Signals) is designed to fully segregate cyclists from traffic to improve safety for all road users. All movements through the junction are controlled by signals. Pedestrian crossings across each junction arm and a segregated cycleway allow cyclists to cross each arm safely without conflicting with pedestrians. How far do you support or oppose the proposed improvements at this junction as shown in Option B? Please tick one answer.

589 respondents answered the question on how far they supported or opposed the proposed Hills Road/Station Road junction improvements for Option B.

- **The majority of respondents supported the proposed Hills Road/Station Road junction improvements for Option B (57%).**

Figure 34: Support for Hills Road/Station Road junction improvements for Option B



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

Stakeholder response to Question 18

7 of the above respondents had indicated they were stakeholders.

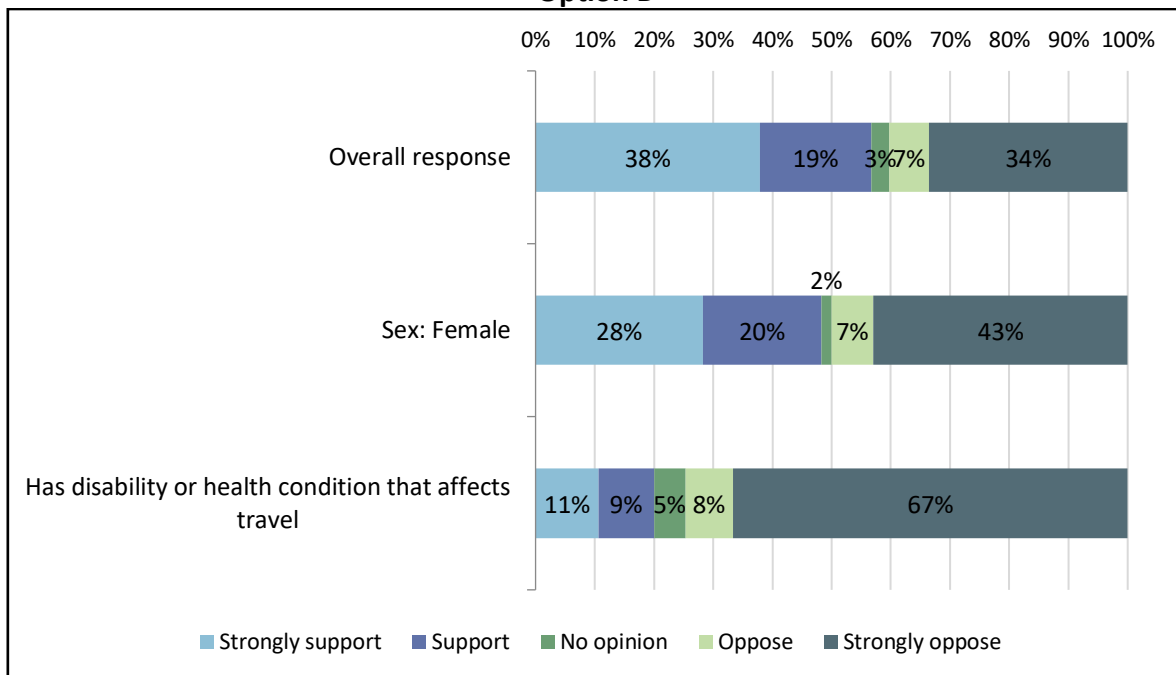
- **Over half of stakeholders opposed the Hills Road/Station Road improvements for Option B (2 'opposed' and 2 'strongly opposed').**
 - 2 stakeholders 'supported' these improvements.
 - 1 stakeholder had 'no opinion' on these improvements.

Differences in response to Question 18

Respondents were less clear on their support or opposition to the Hills Road/Station Road junction improvements for Option B than the overall response if they indicated their sex was “female” (of 170 responses 48% support and 50% oppose).

Respondents were more likely to oppose the Hills Road/Station Road junction improvements for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 75 responses 75% oppose).

Figure 35: Differences in support for Hills Road/Station Road junction improvements for Option B



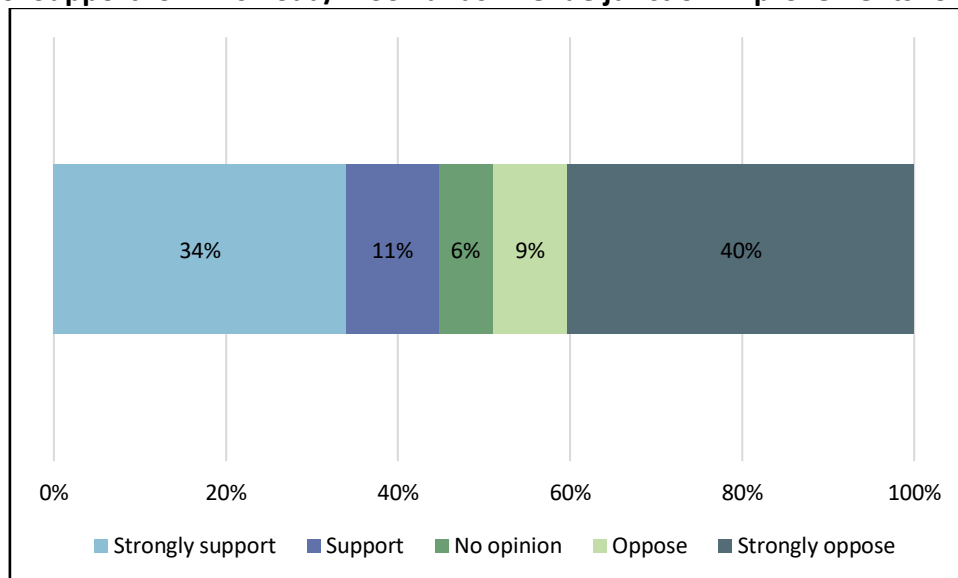
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 19: Hills Road / Brooklands Avenue: 39B on Option B map. Please look at the Hills Road / Brooklands Avenue junction for Option B. Proposed improvements include a continuous outbound Hills Road cycle lane, feeder cycle lane on Brooklands Avenue, all-movement exit for cyclists from Brookgate and 'Hold the Left Turn' cycle facility on Hills Road inbound. How far do you support or oppose the proposed improvements at this junction as shown in Option B? Please tick one answer.

586 respondents answered the question on how far they supported or opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option B.

- **Just under half of respondents opposed the proposed Hills Road/Brooklands Avenue junction improvements for Option B (49%).**
 - Under half of respondents supported the proposed Hills Road/Brooklands Avenue junction improvements (45%).
 - Slightly more respondents 'strongly opposed' the improvements (40%) than 'strongly supported' (34%).

Figure 36: Support for Hills Road/Brooklands Avenue junction improvements for Option B



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

Stakeholder response to Question 19

7 of the above respondents had indicated they were stakeholders.

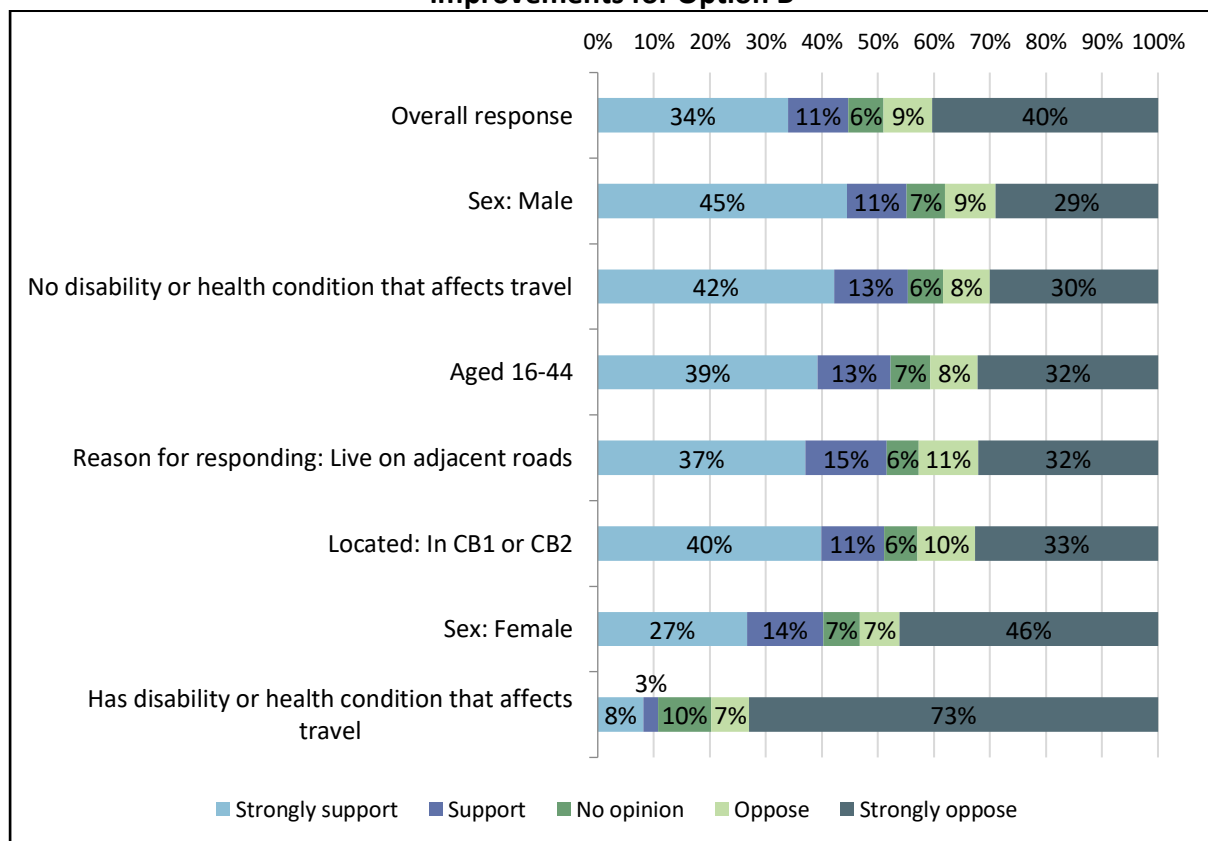
- **The majority of stakeholders opposed the Hills Road/Brooklands Avenue junction improvements for Option B (2 'opposed' and 3 'strongly opposed').**
 - 2 stakeholders supported these improvements (1 'strongly supported' and 1 'supported').

Differences in response to Question 19

Respondents were more likely to support the Hills Road/Brooklands Avenue junction improvements for Option B than the overall response if they indicated their sex was “male” (of 310 responses 55% support), they didn’t have a disability or health condition that affects travel (of 443 responses 55% support), they were aged from 16 to 44 years (of 224 responses 52% support), their reason for responding to the survey was because they “live on adjacent roads” (of 159 responses 52% support), or they were located “In CB1 or CB2” (of 233 responses 51% support).

Respondents were more likely to oppose the Hills Road/Brooklands Avenue junction improvements for Option B than the overall response if they indicated their sex was “female” (of 160 responses 53% oppose) or they had a disability or health condition that affects travel (of 74 responses 80% oppose).

Figure 37: Differences in support for Hills Road/Brooklands Avenue junction improvements for Option B



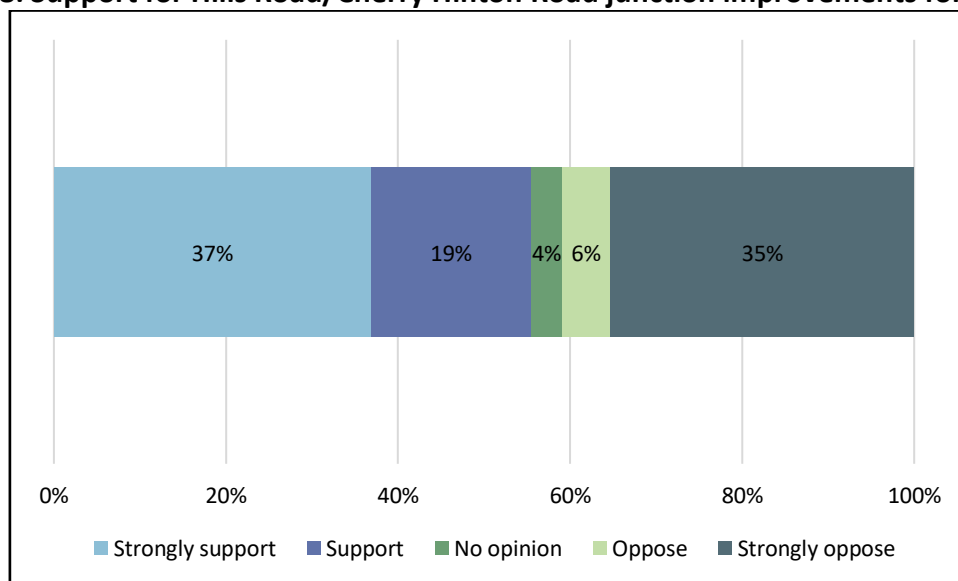
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 20: Hills Road / Cherry Hinton Road: 44B on Option B map. Please look at the Hills Road / Cherry Hinton Road junction for Option B. This option proposes to remodel this junction to a CYCLOPS arrangement* with segregated cycle and pedestrian crossing facilities across all junction arms. The Cherry Hinton Road approach to the junction is reduced to a single traffic lane. *A CYCLOPS junction (Cycle Optimised Protected Signals) is designed to fully segregate cyclists from traffic to improve safety for all road users. All movements through the junction are controlled by signals. Pedestrian crossings across each junction arm and a segregated cycleway allow cyclists to cross each arm safely without conflicting with pedestrians. How far do you support or oppose the proposed improvements at this junction as shown in Option B? Please tick one answer.

589 respondents answered the question on how far they supported or opposed the proposed Hills Road/Cherry Hinton Road junction improvements for Option B.

- **The majority of respondents supported the proposed Hills Road/Cherry Hinton Road junction improvements for Option B (56%).**

Figure 38: Support for Hills Road/Cherry Hinton Road junction improvements for Option B



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

Stakeholder response to Question 20

7 of the above respondents had indicated they were stakeholders.

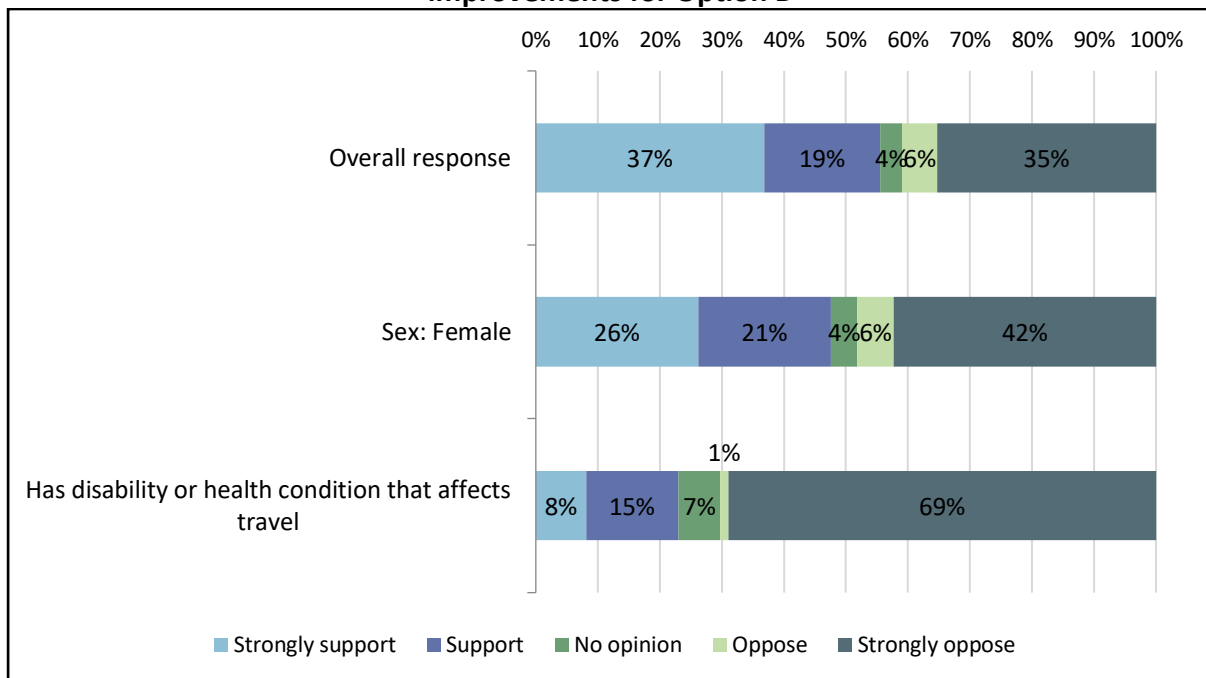
- **Over half of stakeholders opposed the Hills Road/Cherry Hinton Road junction improvements for Option B (1 'opposed' and 3 'strongly opposed').**
 - 3 stakeholders 'supported' these improvements.

Differences in response to Question 20

Respondents were less clear on their support or opposition to the Hills Road/Cherry Hinton Road junction improvements for Option B than the overall response if they indicated their sex was “female” (of 168 responses 48% support and 48% oppose).

Respondents were more likely to oppose the Hills Road/Cherry Hinton Road junction improvements for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 74 responses 70% oppose).

Figure 39: Differences in support for Hills Road/Cherry Hinton Road junction improvements for Option B



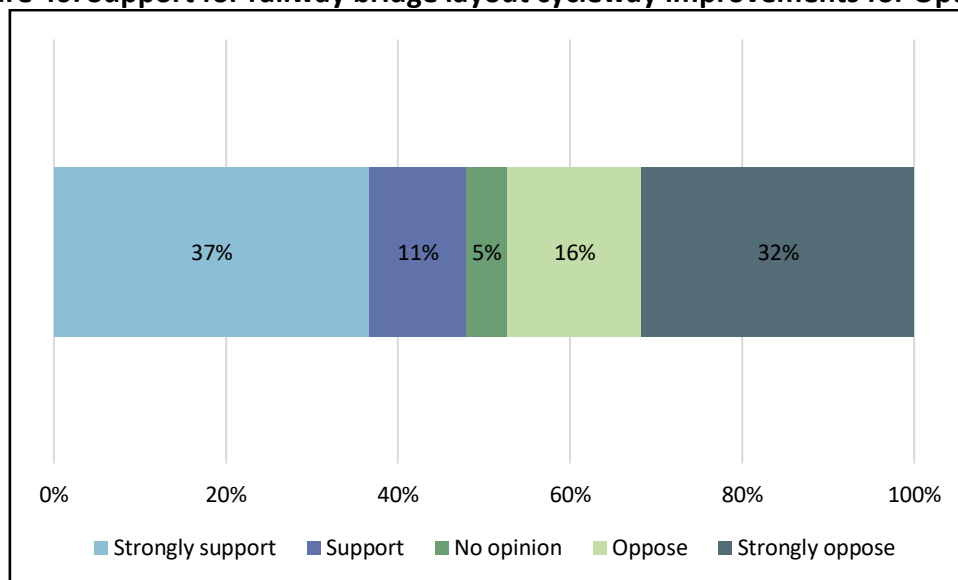
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 21: Railway bridge layout: 43B on Option B map. Under Option B, the cycle lane layout on the bridge is remodelled to provide segregated cycle lanes (with the addition of Cambridge kerb) on each side of the road, replacing the central cycle lanes on approach to Brooklands Avenue and Cherry Hinton Road. How far do you support or oppose the proposed railway bridge layout as shown in Option B? Please tick one answer.

588 respondents answered the question on how far they supported or opposed the proposed railway bridge layout cycleway improvements for Option B.

- **A similar number of respondents supported (48%) and opposed (47%) the proposed railway bridge layout cycleway improvements for Option B.**
 - Slightly more respondents 'strongly supported' (37%) these improvements than 'strongly opposed' them (32%).

Figure 40: Support for railway bridge layout cycleway improvements for Option B



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

Stakeholder response to Question 21

7 of the above respondents had indicated they were stakeholders.

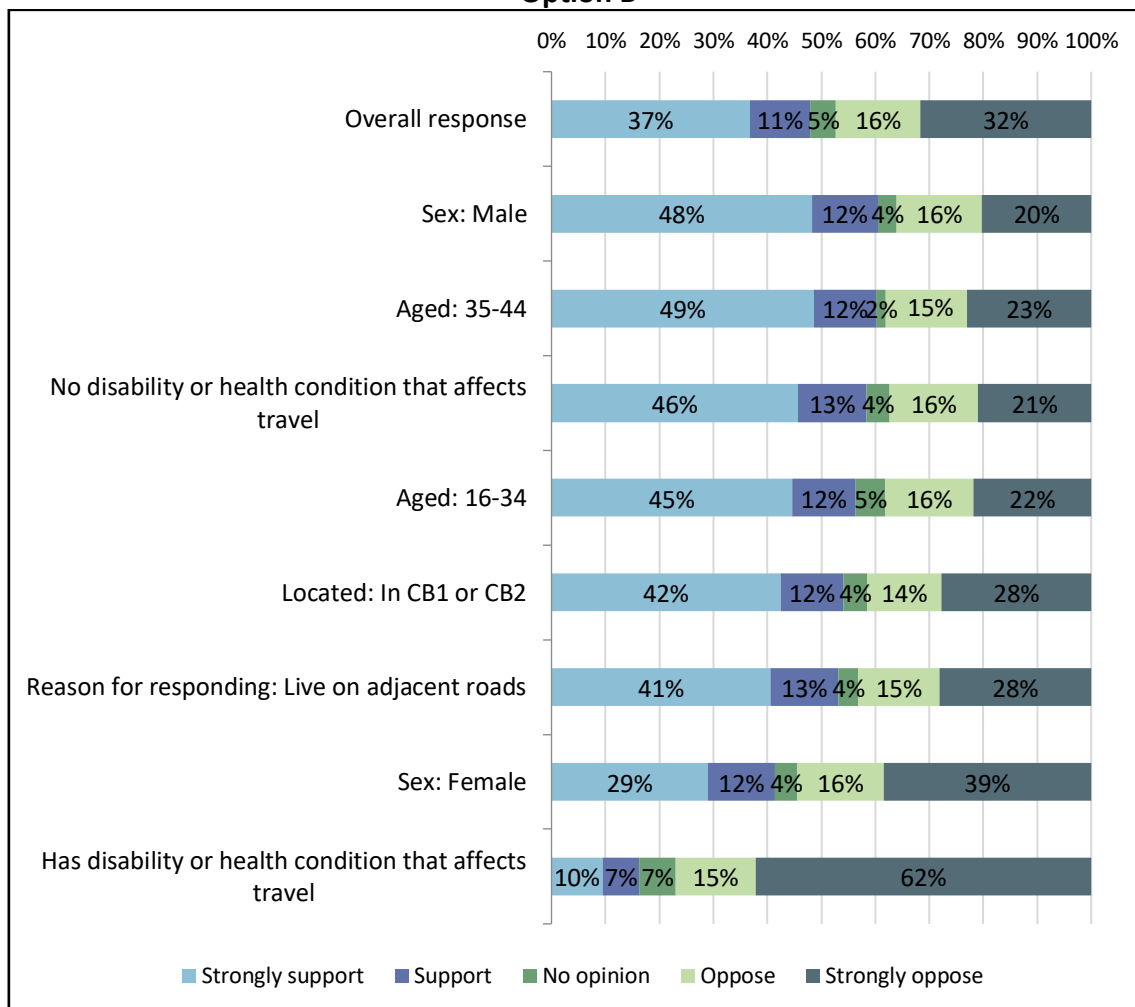
- **The majority of stakeholders opposed the railway bridge layout cycleway improvements for Option B (3 'opposed' and 3 'strongly opposed').**
 - 1 stakeholder 'supported' these improvements.

Differences in response to Question 21

Respondents were more likely to support the railway bridge layout cycleway improvements for Option B than the overall response if they indicated their sex was “male” (of 311 responses 60% support), they were aged “35-44” years (of 113 responses 60% support), they didn’t have a disability or health condition that affects travel (of 444 responses 58% support), they were aged from 16 to 34 years (of 110 responses 56% support), they were located “In CB1 or CB2” (of 231 responses 54% support), or their reason for responding to the survey was because they “live on adjacent roads” (of 160 responses 53% support).

Respondents were more likely to oppose the railway bridge layout cycleway improvements for Option B than the overall response if they indicated their sex was “female” (of 169 responses 54% oppose) or they had a disability or health condition that affects travel (of 74 responses 77% oppose).

Figure 41: Differences in support for railway bridge layout cycleway improvements for Option B



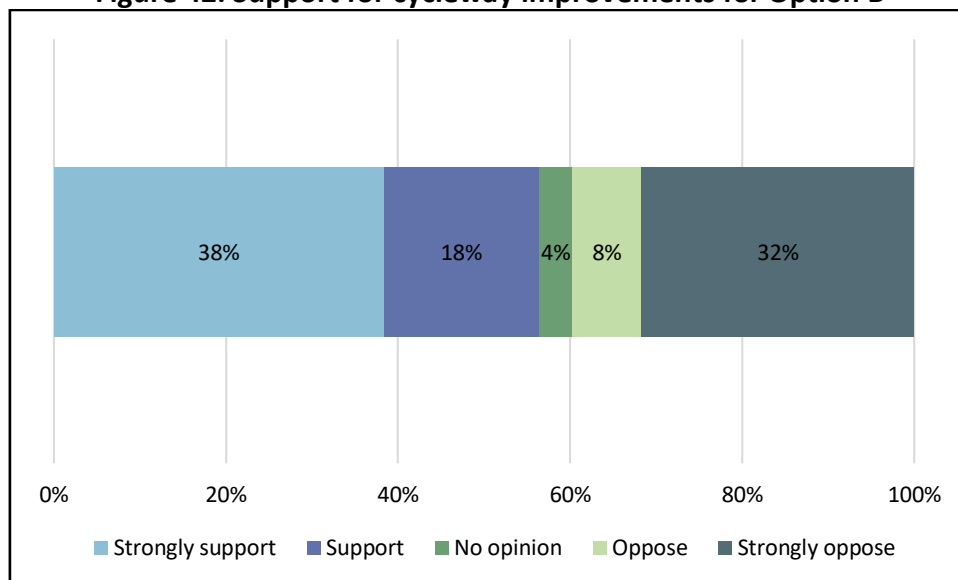
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 22: Cycleways Under Option B, the proposals would provide wider, segregated cycle lanes (using Cambridge kerb) for the majority of Hills Road with the average width being closer to 2.1m. This is achieved by moving kerb lines and removing the inbound bus lane. How far do you support or oppose the proposed cycleway improvements as shown in Option B? Please tick one answer.

587 respondents answered the question on how far they supported or opposed the proposed cycleway improvements for Option B.

- **The majority of respondents supported the proposed cycleway improvements for Option B (56%).**

Figure 42: Support for cycleway improvements for Option B



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

Stakeholder response to Question 22

6 of the above respondents had indicated they were stakeholders.

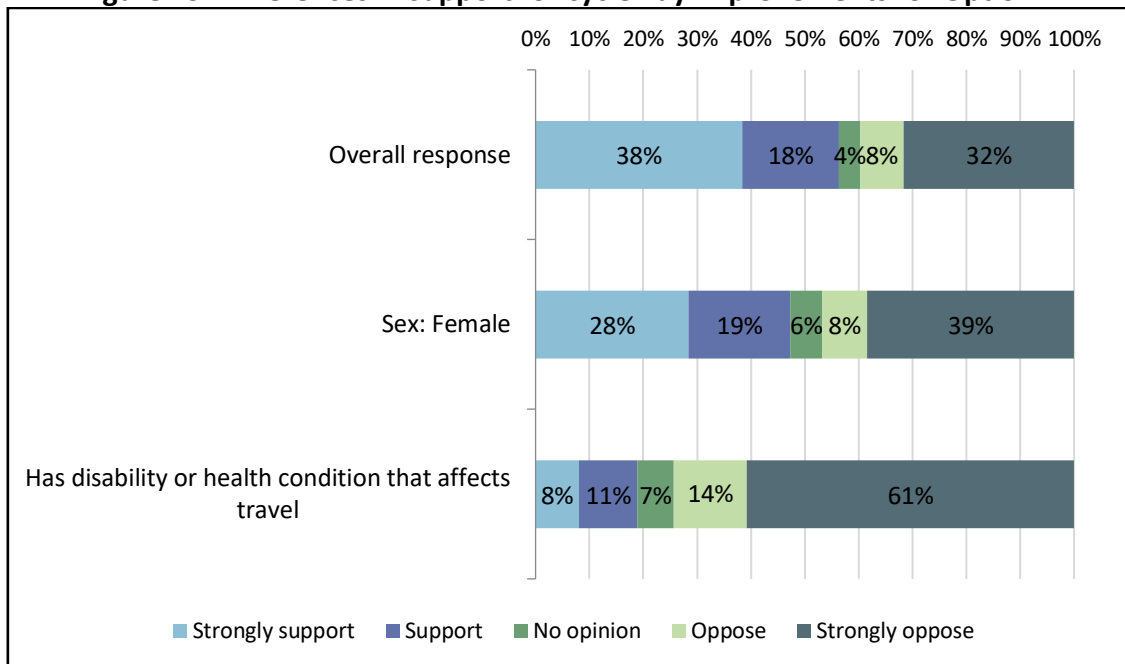
- **Half of these stakeholders supported the cycleway improvements for Option B (3 'supported') and half opposed these improvements (1 'opposed' and 2 'strongly opposed').**

Differences in response to Question 22

Respondents were less clear on their support or opposition to the cycleway improvements for Option B than the overall response if they indicated their sex was “female” (of 169 responses 47% support and 47% oppose).

Respondents were more likely to oppose the cycleway improvements for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 74 responses 74% oppose).

Figure 43: Differences in support for cycleway improvements for Option B



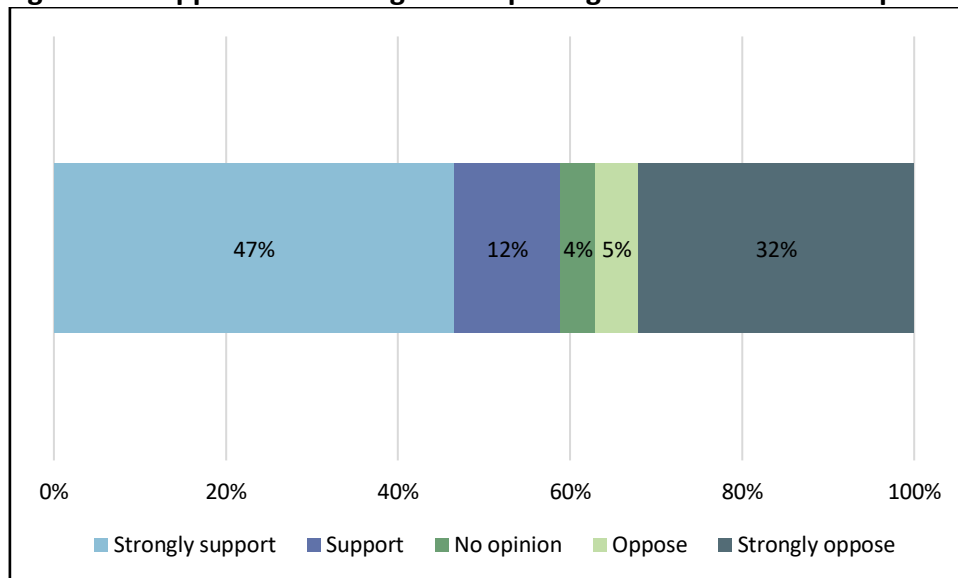
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 23: Floating bus stops: 8B, 9B, 27B, 32B, 37B, 48B, 49B on the map. A floating bus stop involves the pedestrian footway and cycle track routing behind the bus stop. The benefit of this arrangement is that people cycling do not have to negotiate out and around parked buses, improving safety for all users. Under this option, most of the existing bus stops are upgraded to the floating bus stop arrangement. How far do you support or oppose the proposed floating bus stop design and locations as shown in Option B? Please tick one answer.

589 respondents answered the question on how far they supported or opposed the proposed floating bus stop design and locations for Option B.

- **The majority of respondents supported the proposed floating bus stop design and locations for Option B (59%).**

Figure 44: Support for floating bus stop design and locations for Option B



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

Stakeholder response to Question 23

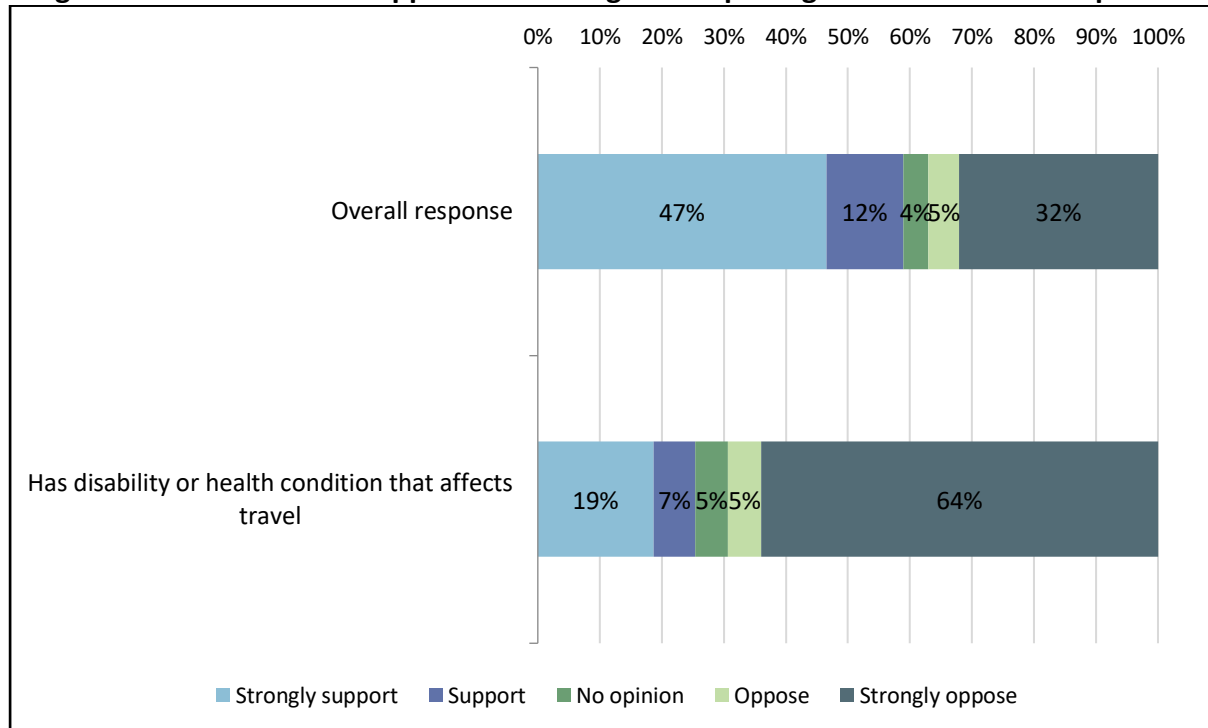
7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders opposed the floating bus stop design and locations for Option B (5 'strongly opposed').**
 - 2 stakeholders 'strongly supported' these improvements.

Differences in response to Question 23

Respondents were more likely to oppose the floating bus stop design and locations for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 75 responses 69% oppose).

Figure 45: Differences in support for floating bus stop design and locations for Option B



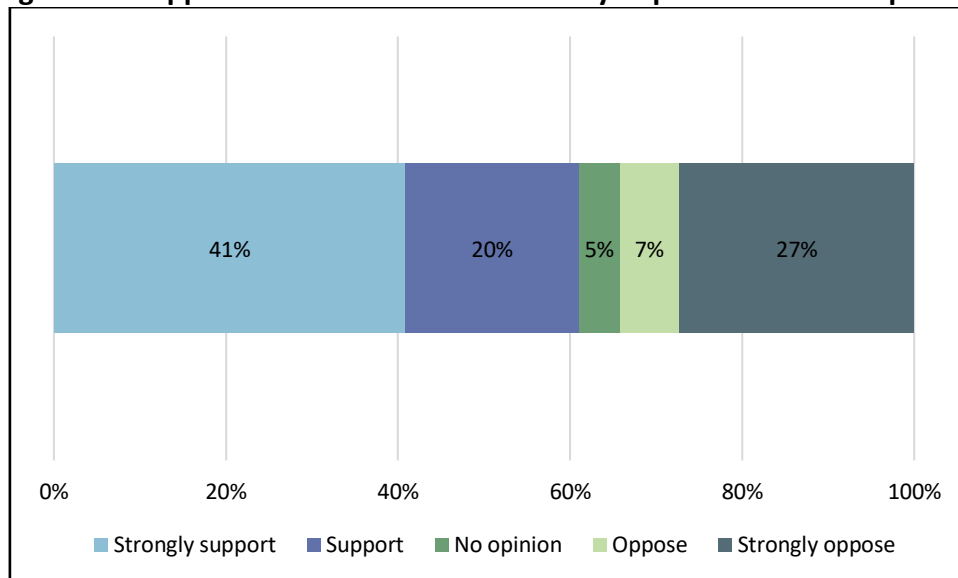
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 24: Continuous footways: many throughout proposal – see 4B on map as an example. Under Option B, we propose continuous footways and cycleways across the side roads. These would provide clear visual priority to pedestrians and cyclists, improving safety for people walking and cycling. This is achieved by using ramps, coloured surface materials and tight junction corners to ensure vehicles slow down. How far do you support or oppose the proposed continuous footway improvements as shown in Option B? Please tick one answer.

585 respondents answered the question on how far they supported or opposed the proposed continuous footway improvement locations for Option B.

- **The majority of respondents supported the proposed continuous footway improvements for Option B (61%).**

Figure 46: Support for the continuous footway improvements for Option B



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

Stakeholder response to Question 24

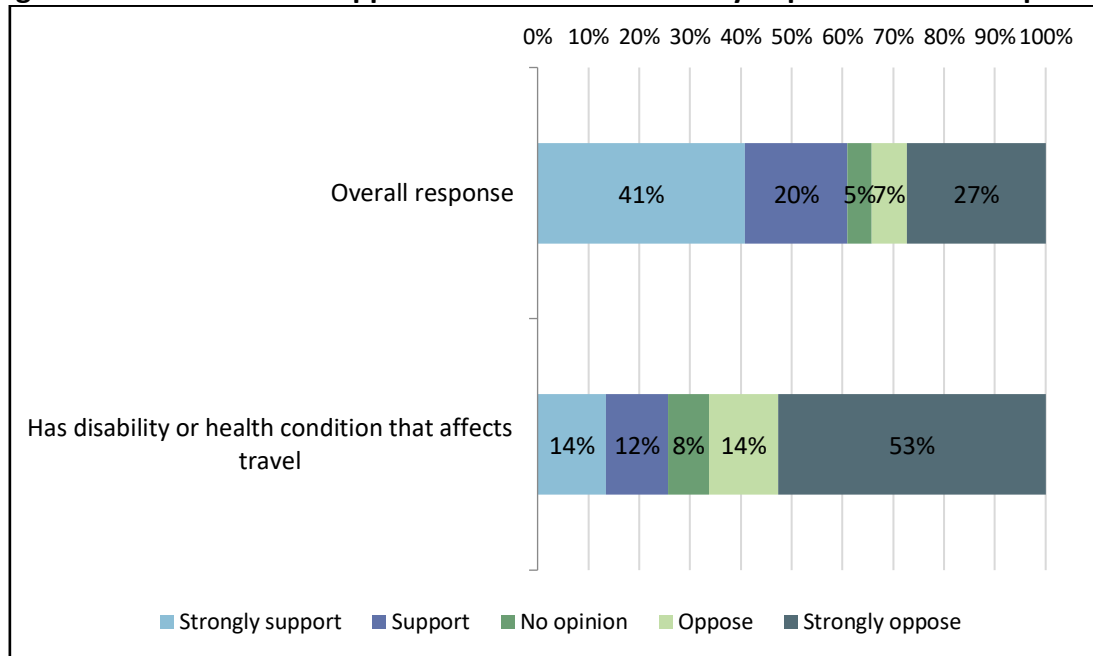
7 of the above respondents had indicated they were stakeholders.

- **Over half of stakeholders supported the continuous footway improvements for Option B (2 'strongly supported' and 2 'supported').**
 - 3 stakeholders opposed these improvements (1 'opposed' and 2 'strongly opposed').

Differences in response to Question 24

Respondents were more likely to oppose the continuous footway improvements for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 74 responses 66% oppose).

Figure 47: Differences in support for continuous footway improvements for Option B



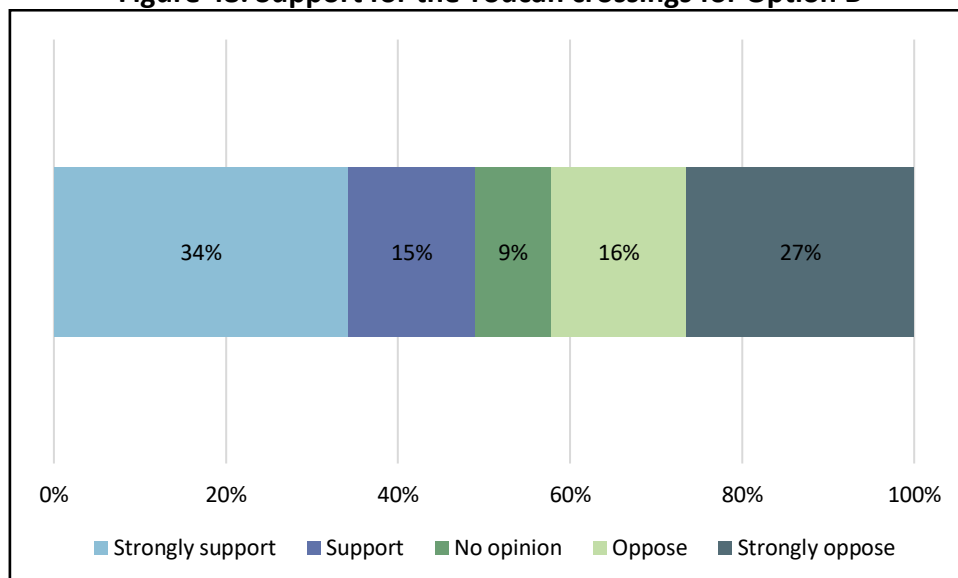
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 25: Toucan crossings: 33B, 41B and 51B on the map. A Toucan crossing is a signalised crossing which enables both pedestrians and cyclists to cross the street together. In addition to the existing Toucan crossing on Hills Road bridge at location ref 41B, which is retained, two additional Toucan crossings are proposed in Option B. The first, at location ref 33B (104-112 Hills Road) is proposed by the developer to provide cycle access to their scheme. The second, at location ref 51B, would improve pedestrian and cycle access to Hills Road Sixth Form College via Purbeck Road. In addition, there would be a short section of two-way cycle lane to provide cycle access between Purbeck Road and the new Toucan crossing. How far do you support or oppose the proposed Toucan crossings as shown in Option B? Please tick one answer.

588 respondents answered the question on how far they supported or opposed the proposed Toucan crossings for Option B.

- **Just under half of respondents supported the proposed Toucan crossings for Option B (49%).**
 - Over two-fifths of respondents opposed the proposed Toucan crossings for Option B (42%).
 - More respondents ‘strongly supported’ these improvements (34%) than ‘strongly opposed’ (27%).

Figure 48: Support for the Toucan crossings for Option B



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

Stakeholder response to Question 25

7 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders opposed the Toucan crossings for Option B (3 ‘opposed’ and 2 ‘strongly opposed’).**

- 2 stakeholders supported these improvements (1 'strongly supported' and 1 'supported').

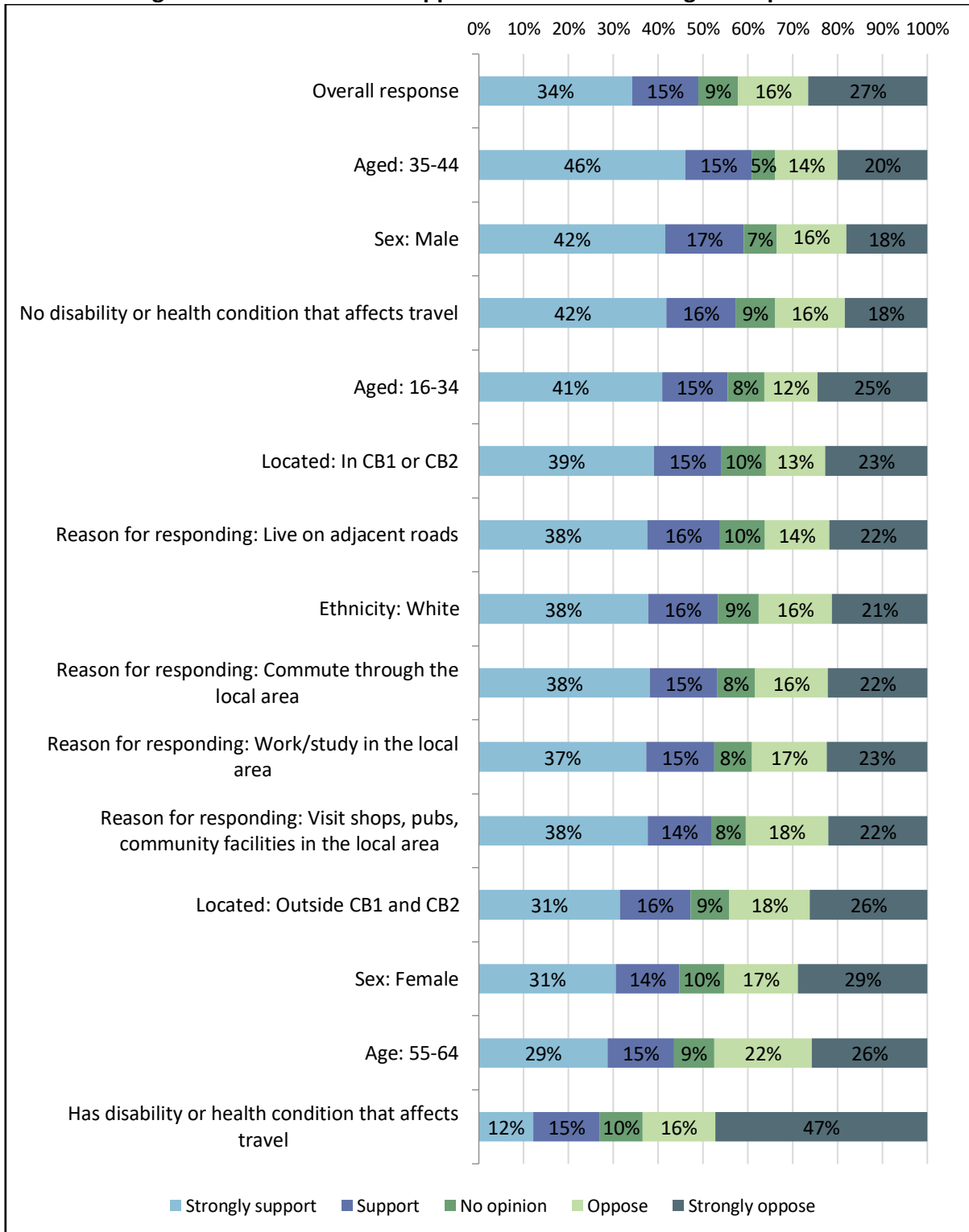
Differences in response to Question 25

Respondents were more likely to support the Toucan crossings for Option B than the overall response if they indicated they were aged "35-44" years (of 115 responses 61% support), their sex was "male" (of 310 responses 59% support), they didn't have a disability or health condition that affects travel (of 445 responses 57% support), they were aged from 16 to 34 years (of 110 responses 55% support), they were located "In CB1 or CB2" (of 233 responses 54% support), their reason for responding to the survey was because they "live on adjacent roads" (of 160 responses 54% support), their ethnicity was "White" (of 490 responses 53% support), their reason for responding to the survey was because they "commute through the local area" (of 325 responses 53% support), their reason for responding to the survey was because they "work/study in the area" (of 276 responses 53% support), or their reason for responding to the survey was because they "visit shops, pubs, community facilities in the local area" (of 380 responses 52% support).

Respondents were less clear on their support or opposition to the Toucan crossings for Option B than the overall response if they indicated they were located "Outside CB1 and CB2" (of 229 responses 47% support and 44% oppose), their sex was "female" (of 170 responses 45% support and 45% oppose), or they were aged "55-64" years (of 101 responses 44% support and 48% oppose).

Respondents were more likely to oppose the Toucan crossings for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 74 responses 64% oppose).

Figure 49: Differences in support for Toucan crossings for Option B



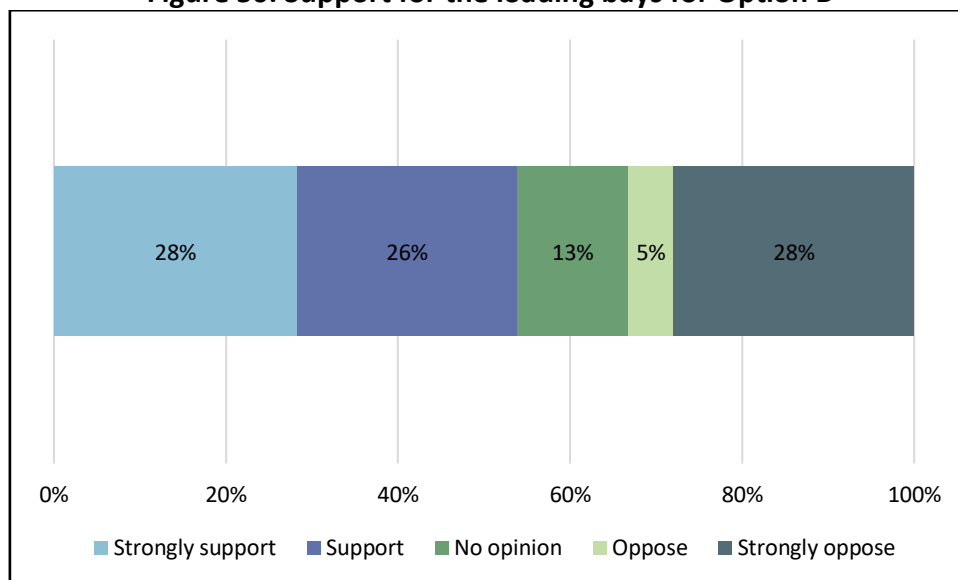
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 26: Loading bays: 5B, 10B, 16B, 19B and 23B on the map. Under Option B, loading bays would be installed on Harvey Road, St. Paul’s Road, Glisson Road and Norwich Street, along with a loading bay on Hills Road (location ref 16B) located within the inbound cycleway. The loading bay on Hills Road would only be permitted for use outside of peak times. With the addition of these loading bays, it is proposed to ban all other waiting and loading on Hills Road. How far do you support or oppose the proposed loading bays as shown in Option B? Please tick one answer.

587 respondents answered the question on how far they supported or opposed the proposed loading bays for Option B.

- **Over half of respondents supported the proposed loading bays for Option B (54%).**
 - A third of respondents opposed the proposed loading bays for Option B (33%).

Figure 50: Support for the loading bays for Option B



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

Stakeholder response to Question 26

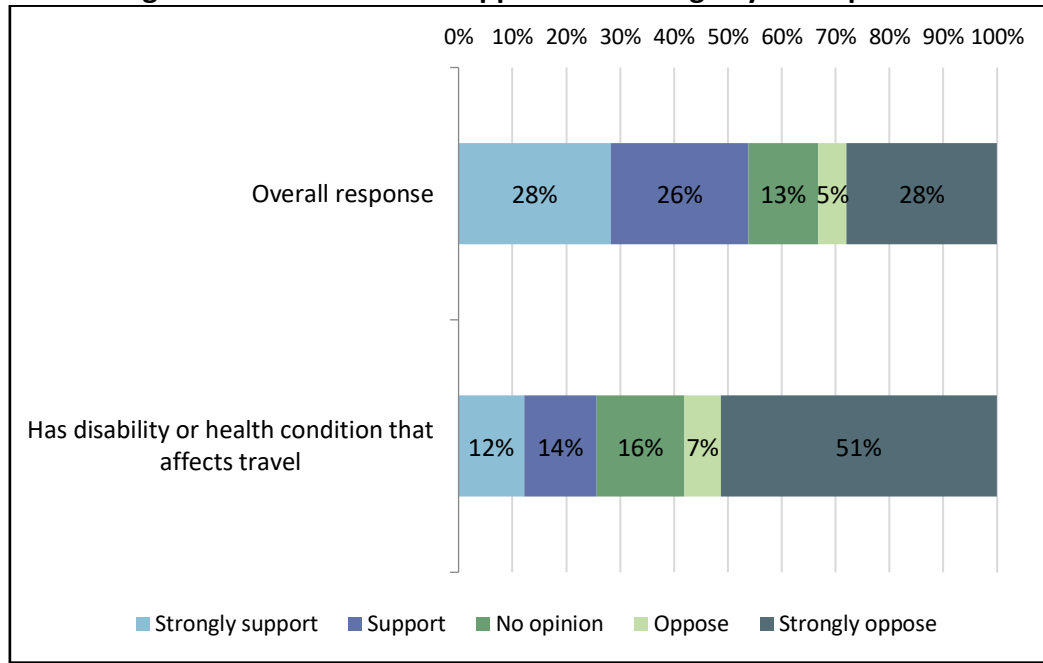
7 of the above respondents had indicated they were stakeholders.

- **Over half of stakeholders supported the loading bays for Option B (2 ‘strongly supported’ and 2 ‘supported’).**
 - 3 stakeholders opposed these improvements (1 ‘opposed’ and 2 ‘strongly opposed’).

Differences in response to Question 26

Respondents were more likely to oppose the loading bays for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 74 responses 58% oppose).

Figure 51: Differences in support for loading bays for Option B



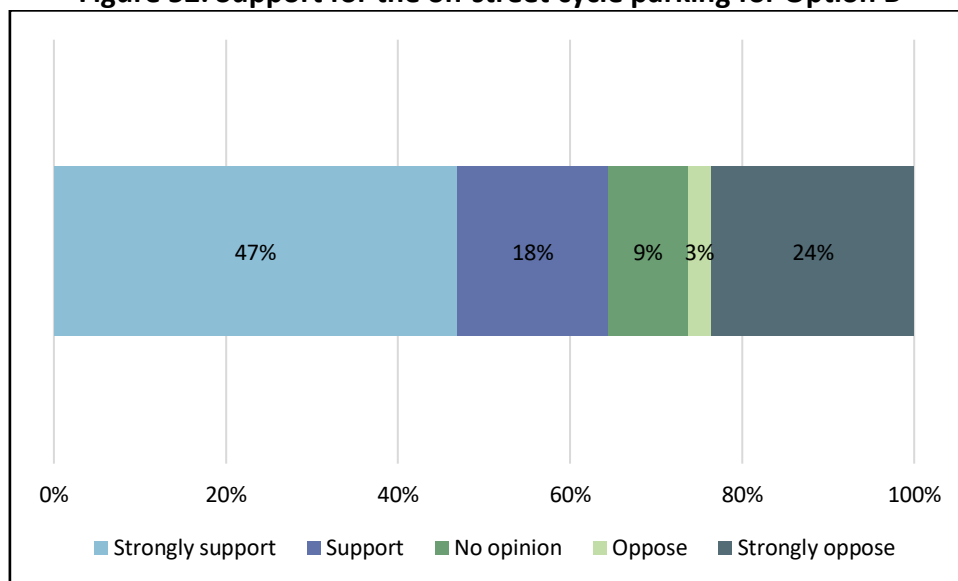
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 27: On-street cycle parking: 17B, 20B and 24B on the map. Under Option B, on-street cycle parking would be installed on Russell Street, Glisson Road and Norwich Street to provide parking for people visiting the local shops. How far do you support or oppose the proposed on-street cycle parking as shown in Option B? Please tick one answer.

585 respondents answered the question on how far they supported or opposed the proposed on-street cycle parking for Option B.

- **The majority of respondents supported the proposed on-street cycle parking for Option B (64%).**

Figure 52: Support for the on-street cycle parking for Option B



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

Stakeholder response to Question 27

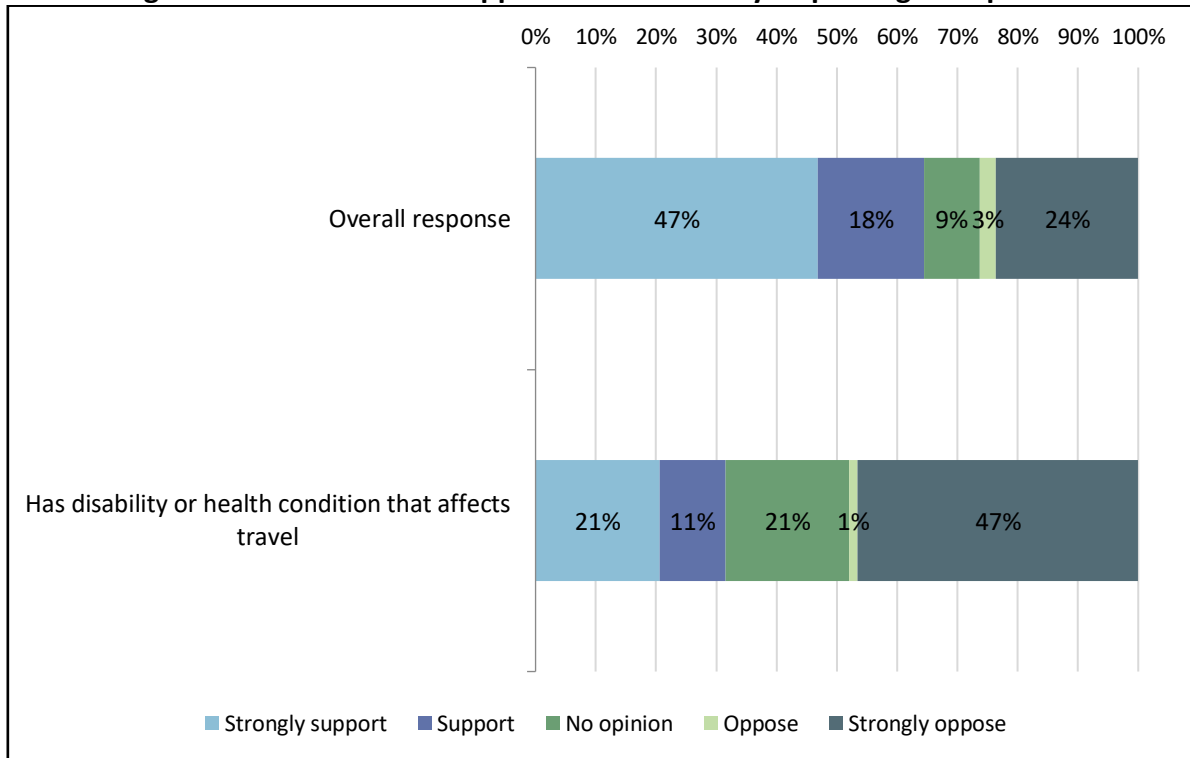
7 of the above respondents had indicated they were stakeholders.

- **Over half of stakeholders opposed the on-street cycle parking for Option B (2 'opposed' and 2 'strongly opposed').**
 - 3 stakeholders supported these improvements (2 'strongly supported' and 1 'supported').

Differences in response to Question 27

Respondents were more likely to oppose the on-street cycle parking for Option B than the overall response if they indicated they had a disability or health condition that affects travel (of 73 responses 48% oppose).

Figure 53: Differences in support for on-street cycle parking for Option B



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

Question 28: Option B overall. Do you have any further comments about Option B features or Option B as a whole?

342 respondents left comments on the question asking if they had any comments on Option B features or as a whole.

Theme	Description
<p>Safety</p>	<ul style="list-style-type: none"> • Some of the respondents expressed the sentiment that the plans in option B would improve safety for cyclists and/or pedestrians. • Some of the respondents who discussed this theme said they believed that the plans in Option B were dangerous. Reasons cited include concerns about dangerous cycling behaviour and lack of adherence to rules / highway code, particularly for those unaccustomed to the area; increased congestion; concerns with safety of the CYCLOPS junction; collisions resulting from the floating bus stop (e.g. between cyclists and pedestrians/students queueing) and conflict between cyclists and pedestrians (particularly for those with disabilities such as vision or mobility impairments); concern about mixing cyclists and buses; cyclists having to cross traffic at junctions; concern about insufficient segregation with the Cambridge Kerb; concerns with the continuous footway; concern about the removal of the bus lane; loading bays on the side roads being dangerous for small children; concern about inappropriate parking by delivery drivers on cycle paths. One respondent mentioned that segregated cycleways are more dangerous for non-traditional bikes. • Some respondents thought that the plans did not go far enough and further safety issues needed to be addressed with particular mentions of the Brooklands Avenue junction and Lensfield Road/Regent Street/Gonville Place junction needing better turning facilities for cyclists, better sight lines, and improved, ideally simultaneous, crossings for pedestrians. Some of these respondents felt the rest of Option B was an improvement, however.
<p>Better than A</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt Option B had improved safety for cyclists and pedestrians and so was better than Option A. <ul style="list-style-type: none"> ○ Some of these respondents felt that more improvements were needed however, particularly Brooklands Avenue junction and Lensfield Road/Regent Street/Gonville Place junction needing better turning facilities for cyclists, better

	sight lines, and improved, ideally simultaneous, crossings for pedestrians.
Speed/volume/flow of traffic	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about the increased congestion, decreased speed, or impact on the flow of traffic resulting from Option B, citing reduction in the number of lanes or width of roads; removal of bus lanes; and the floating bus stops. These respondents were concerned that increased congestion could cause safety issues for cyclists and pedestrians, and cause issues for emergency vehicles, negatively impact the environment, and negatively impact local businesses. • Some respondents expressed distrust of the GCP, with the belief that the aim is to increase congestion to justify a congestion charge or make driving more difficult (unfairly impacting those who are unable to use active travel, such as disabled people, or tradespeople). • Some respondents had positive sentiments to reducing the speed or volume of traffic.
CYCLOPS junctions	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated they supported the use of CYCLOPS junctions, as they felt they would improve traffic flow for cyclists and improve safety. <ul style="list-style-type: none"> ○ Some of these respondents felt that more of the junctions should be CYCLOPS junctions, with particular mention to the Brooklands Avenue junction and the Lensfield Road/Regent Street/Gonville Place junction. ○ A few of these respondents did highlight concerns about cyclists avoiding the cycle lane to go straight over with the flow of motorised traffic and the narrowness of the road, particularly at Station Road, which could result in motorised traffic queuing in the cycle lanes. These respondents felt these issues could be mitigated, however. • Some of the respondents who discussed this theme indicated they opposed the use of CYCLOPS junctions, citing safety concerns for cyclists (due to the direction of travel directly crossing the paths of motor vehicles) and concerns it could slow down the flow of traffic, causing more congestion.
Bus lane	<ul style="list-style-type: none"> • Respondents who discussed this theme had concerns about the impact on bus travel times from the loss of the bus lane, including those who indicated they supported its removal for Option B (as they felt cyclists and buses sharing a space was dangerous). These respondents felt there needed to be more done to mitigate this impact or

	generally improve bus travel, as it was an important mode of transport for those unable to walk/cycle (due to disabilities or their age).
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Question 29: Overall comments on Options A and B. Please use this box to provide your overall comments on the proposals.

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

Theme	Description
Option B is better than Option A	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option B with those who elaborated indicating they felt it had more improvements to the accessibility, priority, and safety of cyclist and pedestrian travel. <ul style="list-style-type: none"> ○ Some of these respondents felt that more work should be done on developing Option B by liaising with local residents, particularly around making junctions safer for cyclists and pedestrians, with a focus on Brooklands Avenue junction and Lensfield Road/Regent Street/Gonville Place junction, but also improving signals and crossing points for pedestrians. ○ A few of these respondents also felt it would make travel safer for motorised vehicles as Option B made the road layout less confusing, with particular mention of the railway bridge layout.
Indications of opposition	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to the scheme as a whole (both Option A and Option B). These respondents felt improvements were a waste of money, that other improvements in the area had only recently been completed, that it would make travelling by car more difficult for those who needed to use them (with particular concern over the impact on disabled travellers), that it would increase congestion, and concerns the environmental impact of the building work and related traffic delays wouldn't be offset by the scheme. Most of these respondents felt the money would be better spent on repairing damaged roads and paths, as these were causing damage to vehicles and bikes as well as making traversal more dangerous.
Brooklands Avenue junction	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme highlighted Brooklands Avenue junction when discussing the need for Option B to be further developed. Those

	<p>who elaborated felt that there needed to be a safe right-hand turn for those looking to access Brookgate.</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more work needed to be done to improve the Brooklands Avenue junction for pedestrians, as the shared use path was felt to be too narrow to accommodate both cyclists and pedestrians, particularly with the number of school-age children using the area. • Some of the respondents who discussed this theme were concerned about the increasing congestion on Brooklands Avenue, highlighting increased usage by Cambridge University Press, Cambridge Assessment and the Stephen Perse schools. These respondents were concerned the proposals could add more traffic pressure to Brooklands Avenue, negatively impacting local residents and active travellers, and wanted to see more mitigation.
Lensfield Road/Regent Street/Gonville Place junction	<ul style="list-style-type: none"> • Respondents who discussed this theme highlighted Lensfield Road/Regent Street/Gonville Place junction when discussing the need for Option B to be further developed. Those who elaborated felt the whole junction needed to be redesigned to prioritise and protect cyclists and pedestrians.
Maintenance of roads and paths	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that more maintenance of roads and paths was needed, as poor surfaces were dangerous for users, and that budget should be set aside from these proposals to ensure ongoing maintenance of any improvements.
Bus lane	<ul style="list-style-type: none"> • Respondents who discussed this theme had concerns about the impact on bus travel times from the loss of the bus lane, including those who indicated they supported its removal for Option B (as they felt cyclists and buses sharing a space was dangerous). These respondents felt there needed to be more done to mitigate this impact or generally improve bus travel, as it was an important mode of transport for those unable to walk/cycle (due to disabilities or their age).
Option A is better than Option B	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option A. Those who discussed specifics felt it was more balanced between all road users (with particular mention of the retained bus lane) while still improving things for pedestrians and cyclists, as well as less costly, freeing money for improvements elsewhere, and less disruptive to the area.
Concerns about cyclist behaviour	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about dangerous behaviour from cyclists (travelling on pavements, running red lights, and not stopping for

	pedestrian crossings) and felt more needed to be done to enforce improved behaviour.
Construction disruption	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the impact construction would have on the local area and traffic levels, particularly for Option B. There was particular concern about the impact this would have on local businesses. <ul style="list-style-type: none"> ○ A few of these respondents were concerned the carbon footprint of the construction work would not be offset sufficiently by the overall improvements.

Stakeholders' responses

Background

15 responses were received on behalf of a number of different groups or organisations, 7 responses through the consultation survey and the remaining 8 through emails/letters.

- Arm Cambridge Bicycle User Group
- Art of Meat Butchers
- Cambridge and South Cambridgeshire Green Party
- Camcycle
- Cambridge Biomedical Campus
- Cambridge University Hospitals
- Cllr Katie Porrer - City and Chair of West Central Area Committee
- CPPF
- Essentialz
- Historic England
- Jesus College
- Living Streets Cambridge
- S King plumbing & Heating LTD
- University of Cambridge
- Whippet.

All of the responses from these groups will be published alongside the results of the public consultation survey. Responses were too disparate for a full thematic analysis but responses are summarised below:

- More stakeholders indicated a preference for Option B, as they felt it offered more improvements to safe travel in the area, particularly for pedestrians and cyclists.
 - However, some of these stakeholders felt there was more work to be done. These stakeholders discussed the need for the Brooklands Avenue junction to have a safe right-hand turn for those trying to access Brookgate, the need for a complete redesign of the Lensfield Road/Regent Street/Gonville Place junction with the needs of the most vulnerable road users (including those with wheelchairs or other mobility aids) prioritised as well as a yellow box, and the need for traffic signals to prioritise those using active travel modes.
 - A few stakeholders indicated they were opposed to both Options as they felt they would negatively impact on businesses in the area and increase congestion.
 - A few stakeholders indicated a preference for Option A, as they felt it offered a cost-effective solution to improving safe active travel while freeing funds for improvements elsewhere.
- There were some concerns about the space available for pedestrians on the Station Road junction, which these stakeholders felt needed higher prioritisation.
- There were concerns about the impacts on public transport from the proposals. These stakeholders wanted to see modelling of the impacts and suggested a need for the guided bus route between the railway station and Cambridge Biomedical Campus to be re-instated.
- A few stakeholders highlighted the need to keep the impact on greenery and historical monuments, such as the war memorial, to a minimum.

Email and social media responses

19 responses from 18 respondents were received regarding the consultation through emails. Responses were too disparate for a full thematic analysis; however they generally followed the same points mentioned in the survey. Where they differed respondents:

- Were more in favour of Option A, primarily due to the loss of the bus lane in Option B as they were concerned about the impact on public transport journey times.
- Were concerned about the lack of improvements aimed at pedestrians. These respondents felt more could be done to improve crossing-signal timings and ensuring there was enough path space (particularly around Regent Street and Brooklands Avenue). These respondents were also concerned about the suitability of CYCLOPS junctions for pedestrians and the safety of floating bus stops, particularly for older and mobility-impaired pedestrians.

Appendices

Appendix 1: Survey results

Respondent profile

Respondent type		Figure	% of total respondents
Total respondents:		594	100.00%
Age range:			
	Under 16	2	0.3%
	16-24	22	3.8%
	25-34	89	15.3%
	35-44	115	19.8%
	45-54	143	24.6%
	55-64	102	17.6%
	65-74	70	12.0%
	75 and above	13	2.2%
	Prefer not to say	25	4.3%
		Total	581
Do you consider yourself to have a disability or health condition that affects the way you travel?			
	Yes	75	13.1%
	No	447	77.9%
	Prefer not to say	52	9.1%
		Total	574
Sex			

	Female	171	29.8%
	Male	313	54.5%
	Prefer not to say	90	15.7%
		Total	574
Gender			
	Same as at birth	456	83.4%
	Differs from birth	2	0.4%
	Prefer not to say	89	16.3%
		Total	547
Ethnic group			
	Asian or Asian British: includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	17	3.1%
	Black, Black British, Caribbean or African: includes Black British, Caribbean, African or any other Black background	6	1.1%
	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	3.5%
	Other ethnic group: includes Arab or any other ethnic group	12	2.2%
	White: includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	494	90.1%
		Total	548
Location:			
	In CB1 or CB2	235	50.4%
	Outside CB1 and CB2	231	49.6%
		Total	466
Reason for responding to survey			

	Live along the proposed route	55	9.3%
	Live on adjacent roads	160	27.1%
	Work/study in the local area	279	47.3%
	Visit shops, pubs, community facilities in the local area	384	65.1%
	Commute through the local area	327	55.4%
	Have a business in the local area	27	4.6%
	Responding on behalf of a local group or organisation	5	0.8%
	None of the above/other	31	5.3%
	Total	590	
Stakeholder		7	1.2%

Question 4

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	50 (8.5%)	203 (34.5%)	39 (6.6%)	80 (13.6%)	216 (36.7%)	588
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	0 (0%)	9 (40.9%)	2 (9.1%)	2 (9.1%)	9 (40.9%)	22
25-34	5 (5.8%)	31 (36%)	10 (11.6%)	16 (18.6%)	24 (27.9%)	86
35-44	14 (12.3%)	41 (36%)	8 (7%)	11 (9.6%)	40 (35.1%)	114
45-54	13 (9.1%)	45 (31.5%)	9 (6.3%)	21 (14.7%)	55 (38.5%)	143
55-64	6 (5.9%)	35 (34.7%)	7 (6.9%)	13 (12.9%)	40 (39.6%)	101
65-74	10 (14.3%)	26 (37.1%)	1 (1.4%)	8 (11.4%)	25 (35.7%)	70
75 and above	1 (7.7%)	9 (69.2%)	1 (7.7%)	1 (7.7%)	1 (7.7%)	13
Prefer not to say	0 (0%)	5 (20%)	1 (4%)	5 (20%)	14 (56%)	25
Disability or health condition that affects travel						
Yes	4 (5.3%)	17 (22.7%)	5 (6.7%)	5 (6.7%)	44 (58.7%)	75
No	43 (9.7%)	176 (39.8%)	31 (7%)	62 (14%)	130 (29.4%)	442
Prefer not to say	0 (0%)	6 (11.5%)	2 (3.8%)	10 (19.2%)	34 (65.4%)	52
Sex						
Female	13 (7.7%)	59 (34.9%)	11 (6.5%)	16 (9.5%)	70 (41.4%)	169
Male	31 (10%)	122 (39.4%)	21 (6.8%)	46 (14.8%)	90 (29%)	310
Prefer not to say	5 (5.6%)	19 (21.1%)	6 (6.7%)	16 (17.8%)	44 (48.9%)	90
Gender						
Same as at birth	39 (8.6%)	169 (37.5%)	34 (7.5%)	56 (12.4%)	153 (33.9%)	451
Differs from birth	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2

Prefer not to say	5 (5.6%)	19 (21.3%)	3 (3.4%)	16 (18%)	46 (51.7%)	89
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	0 (0%)	4 (23.5%)	2 (11.8%)	3 (17.6%)	8 (47.1%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	0 (0%)	5 (26.3%)	2 (10.5%)	1 (5.3%)	11 (57.9%)	19
Other ethnic group includes Arab or any other ethnic group	0 (0%)	1 (8.3%)	1 (8.3%)	2 (16.7%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	49 (10%)	184 (37.6%)	34 (7%)	67 (13.7%)	155 (31.7%)	489
Location:						
In CB1 or CB2	30 (12.9%)	88 (37.8%)	20 (8.6%)	32 (13.7%)	63 (27%)	233
Outside CB1 and CB2	13 (5.7%)	81 (35.2%)	13 (5.7%)	27 (11.7%)	96 (41.7%)	230
Reason for responding to survey						
Live along the proposed route	5 (9.1%)	20 (36.4%)	3 (5.5%)	8 (14.5%)	19 (34.5%)	55
Live on adjacent roads	18 (11.3%)	64 (40.3%)	10 (6.3%)	25 (15.7%)	42 (26.4%)	159
Work/study in the local area	25 (9.1%)	94 (34.1%)	22 (8%)	42 (15.2%)	93 (33.7%)	276
Visit shops, pubs, community facilities in the local area	33 (8.7%)	135 (35.5%)	24 (6.3%)	55 (14.5%)	133 (35%)	380
Commute through the local area	25 (7.7%)	122 (37.5%)	18 (5.5%)	48 (14.8%)	112 (34.5%)	325
Have a business in the local area	2 (7.4%)	3 (11.1%)	0 (0%)	6 (22.2%)	16 (59.3%)	27

Responding on behalf of a local group or organisation	0 (0%)	2 (40%)	0 (0%)	0 (0%)	3 (60%)	5
None of the above/other	3 (9.7%)	10 (32.3%)	4 (12.9%)	6 (19.4%)	8 (25.8%)	31
Stakeholder	0 (0%)	2 (28.6%)	0 (0%)	1 (14.3%)	4 (57.1%)	7

Question 5

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	71 (12.1%)	191 (32.4%)	42 (7.1%)	78 (13.2%)	207 (35.1%)	589
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	3 (13.6%)	8 (36.4%)	1 (4.5%)	1 (4.5%)	9 (40.9%)	22
25-34	11 (12.4%)	31 (34.8%)	11 (12.4%)	9 (10.1%)	27 (30.3%)	89
35-44	15 (13%)	41 (35.7%)	8 (7%)	14 (12.2%)	37 (32.2%)	115
45-54	18 (12.7%)	43 (30.3%)	8 (5.6%)	23 (16.2%)	50 (35.2%)	142
55-64	8 (8%)	35 (35%)	7 (7%)	13 (13%)	37 (37%)	100
65-74	12 (17.1%)	23 (32.9%)	2 (2.9%)	8 (11.4%)	25 (35.7%)	70
75 and above	3 (23.1%)	7 (53.8%)	0 (0%)	2 (15.4%)	1 (7.7%)	13
Prefer not to say	1 (4.2%)	3 (12.5%)	2 (8.3%)	5 (20.8%)	13 (54.2%)	24
Disability or health condition that affects travel						
Yes	3 (4%)	13 (17.3%)	5 (6.7%)	9 (12%)	45 (60%)	75
No	63 (14.2%)	173 (39%)	32 (7.2%)	54 (12.2%)	122 (27.5%)	444
Prefer not to say	2 (3.9%)	4 (7.8%)	1 (2%)	12 (23.5%)	32 (62.7%)	51
Sex						
Female	22 (13%)	52 (30.8%)	13 (7.7%)	16 (9.5%)	66 (39.1%)	169
Male	42 (13.5%)	121 (38.8%)	20 (6.4%)	41 (13.1%)	88 (28.2%)	312
Prefer not to say	6 (6.7%)	17 (19.1%)	6 (6.7%)	19 (21.3%)	41 (46.1%)	89
Gender						
Same as at birth	60 (13.2%)	161 (35.5%)	33 (7.3%)	54 (11.9%)	146 (32.2%)	454
Differs from birth	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	7 (8%)	18 (20.5%)	3 (3.4%)	16 (18.2%)	44 (50%)	88

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	0 (0%)	4 (23.5%)	4 (23.5%)	2 (11.8%)	7 (41.2%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	0 (0%)	6 (31.6%)	2 (10.5%)	0 (0%)	11 (57.9%)	19
Other ethnic group includes Arab or any other ethnic group	1 (8.3%)	1 (8.3%)	1 (8.3%)	1 (8.3%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	70 (14.3%)	173 (35.3%)	31 (6.3%)	68 (13.9%)	148 (30.2%)	490
Location:						
In CB1 or CB2	36 (15.5%)	87 (37.3%)	20 (8.6%)	30 (12.9%)	60 (25.8%)	233
Outside CB1 and CB2	19 (8.3%)	73 (31.9%)	15 (6.6%)	31 (13.5%)	91 (39.7%)	229
Reason for responding to survey						
Live along the proposed route	7 (12.7%)	20 (36.4%)	3 (5.5%)	8 (14.5%)	17 (30.9%)	55
Live on adjacent roads	30 (18.9%)	59 (37.1%)	13 (8.2%)	16 (10.1%)	41 (25.8%)	159
Work/study in the local area	36 (13%)	85 (30.7%)	26 (9.4%)	39 (14.1%)	91 (32.9%)	277
Visit shops, pubs, community facilities in the local area	54 (14.2%)	123 (32.3%)	23 (6%)	54 (14.2%)	127 (33.3%)	381
Commute through the local area	33 (10.1%)	117 (35.9%)	23 (7.1%)	48 (14.7%)	105 (32.2%)	326
Have a business in the local area	3 (11.1%)	1 (3.7%)	1 (3.7%)	6 (22.2%)	16 (59.3%)	27

Responding on behalf of a local group or organisation	0 (0%)	0 (0%)	2 (40%)	0 (0%)	3 (60%)	5
None of the above/other	3 (9.7%)	11 (35.5%)	5 (16.1%)	4 (12.9%)	8 (25.8%)	31
Stakeholder	0 (0%)	0 (0%)	2 (28.6%)	1 (14.3%)	4 (57.1%)	7

Question 6

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	62 (10.6%)	194 (33.1%)	42 (7.2%)	80 (13.7%)	208 (35.5%)	586
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	1 (4.8%)	7 (33.3%)	3 (14.3%)	2 (9.5%)	8 (38.1%)	21
25-34	13 (14.8%)	24 (27.3%)	12 (13.6%)	15 (17%)	24 (27.3%)	88
35-44	14 (12.3%)	47 (41.2%)	7 (6.1%)	7 (6.1%)	39 (34.2%)	114
45-54	13 (9.2%)	46 (32.4%)	9 (6.3%)	26 (18.3%)	48 (33.8%)	142
55-64	6 (6.1%)	35 (35.4%)	6 (6.1%)	15 (15.2%)	37 (37.4%)	99
65-74	12 (17.1%)	22 (31.4%)	2 (2.9%)	6 (8.6%)	28 (40%)	70
75 and above	3 (23.1%)	6 (46.2%)	1 (7.7%)	2 (15.4%)	1 (7.7%)	13
Prefer not to say	0 (0%)	5 (20%)	1 (4%)	5 (20%)	14 (56%)	25
Disability or health condition that affects travel						
Yes	3 (4%)	19 (25.3%)	3 (4%)	6 (8%)	44 (58.7%)	75
No	57 (12.9%)	167 (37.9%)	35 (7.9%)	59 (13.4%)	123 (27.9%)	441
Prefer not to say	0 (0%)	5 (9.8%)	1 (2%)	12 (23.5%)	33 (64.7%)	51
Sex						
Female	26 (15.4%)	47 (27.8%)	10 (5.9%)	15 (8.9%)	71 (42%)	169
Male	31 (10%)	123 (39.8%)	27 (8.7%)	44 (14.2%)	84 (27.2%)	309
Prefer not to say	5 (5.6%)	21 (23.6%)	3 (3.4%)	19 (21.3%)	41 (46.1%)	89
Gender						
Same as at birth	50 (11.1%)	162 (35.9%)	37 (8.2%)	54 (12%)	148 (32.8%)	451
Differs from birth	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2
Prefer not to say	6 (6.8%)	18 (20.5%)	2 (2.3%)	18 (20.5%)	44 (50%)	88

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	0 (0%)	4 (23.5%)	3 (17.6%)	2 (11.8%)	8 (47.1%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	0 (0%)	6 (31.6%)	2 (10.5%)	0 (0%)	11 (57.9%)	19
Other ethnic group includes Arab or any other ethnic group	1 (8.3%)	0 (0%)	1 (8.3%)	2 (16.7%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	60 (12.3%)	176 (36.1%)	34 (7%)	69 (14.1%)	149 (30.5%)	488
Location:						
In CB1 or CB2	31 (13.4%)	87 (37.5%)	18 (7.8%)	31 (13.4%)	65 (28%)	232
Outside CB1 and CB2	19 (8.4%)	75 (33%)	17 (7.5%)	28 (12.3%)	88 (38.8%)	227
Reason for responding to survey						
Live along the proposed route	6 (10.9%)	19 (34.5%)	3 (5.5%)	7 (12.7%)	20 (36.4%)	55
Live on adjacent roads	27 (17.1%)	58 (36.7%)	9 (5.7%)	21 (13.3%)	43 (27.2%)	158
Work/study in the local area	28 (10.1%)	98 (35.5%)	23 (8.3%)	39 (14.1%)	88 (31.9%)	276
Visit shops, pubs, community facilities in the local area	43 (11.4%)	131 (34.7%)	20 (5.3%)	56 (14.8%)	128 (33.9%)	378
Commute through the local area	26 (8%)	121 (37.3%)	23 (7.1%)	50 (15.4%)	104 (32.1%)	324
Have a business in the local area	1 (3.7%)	3 (11.1%)	1 (3.7%)	6 (22.2%)	16 (59.3%)	27

Responding on behalf of a local group or organisation	0 (0%)	1 (20%)	1 (20%)	0 (0%)	3 (60%)	5
None of the above/other	4 (12.9%)	10 (32.3%)	5 (16.1%)	4 (12.9%)	8 (25.8%)	31
Stakeholder	0 (0%)	1 (14.3%)	1 (14.3%)	1 (14.3%)	4 (57.1%)	7

Question 7

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	63 (10.8%)	194 (33.1%)	41 (7%)	82 (14%)	206 (35.2%)	586
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	2 (9.5%)	10 (47.6%)	1 (4.8%)	1 (4.8%)	7 (33.3%)	21
25-34	10 (11.5%)	29 (33.3%)	10 (11.5%)	13 (14.9%)	25 (28.7%)	87
35-44	13 (11.5%)	47 (41.6%)	4 (3.5%)	10 (8.8%)	39 (34.5%)	113
45-54	15 (10.5%)	42 (29.4%)	13 (9.1%)	25 (17.5%)	48 (33.6%)	143
55-64	8 (8%)	33 (33%)	9 (9%)	13 (13%)	37 (37%)	100
65-74	10 (14.3%)	24 (34.3%)	2 (2.9%)	8 (11.4%)	26 (37.1%)	70
75 and above	4 (30.8%)	4 (30.8%)	1 (7.7%)	3 (23.1%)	1 (7.7%)	13
Prefer not to say	0 (0%)	5 (20%)	1 (4%)	6 (24%)	13 (52%)	25
Disability or health condition that affects travel						
Yes	3 (4%)	13 (17.3%)	7 (9.3%)	9 (12%)	43 (57.3%)	75
No	58 (13.2%)	173 (39.2%)	32 (7.3%)	57 (12.9%)	121 (27.4%)	441
Prefer not to say	0 (0%)	7 (13.5%)	1 (1.9%)	11 (21.2%)	33 (63.5%)	52
Sex						
Female	23 (13.7%)	47 (28%)	12 (7.1%)	18 (10.7%)	68 (40.5%)	168
Male	36 (11.7%)	126 (40.8%)	22 (7.1%)	41 (13.3%)	84 (27.2%)	309
Prefer not to say	3 (3.3%)	19 (21.1%)	7 (7.8%)	20 (22.2%)	41 (45.6%)	90
Gender						
Same as at birth	54 (12%)	164 (36.4%)	34 (7.5%)	54 (12%)	145 (32.2%)	451
Differs from birth	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	4 (4.5%)	17 (19.3%)	5 (5.7%)	17 (19.3%)	45 (51.1%)	88

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	0 (0%)	6 (35.3%)	2 (11.8%)	2 (11.8%)	7 (41.2%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	0 (0%)	6 (33.3%)	2 (11.1%)	0 (0%)	10 (55.6%)	18
Other ethnic group includes Arab or any other ethnic group	0 (0%)	2 (16.7%)	1 (8.3%)	1 (8.3%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	61 (12.5%)	174 (35.7%)	35 (7.2%)	70 (14.3%)	148 (30.3%)	488
Location:						
In CB1 or CB2	31 (13.4%)	92 (39.8%)	18 (7.8%)	26 (11.3%)	64 (27.7%)	231
Outside CB1 and CB2	18 (7.9%)	75 (32.8%)	15 (6.6%)	33 (14.4%)	88 (38.4%)	229
Reason for responding to survey						
Live along the proposed route	6 (11.1%)	20 (37%)	3 (5.6%)	6 (11.1%)	19 (35.2%)	54
Live on adjacent roads	28 (17.6%)	60 (37.7%)	11 (6.9%)	19 (11.9%)	41 (25.8%)	159
Work/study in the local area	27 (9.9%)	94 (34.6%)	23 (8.5%)	41 (15.1%)	87 (32%)	272
Visit shops, pubs, community facilities in the local area	45 (11.9%)	130 (34.3%)	24 (6.3%)	56 (14.8%)	124 (32.7%)	379
Commute through the local area	31 (9.6%)	117 (36.3%)	22 (6.8%)	50 (15.5%)	102 (31.7%)	322
Have a business in the local area	2 (7.4%)	2 (7.4%)	0 (0%)	6 (22.2%)	17 (63%)	27

Responding on behalf of a local group or organisation	0 (0%)	0 (0%)	0 (0%)	1 (20%)	4 (80%)	5
None of the above/other	3 (9.7%)	10 (32.3%)	5 (16.1%)	5 (16.1%)	8 (25.8%)	31
Stakeholder	0 (0%)	0 (0%)	0 (0%)	2 (28.6%)	5 (71.4%)	7

Question 8

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	58 (9.9%)	179 (30.7%)	43 (7.4%)	87 (14.9%)	217 (37.2%)	584
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	1 (4.5%)	8 (36.4%)	2 (9.1%)	3 (13.6%)	8 (36.4%)	22
25-34	7 (8%)	30 (34.1%)	10 (11.4%)	13 (14.8%)	28 (31.8%)	88
35-44	14 (12.4%)	43 (38.1%)	3 (2.7%)	14 (12.4%)	39 (34.5%)	113
45-54	17 (12.1%)	38 (27.1%)	8 (5.7%)	27 (19.3%)	50 (35.7%)	140
55-64	7 (7%)	33 (33%)	8 (8%)	14 (14%)	38 (38%)	100
65-74	9 (13%)	16 (23.2%)	8 (11.6%)	7 (10.1%)	29 (42%)	69
75 and above	1 (7.7%)	7 (53.8%)	1 (7.7%)	2 (15.4%)	2 (15.4%)	13
Prefer not to say	1 (4%)	3 (12%)	2 (8%)	5 (20%)	14 (56%)	25
Disability or health condition that affects travel						
Yes	3 (4.1%)	10 (13.7%)	7 (9.6%)	6 (8.2%)	47 (64.4%)	73
No	53 (12%)	164 (37.3%)	31 (7%)	65 (14.8%)	127 (28.9%)	440
Prefer not to say	0 (0%)	2 (3.8%)	3 (5.8%)	12 (23.1%)	35 (67.3%)	52
Sex						
Female	22 (13%)	42 (24.9%)	9 (5.3%)	23 (13.6%)	73 (43.2%)	169
Male	31 (10.1%)	119 (38.9%)	26 (8.5%)	44 (14.4%)	86 (28.1%)	306
Prefer not to say	4 (4.4%)	16 (17.8%)	6 (6.7%)	18 (20%)	46 (51.1%)	90
Gender						
Same as at birth	48 (10.7%)	150 (33.6%)	34 (7.6%)	60 (13.4%)	155 (34.7%)	447
Differs from birth	0 (0%)	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	5 (5.6%)	17 (19.1%)	4 (4.5%)	17 (19.1%)	46 (51.7%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	0 (0%)	4 (25%)	2 (12.5%)	4 (25%)	6 (37.5%)	16
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	0 (0%)	7 (36.8%)	0 (0%)	1 (5.3%)	11 (57.9%)	19
Other ethnic group includes Arab or any other ethnic group	0 (0%)	1 (8.3%)	1 (8.3%)	0 (0%)	10 (83.3%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	57 (11.7%)	161 (33.1%)	37 (7.6%)	74 (15.2%)	158 (32.4%)	487
Location:						
In CB1 or CB2	30 (13%)	80 (34.6%)	18 (7.8%)	33 (14.3%)	70 (30.3%)	231
Outside CB1 and CB2	18 (7.8%)	70 (30.4%)	18 (7.8%)	34 (14.8%)	90 (39.1%)	230
Reason for responding to survey						
Live along the proposed route	7 (13%)	19 (35.2%)	3 (5.6%)	6 (11.1%)	19 (35.2%)	54
Live on adjacent roads	23 (14.5%)	48 (30.2%)	16 (10.1%)	25 (15.7%)	47 (29.6%)	159
Work/study in the local area	30 (10.9%)	83 (30.1%)	22 (8%)	47 (17%)	94 (34.1%)	276
Visit shops, pubs, community facilities in the local area	43 (11.3%)	115 (30.3%)	26 (6.9%)	61 (16.1%)	134 (35.4%)	379
Commute through the local area	26 (8.1%)	109 (34%)	22 (6.9%)	59 (18.4%)	105 (32.7%)	321

Have a business in the local area	3 (11.1%)	1 (3.7%)	1 (3.7%)	6 (22.2%)	16 (59.3%)	27
Responding on behalf of a local group or organisation	0 (0%)	1 (20%)	1 (20%)	0 (0%)	3 (60%)	5
None of the above/other	3 (9.7%)	12 (38.7%)	4 (12.9%)	4 (12.9%)	8 (25.8%)	31
Stakeholder	0 (0%)	1 (14.3%)	1 (14.3%)	1 (14.3%)	4 (57.1%)	7

Question 9

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	69 (11.7%)	173 (29.3%)	60 (10.2%)	140 (23.7%)	148 (25.1%)	590
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	1 (4.5%)	7 (31.8%)	2 (9.1%)	3 (13.6%)	9 (40.9%)	22
25-34	10 (11.4%)	22 (25%)	13 (14.8%)	26 (29.5%)	17 (19.3%)	88
35-44	13 (11.4%)	42 (36.8%)	11 (9.6%)	22 (19.3%)	26 (22.8%)	114
45-54	14 (9.8%)	42 (29.4%)	16 (11.2%)	39 (27.3%)	32 (22.4%)	143
55-64	9 (8.9%)	31 (30.7%)	13 (12.9%)	24 (23.8%)	24 (23.8%)	101
65-74	14 (20%)	18 (25.7%)	4 (5.7%)	14 (20%)	20 (28.6%)	70
75 and above	3 (23.1%)	7 (53.8%)	0 (0%)	1 (7.7%)	2 (15.4%)	13
Prefer not to say	4 (16%)	2 (8%)	1 (4%)	7 (28%)	11 (44%)	25
Disability or health condition that affects travel						
Yes	6 (8.1%)	12 (16.2%)	6 (8.1%)	12 (16.2%)	38 (51.4%)	74
No	60 (13.5%)	152 (34.2%)	51 (11.5%)	105 (23.6%)	77 (17.3%)	445
Prefer not to say	1 (1.9%)	3 (5.8%)	3 (5.8%)	18 (34.6%)	27 (51.9%)	52
Sex						
Female	21 (12.4%)	45 (26.5%)	19 (11.2%)	33 (19.4%)	52 (30.6%)	170
Male	37 (11.9%)	113 (36.3%)	31 (10%)	77 (24.8%)	53 (17%)	311
Prefer not to say	8 (8.9%)	13 (14.4%)	10 (11.1%)	25 (27.8%)	34 (37.8%)	90
Gender						
Same as at birth	56 (12.4%)	148 (32.7%)	46 (10.2%)	103 (22.7%)	100 (22.1%)	453
Differs from birth	0 (0%)	1 (50%)	1 (50%)	0 (0%)	0 (0%)	2

Prefer not to say	6 (6.7%)	13 (14.6%)	10 (11.2%)	23 (25.8%)	37 (41.6%)	89
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	0 (0%)	5 (29.4%)	2 (11.8%)	4 (23.5%)	6 (35.3%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)	5 (83.3%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	0 (0%)	5 (26.3%)	2 (10.5%)	3 (15.8%)	9 (47.4%)	19
Other ethnic group includes Arab or any other ethnic group	2 (16.7%)	0 (0%)	1 (8.3%)	3 (25%)	6 (50%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	65 (13.2%)	156 (31.8%)	53 (10.8%)	116 (23.6%)	101 (20.6%)	491
Location:						
In CB1 or CB2	39 (16.7%)	81 (34.8%)	16 (6.9%)	48 (20.6%)	49 (21%)	233
Outside CB1 and CB2	19 (8.2%)	63 (27.3%)	31 (13.4%)	61 (26.4%)	57 (24.7%)	231
Reason for responding to survey						
Live along the proposed route	9 (16.4%)	18 (32.7%)	7 (12.7%)	7 (12.7%)	14 (25.5%)	55
Live on adjacent roads	27 (16.9%)	55 (34.4%)	15 (9.4%)	30 (18.8%)	33 (20.6%)	160
Work/study in the local area	33 (11.9%)	84 (30.3%)	35 (12.6%)	69 (24.9%)	56 (20.2%)	277
Visit shops, pubs, community facilities in the local area	46 (12.1%)	114 (29.9%)	33 (8.7%)	105 (27.6%)	83 (21.8%)	381

Commute through the local area	34 (10.5%)	103 (31.7%)	36 (11.1%)	85 (26.2%)	67 (20.6%)	325
Have a business in the local area	1 (3.7%)	3 (11.1%)	2 (7.4%)	8 (29.6%)	13 (48.1%)	27
Responding on behalf of a local group or organisation	0 (0%)	2 (40%)	0 (0%)	2 (40%)	1 (20%)	5
None of the above/other	4 (12.9%)	7 (22.6%)	6 (19.4%)	9 (29%)	5 (16.1%)	31
Stakeholder	0 (0%)	2 (28.6%)	0 (0%)	3 (42.9%)	2 (28.6%)	7

Question 10

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	47 (8%)	170 (28.9%)	48 (8.2%)	110 (18.7%)	213 (36.2%)	588
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	2 (9.1%)	7 (31.8%)	0 (0%)	5 (22.7%)	8 (36.4%)	22
25-34	8 (9%)	29 (32.6%)	8 (9%)	17 (19.1%)	27 (30.3%)	89
35-44	14 (12.4%)	35 (31%)	11 (9.7%)	15 (13.3%)	38 (33.6%)	113
45-54	4 (2.8%)	39 (27.3%)	8 (5.6%)	40 (28%)	52 (36.4%)	143
55-64	7 (7.1%)	26 (26.3%)	12 (12.1%)	16 (16.2%)	38 (38.4%)	99
65-74	7 (10%)	22 (31.4%)	6 (8.6%)	9 (12.9%)	26 (37.1%)	70
75 and above	2 (15.4%)	7 (53.8%)	1 (7.7%)	1 (7.7%)	2 (15.4%)	13
Prefer not to say	2 (8%)	3 (12%)	2 (8%)	5 (20%)	13 (52%)	25
Disability or health condition that affects travel						
Yes	8 (10.8%)	13 (17.6%)	4 (5.4%)	8 (10.8%)	41 (55.4%)	74
No	37 (8.4%)	148 (33.4%)	39 (8.8%)	88 (19.9%)	131 (29.6%)	443
Prefer not to say	0 (0%)	5 (9.6%)	4 (7.7%)	10 (19.2%)	33 (63.5%)	52
Sex						
Female	15 (8.9%)	44 (26.2%)	13 (7.7%)	33 (19.6%)	63 (37.5%)	168
Male	26 (8.4%)	106 (34.1%)	29 (9.3%)	55 (17.7%)	95 (30.5%)	311
Prefer not to say	5 (5.6%)	17 (18.9%)	6 (6.7%)	19 (21.1%)	43 (47.8%)	90
Gender						
Same as at birth	38 (8.4%)	140 (31%)	38 (8.4%)	82 (18.2%)	153 (33.9%)	451
Differs from birth	0 (0%)	1 (50%)	0 (0%)	1 (50%)	0 (0%)	2

Prefer not to say	3 (3.4%)	18 (20.2%)	5 (5.6%)	20 (22.5%)	43 (48.3%)	89
Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	1 (5.9%)	4 (23.5%)	3 (17.6%)	2 (11.8%)	7 (41.2%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	1 (16.7%)	0 (0%)	0 (0%)	5 (83.3%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	0 (0%)	2 (10.5%)	2 (10.5%)	4 (21.1%)	11 (57.9%)	19
Other ethnic group includes Arab or any other ethnic group	1 (8.3%)	1 (8.3%)	0 (0%)	1 (8.3%)	9 (75%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	43 (8.8%)	155 (31.7%)	41 (8.4%)	97 (19.8%)	153 (31.3%)	489
Location:						
In CB1 or CB2	29 (12.4%)	73 (31.3%)	24 (10.3%)	46 (19.7%)	61 (26.2%)	233
Outside CB1 and CB2	10 (4.4%)	67 (29.3%)	17 (7.4%)	44 (19.2%)	91 (39.7%)	229
Reason for responding to survey						
Live along the proposed route	9 (16.4%)	16 (29.1%)	3 (5.5%)	9 (16.4%)	18 (32.7%)	55
Live on adjacent roads	21 (13.2%)	57 (35.8%)	13 (8.2%)	25 (15.7%)	43 (27%)	159
Work/study in the local area	21 (7.6%)	86 (31.3%)	18 (6.5%)	64 (23.3%)	86 (31.3%)	275
Visit shops, pubs, community facilities in the local area	31 (8.1%)	115 (30.2%)	29 (7.6%)	76 (19.9%)	130 (34.1%)	381

Commute through the local area	19 (5.9%)	101 (31.2%)	27 (8.3%)	70 (21.6%)	107 (33%)	324
Have a business in the local area	2 (7.4%)	3 (11.1%)	2 (7.4%)	5 (18.5%)	15 (55.6%)	27
Responding on behalf of a local group or organisation	0 (0%)	2 (40%)	0 (0%)	0 (0%)	3 (60%)	5
None of the above/other	4 (12.9%)	9 (29%)	5 (16.1%)	3 (9.7%)	10 (32.3%)	31
Stakeholder	0 (0%)	2 (28.6%)	0 (0%)	1 (14.3%)	4 (57.1%)	7

Question 11

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	162 (27.6%)	161 (27.4%)	45 (7.7%)	44 (7.5%)	176 (29.9%)	588
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	1 (50%)	1 (50%)	2
16-24	8 (36.4%)	8 (36.4%)	0 (0%)	0 (0%)	6 (27.3%)	22
25-34	34 (38.6%)	24 (27.3%)	4 (4.5%)	7 (8%)	19 (21.6%)	88
35-44	35 (31%)	41 (36.3%)	6 (5.3%)	7 (6.2%)	24 (21.2%)	113
45-54	33 (23.1%)	41 (28.7%)	8 (5.6%)	10 (7%)	51 (35.7%)	143
55-64	26 (25.7%)	21 (20.8%)	17 (16.8%)	8 (7.9%)	29 (28.7%)	101
65-74	19 (27.1%)	19 (27.1%)	7 (10%)	7 (10%)	18 (25.7%)	70
75 and above	3 (23.1%)	3 (23.1%)	1 (7.7%)	1 (7.7%)	5 (38.5%)	13
Prefer not to say	2 (8.3%)	3 (12.5%)	2 (8.3%)	3 (12.5%)	14 (58.3%)	24
Disability or health condition that affects travel						
Yes	10 (13.3%)	10 (13.3%)	8 (10.7%)	7 (9.3%)	40 (53.3%)	75
No	140 (31.6%)	147 (33.2%)	35 (7.9%)	28 (6.3%)	93 (21%)	443
Prefer not to say	8 (15.7%)	3 (5.9%)	2 (3.9%)	6 (11.8%)	32 (62.7%)	51
Sex						
Female	48 (28.2%)	41 (24.1%)	14 (8.2%)	9 (5.3%)	58 (34.1%)	170
Male	91 (29.4%)	110 (35.5%)	23 (7.4%)	26 (8.4%)	60 (19.4%)	310
Prefer not to say	18 (20.2%)	8 (9%)	8 (9%)	9 (10.1%)	46 (51.7%)	89
Gender						
Same as at birth	135 (29.9%)	140 (31%)	35 (7.7%)	30 (6.6%)	112 (24.8%)	452
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	14 (15.9%)	13 (14.8%)	7 (8%)	7 (8%)	47 (53.4%)	88

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	3 (18.8%)	5 (31.3%)	1 (6.3%)	1 (6.3%)	6 (37.5%)	16
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (33.3%)	0 (0%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	2 (10.5%)	7 (36.8%)	1 (5.3%)	2 (10.5%)	7 (36.8%)	19
Other ethnic group includes Arab or any other ethnic group	3 (25%)	0 (0%)	0 (0%)	1 (8.3%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	145 (29.6%)	143 (29.2%)	43 (8.8%)	37 (7.6%)	122 (24.9%)	490
Location:						
In CB1 or CB2	59 (25.2%)	78 (33.3%)	19 (8.1%)	18 (7.7%)	60 (25.6%)	234
Outside CB1 and CB2	66 (28.7%)	56 (24.3%)	17 (7.4%)	20 (8.7%)	71 (30.9%)	230
Reason for responding to survey						
Live along the proposed route	11 (20%)	14 (25.5%)	5 (9.1%)	6 (10.9%)	19 (34.5%)	55
Live on adjacent roads	44 (27.5%)	55 (34.4%)	12 (7.5%)	11 (6.9%)	38 (23.8%)	160
Work/study in the local area	81 (29.2%)	88 (31.8%)	17 (6.1%)	24 (8.7%)	67 (24.2%)	277
Visit shops, pubs, community facilities in the local area	120 (31.5%)	104 (27.3%)	26 (6.8%)	31 (8.1%)	100 (26.2%)	381

Commute through the local area	88 (27%)	99 (30.4%)	27 (8.3%)	27 (8.3%)	85 (26.1%)	326
Have a business in the local area	3 (11.5%)	5 (19.2%)	0 (0%)	4 (15.4%)	14 (53.8%)	26
Responding on behalf of a local group or organisation	1 (20%)	0 (0%)	0 (0%)	0 (0%)	4 (80%)	5
None of the above/other	11 (35.5%)	5 (16.1%)	3 (9.7%)	2 (6.5%)	10 (32.3%)	31
Stakeholder	1 (14.3%)	0 (0%)	0 (0%)	0 (0%)	6 (85.7%)	7

Question 12

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	159 (27.3%)	192 (32.9%)	42 (7.2%)	53 (9.1%)	137 (23.5%)	583
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	9 (42.9%)	6 (28.6%)	2 (9.5%)	0 (0%)	4 (19%)	21
25-34	33 (37.9%)	28 (32.2%)	5 (5.7%)	6 (6.9%)	15 (17.2%)	87
35-44	30 (26.5%)	47 (41.6%)	7 (6.2%)	8 (7.1%)	21 (18.6%)	113
45-54	34 (23.9%)	49 (34.5%)	9 (6.3%)	16 (11.3%)	34 (23.9%)	142
55-64	23 (23%)	35 (35%)	9 (9%)	8 (8%)	25 (25%)	100
65-74	19 (27.5%)	17 (24.6%)	9 (13%)	7 (10.1%)	17 (24.6%)	69
75 and above	4 (30.8%)	4 (30.8%)	0 (0%)	2 (15.4%)	3 (23.1%)	13
Prefer not to say	4 (16.7%)	4 (16.7%)	0 (0%)	5 (20.8%)	11 (45.8%)	24
Disability or health condition that affects travel						
Yes	6 (8.2%)	17 (23.3%)	4 (5.5%)	10 (13.7%)	36 (49.3%)	73
No	143 (32.4%)	165 (37.4%)	35 (7.9%)	31 (7%)	67 (15.2%)	441
Prefer not to say	5 (10%)	6 (12%)	2 (4%)	9 (18%)	28 (56%)	50
Sex						
Female	30 (18%)	64 (38.3%)	12 (7.2%)	16 (9.6%)	45 (26.9%)	167
Male	108 (35%)	108 (35%)	23 (7.4%)	24 (7.8%)	46 (14.9%)	309
Prefer not to say	16 (18.2%)	16 (18.2%)	6 (6.8%)	12 (13.6%)	38 (43.2%)	88
Gender						
Same as at birth	134 (29.9%)	161 (35.9%)	29 (6.5%)	36 (8%)	88 (19.6%)	448
Differs from birth	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
Prefer not to say	14 (16.1%)	20 (23%)	4 (4.6%)	10 (11.5%)	39 (44.8%)	87

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	1 (5.9%)	5 (29.4%)	3 (17.6%)	2 (11.8%)	6 (35.3%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (16.7%)	1 (16.7%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	2 (10.5%)	5 (26.3%)	2 (10.5%)	1 (5.3%)	9 (47.4%)	19
Other ethnic group includes Arab or any other ethnic group	2 (16.7%)	2 (16.7%)	0 (0%)	1 (8.3%)	7 (58.3%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	147 (30.3%)	170 (35.1%)	33 (6.8%)	46 (9.5%)	89 (18.4%)	485
Location:						
In CB1 or CB2	70 (30.4%)	73 (31.7%)	22 (9.6%)	23 (10%)	42 (18.3%)	230
Outside CB1 and CB2	63 (27.6%)	77 (33.8%)	13 (5.7%)	22 (9.6%)	53 (23.2%)	228
Reason for responding to survey						
Live along the proposed route	11 (20.4%)	15 (27.8%)	5 (9.3%)	5 (9.3%)	18 (33.3%)	54
Live on adjacent roads	52 (32.7%)	47 (29.6%)	18 (11.3%)	15 (9.4%)	27 (17%)	159
Work/study in the local area	79 (29%)	92 (33.8%)	26 (9.6%)	30 (11%)	45 (16.5%)	272

Visit shops, pubs, community facilities in the local area	112	(29.6%)	128	(33.8%)	24	(6.3%)	40	(10.6%)	75	(19.8%)	379
Commute through the local area	88	(27.5%)	114	(35.6%)	30	(9.4%)	27	(8.4%)	61	(19.1%)	320
Have a business in the local area	4	(14.8%)	3	(11.1%)	2	(7.4%)	5	(18.5%)	13	(48.1%)	27
Responding on behalf of a local group or organisation	2	(40%)	2	(40%)	0	(0%)	0	(0%)	1	(20%)	5
None of the above/other	12	(38.7%)	7	(22.6%)	4	(12.9%)	2	(6.5%)	6	(19.4%)	31
Stakeholder	2	(28.6%)	2	(28.6%)	0	(0%)	1	(14.3%)	2	(28.6%)	7

Question 13

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	93 (15.9%)	159 (27.2%)	93 (15.9%)	101 (17.3%)	139 (23.8%)	585
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	4 (19%)	3 (14.3%)	6 (28.6%)	3 (14.3%)	5 (23.8%)	21
25-34	16 (18.2%)	26 (29.5%)	10 (11.4%)	17 (19.3%)	19 (21.6%)	88
35-44	19 (16.7%)	33 (28.9%)	18 (15.8%)	18 (15.8%)	26 (22.8%)	114
45-54	22 (15.6%)	42 (29.8%)	18 (12.8%)	27 (19.1%)	32 (22.7%)	141
55-64	10 (9.9%)	27 (26.7%)	22 (21.8%)	21 (20.8%)	21 (20.8%)	101
65-74	14 (20.3%)	15 (21.7%)	16 (23.2%)	7 (10.1%)	17 (24.6%)	69
75 and above	3 (23.1%)	7 (53.8%)	2 (15.4%)	0 (0%)	1 (7.7%)	13
Prefer not to say	2 (8.3%)	5 (20.8%)	1 (4.2%)	5 (20.8%)	11 (45.8%)	24
Disability or health condition that affects travel						
Yes	5 (6.7%)	12 (16%)	13 (17.3%)	9 (12%)	36 (48%)	75
No	79 (18%)	140 (31.8%)	72 (16.4%)	77 (17.5%)	72 (16.4%)	440
Prefer not to say	4 (7.8%)	5 (9.8%)	6 (11.8%)	11 (21.6%)	25 (49%)	51
Sex						
Female	21 (12.4%)	39 (22.9%)	32 (18.8%)	30 (17.6%)	48 (28.2%)	170
Male	58 (18.8%)	106 (34.3%)	48 (15.5%)	46 (14.9%)	51 (16.5%)	309
Prefer not to say	10 (11.5%)	12 (13.8%)	13 (14.9%)	20 (23%)	32 (36.8%)	87
Gender						
Same as at birth	76 (16.9%)	131 (29.1%)	74 (16.4%)	75 (16.7%)	94 (20.9%)	450
Differs from birth	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
Prefer not to say	10 (11.5%)	15 (17.2%)	9 (10.3%)	17 (19.5%)	36 (41.4%)	87

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	0 (0%)	2 (12.5%)	4 (25%)	2 (12.5%)	8 (50%)	16
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	2 (33.3%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	1 (5.3%)	6 (31.6%)	1 (5.3%)	2 (10.5%)	9 (47.4%)	19
Other ethnic group includes Arab or any other ethnic group	2 (16.7%)	0 (0%)	2 (16.7%)	3 (25%)	5 (41.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	85 (17.5%)	143 (29.4%)	83 (17%)	83 (17%)	93 (19.1%)	487
Location:						
In CB1 or CB2	46 (20%)	63 (27.4%)	38 (16.5%)	37 (16.1%)	46 (20%)	230
Outside CB1 and CB2	32 (14%)	64 (27.9%)	34 (14.8%)	45 (19.7%)	54 (23.6%)	229
Reason for responding to survey						
Live along the proposed route	9 (16.7%)	16 (29.6%)	7 (13%)	4 (7.4%)	18 (33.3%)	54
Live on adjacent roads	32 (20.1%)	52 (32.7%)	25 (15.7%)	23 (14.5%)	27 (17%)	159
Work/study in the local area	49 (17.8%)	76 (27.5%)	44 (15.9%)	55 (19.9%)	52 (18.8%)	276

Visit shops, pubs, community facilities in the local area	67 (17.7%)	105 (27.8%)	56 (14.8%)	76 (20.1%)	74 (19.6%)	378
Commute through the local area	49 (15.1%)	94 (29%)	54 (16.7%)	62 (19.1%)	65 (20.1%)	324
Have a business in the local area	2 (7.4%)	1 (3.7%)	4 (14.8%)	6 (22.2%)	14 (51.9%)	27
Responding on behalf of a local group or organisation	2 (40%)	0 (0%)	0 (0%)	2 (40%)	1 (20%)	5
None of the above/other	7 (22.6%)	7 (22.6%)	9 (29%)	3 (9.7%)	5 (16.1%)	31
Stakeholder	2 (28.6%)	0 (0%)	0 (0%)	3 (42.9%)	2 (28.6%)	7

Question 14

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	214 (36.4%)	154 (26.2%)	60 (10.2%)	35 (6%)	125 (21.3%)	588
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	10 (47.6%)	5 (23.8%)	1 (4.8%)	0 (0%)	5 (23.8%)	21
25-34	37 (41.6%)	24 (27%)	8 (9%)	4 (4.5%)	16 (18%)	89
35-44	41 (36.3%)	34 (30.1%)	11 (9.7%)	4 (3.5%)	23 (20.4%)	113
45-54	50 (35%)	36 (25.2%)	17 (11.9%)	13 (9.1%)	27 (18.9%)	143
55-64	37 (37%)	27 (27%)	8 (8%)	5 (5%)	23 (23%)	100
65-74	27 (38.6%)	16 (22.9%)	14 (20%)	3 (4.3%)	10 (14.3%)	70
75 and above	2 (15.4%)	8 (61.5%)	1 (7.7%)	0 (0%)	2 (15.4%)	13
Prefer not to say	6 (24%)	4 (16%)	0 (0%)	3 (12%)	12 (48%)	25
Disability or health condition that affects travel						
Yes	9 (12%)	16 (21.3%)	16 (21.3%)	3 (4%)	31 (41.3%)	75
No	188 (42.5%)	132 (29.9%)	40 (9%)	21 (4.8%)	61 (13.8%)	442
Prefer not to say	11 (21.2%)	5 (9.6%)	4 (7.7%)	7 (13.5%)	25 (48.1%)	52
Sex						
Female	63 (37.1%)	39 (22.9%)	24 (14.1%)	5 (2.9%)	39 (22.9%)	170
Male	122 (39.5%)	96 (31.1%)	27 (8.7%)	17 (5.5%)	47 (15.2%)	309
Prefer not to say	22 (24.4%)	18 (20%)	9 (10%)	10 (11.1%)	31 (34.4%)	90
Gender						
Same as at birth	176 (38.9%)	126 (27.8%)	49 (10.8%)	20 (4.4%)	82 (18.1%)	453
Differs from birth	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	21 (23.6%)	22 (24.7%)	6 (6.7%)	7 (7.9%)	33 (37.1%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	3 (17.6%)	5 (29.4%)	2 (11.8%)	2 (11.8%)	5 (29.4%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (33.3%)	0 (0%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	2 (10.5%)	6 (31.6%)	3 (15.8%)	1 (5.3%)	7 (36.8%)	19
Other ethnic group includes Arab or any other ethnic group	3 (25%)	1 (8.3%)	2 (16.7%)	0 (0%)	6 (50%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	192 (39.3%)	138 (28.2%)	48 (9.8%)	26 (5.3%)	85 (17.4%)	489
Location:						
In CB1 or CB2	83 (35.6%)	74 (31.8%)	24 (10.3%)	13 (5.6%)	39 (16.7%)	233
Outside CB1 and CB2	82 (36%)	56 (24.6%)	25 (11%)	16 (7%)	49 (21.5%)	228

Reason for responding to survey						
Live along the proposed route	12 (22.2%)	16 (29.6%)	6 (11.1%)	3 (5.6%)	17 (31.5%)	54
Live on adjacent roads	65 (40.9%)	49 (30.8%)	13 (8.2%)	9 (5.7%)	23 (14.5%)	159
Work/study in the local area	108 (39.3%)	68 (24.7%)	30 (10.9%)	21 (7.6%)	48 (17.5%)	275
Visit shops, pubs, community facilities in the local area	158 (41.4%)	94 (24.6%)	42 (11%)	24 (6.3%)	64 (16.8%)	382
Commute through the local area	125 (38.6%)	87 (26.9%)	31 (9.6%)	23 (7.1%)	58 (17.9%)	324
Have a business in the local area	7 (25.9%)	1 (3.7%)	1 (3.7%)	4 (14.8%)	14 (51.9%)	27
Responding on behalf of a local group or organisation	3 (60%)	0 (0%)	0 (0%)	1 (20%)	1 (20%)	5
None of the above/other	11 (35.5%)	8 (25.8%)	7 (22.6%)	1 (3.2%)	4 (12.9%)	31
Stakeholder	3 (42.9%)	0 (0%)	0 (0%)	2 (28.6%)	2 (28.6%)	7

Question 16

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	220 (37.4%)	113 (19.2%)	17 (2.9%)	46 (7.8%)	193 (32.8%)	589
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	11 (50%)	6 (27.3%)	1 (4.5%)	0 (0%)	4 (18.2%)	22
25-34	39 (43.8%)	21 (23.6%)	2 (2.2%)	6 (6.7%)	21 (23.6%)	89
35-44	55 (48.2%)	22 (19.3%)	3 (2.6%)	6 (5.3%)	28 (24.6%)	114
45-54	54 (37.8%)	23 (16.1%)	2 (1.4%)	11 (7.7%)	53 (37.1%)	143
55-64	36 (35.6%)	22 (21.8%)	2 (2%)	9 (8.9%)	32 (31.7%)	101
65-74	21 (30%)	12 (17.1%)	4 (5.7%)	7 (10%)	26 (37.1%)	70
75 and above	2 (16.7%)	1 (8.3%)	2 (16.7%)	3 (25%)	4 (33.3%)	12
Prefer not to say	2 (8%)	2 (8%)	1 (4%)	3 (12%)	17 (68%)	25
Disability or health condition that affects travel						
Yes	7 (9.5%)	9 (12.2%)	5 (6.8%)	8 (10.8%)	45 (60.8%)	74
No	208 (46.7%)	93 (20.9%)	11 (2.5%)	31 (7%)	102 (22.9%)	445
Prefer not to say	2 (3.8%)	7 (13.5%)	1 (1.9%)	5 (9.6%)	37 (71.2%)	52
Sex						
Female	50 (29.6%)	31 (18.3%)	5 (3%)	16 (9.5%)	67 (39.6%)	169
Male	156 (50%)	61 (19.6%)	8 (2.6%)	19 (6.1%)	68 (21.8%)	312
Prefer not to say	14 (15.6%)	15 (16.7%)	3 (3.3%)	10 (11.1%)	48 (53.3%)	90
Gender						
Same as at birth	194 (42.8%)	86 (19%)	15 (3.3%)	30 (6.6%)	128 (28.3%)	453
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	16 (18%)	16 (18%)	2 (2.2%)	9 (10.1%)	46 (51.7%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	5 (29.4%)	2 (11.8%)	0 (0%)	0 (0%)	10 (58.8%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	2 (33.3%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	6 (31.6%)	2 (10.5%)	0 (0%)	2 (10.5%)	9 (47.4%)	19
Other ethnic group includes Arab or any other ethnic group	0 (0%)	3 (25%)	1 (8.3%)	0 (0%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	203 (41.3%)	97 (19.8%)	15 (3.1%)	41 (8.4%)	135 (27.5%)	491
Location:						
In CB1 or CB2	95 (40.9%)	39 (16.8%)	7 (3%)	22 (9.5%)	69 (29.7%)	232
Outside CB1 and CB2	83 (35.9%)	53 (22.9%)	7 (3%)	15 (6.5%)	73 (31.6%)	231
Reason for responding to survey						

Live along the proposed route	23 (41.8%)	4 (7.3%)	2 (3.6%)	6 (10.9%)	20 (36.4%)	55
Live on adjacent roads	63 (39.6%)	28 (17.6%)	6 (3.8%)	15 (9.4%)	47 (29.6%)	159
Work/study in the local area	111 (40.2%)	60 (21.7%)	7 (2.5%)	23 (8.3%)	75 (27.2%)	276
Visit shops, pubs, community facilities in the local area	156 (41.1%)	78 (20.5%)	6 (1.6%)	29 (7.6%)	111 (29.2%)	380
Commute through the local area	132 (40.6%)	63 (19.4%)	6 (1.8%)	27 (8.3%)	97 (29.8%)	325
Have a business in the local area	5 (18.5%)	4 (14.8%)	0 (0%)	5 (18.5%)	13 (48.1%)	27
Responding on behalf of a local group or organisation	0 (0%)	3 (60%)	0 (0%)	0 (0%)	2 (40%)	5
None of the above/other	12 (40%)	5 (16.7%)	3 (10%)	2 (6.7%)	8 (26.7%)	30
Stakeholder	0 (0%)	3 (42.9%)	0 (0%)	1 (14.3%)	3 (42.9%)	7

Question 17

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	202 (34.4%)	64 (10.9%)	30 (5.1%)	102 (17.3%)	190 (32.3%)	588
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	11 (50%)	1 (4.5%)	2 (9.1%)	1 (4.5%)	7 (31.8%)	22
25-34	33 (37.1%)	16 (18%)	5 (5.6%)	15 (16.9%)	20 (22.5%)	89
35-44	47 (41.6%)	13 (11.5%)	4 (3.5%)	19 (16.8%)	30 (26.5%)	113
45-54	49 (34.3%)	15 (10.5%)	6 (4.2%)	23 (16.1%)	50 (35%)	143
55-64	37 (37%)	8 (8%)	7 (7%)	19 (19%)	29 (29%)	100
65-74	21 (30%)	7 (10%)	2 (2.9%)	14 (20%)	26 (37.1%)	70
75 and above	2 (15.4%)	1 (7.7%)	2 (15.4%)	3 (23.1%)	5 (38.5%)	13
Prefer not to say	2 (8%)	1 (4%)	2 (8%)	4 (16%)	16 (64%)	25
Disability or health condition that affects travel						
Yes	7 (9.3%)	2 (2.7%)	4 (5.3%)	11 (14.7%)	51 (68%)	75
No	190 (42.9%)	58 (13.1%)	24 (5.4%)	75 (16.9%)	96 (21.7%)	443
Prefer not to say	2 (3.8%)	2 (3.8%)	2 (3.8%)	9 (17.3%)	37 (71.2%)	52
Sex						
Female	46 (27.2%)	21 (12.4%)	5 (3%)	27 (16%)	70 (41.4%)	169
Male	142 (45.7%)	35 (11.3%)	16 (5.1%)	56 (18%)	62 (19.9%)	311
Prefer not to say	14 (15.6%)	6 (6.7%)	7 (7.8%)	14 (15.6%)	49 (54.4%)	90
Gender						
Same as at birth	180 (39.8%)	47 (10.4%)	23 (5.1%)	77 (17%)	125 (27.7%)	452
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	13 (14.6%)	10 (11.2%)	6 (6.7%)	13 (14.6%)	47 (52.8%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	2 (12.5%)	1 (6.3%)	2 (12.5%)	1 (6.3%)	10 (62.5%)	16
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)	5 (83.3%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	6 (31.6%)	0 (0%)	1 (5.3%)	3 (15.8%)	9 (47.4%)	19
Other ethnic group includes Arab or any other ethnic group	0 (0%)	0 (0%)	2 (16.7%)	3 (25%)	7 (58.3%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	189 (38.5%)	60 (12.2%)	24 (4.9%)	85 (17.3%)	133 (27.1%)	491
Location:						
In CB1 or CB2	89 (38.2%)	27 (11.6%)	18 (7.7%)	36 (15.5%)	63 (27%)	233
Outside CB1 and CB2	79 (34.3%)	24 (10.4%)	9 (3.9%)	40 (17.4%)	78 (33.9%)	230
Reason for responding to survey						

Live along the proposed route	20 (37%)	6 (11.1%)	3 (5.6%)	5 (9.3%)	20 (37%)	54
Live on adjacent roads	60 (37.5%)	21 (13.1%)	11 (6.9%)	26 (16.3%)	42 (26.3%)	160
Work/study in the local area	102 (37%)	40 (14.5%)	11 (4%)	50 (18.1%)	73 (26.4%)	276
Visit shops, pubs, community facilities in the local area	141 (37%)	43 (11.3%)	17 (4.5%)	74 (19.4%)	106 (27.8%)	381
Commute through the local area	124 (38%)	38 (11.7%)	13 (4%)	57 (17.5%)	94 (28.8%)	326
Have a business in the local area	5 (18.5%)	1 (3.7%)	0 (0%)	8 (29.6%)	13 (48.1%)	27
Responding on behalf of a local group or organisation	0 (0%)	1 (20%)	0 (0%)	3 (60%)	1 (20%)	5
None of the above/other	10 (33.3%)	4 (13.3%)	5 (16.7%)	2 (6.7%)	9 (30%)	30
Stakeholder	0 (0%)	1 (14.3%)	0 (0%)	4 (57.1%)	2 (28.6%)	7

Question 18

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	223 (37.9%)	111 (18.8%)	18 (3.1%)	39 (6.6%)	198 (33.6%)	589
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	12 (54.5%)	4 (18.2%)	1 (4.5%)	0 (0%)	5 (22.7%)	22
25-34	42 (47.7%)	19 (21.6%)	1 (1.1%)	4 (4.5%)	22 (25%)	88
35-44	56 (48.7%)	23 (20%)	1 (0.9%)	6 (5.2%)	29 (25.2%)	115
45-54	52 (36.4%)	23 (16.1%)	3 (2.1%)	11 (7.7%)	54 (37.8%)	143
55-64	36 (35.6%)	23 (22.8%)	4 (4%)	6 (5.9%)	32 (31.7%)	101
65-74	21 (30.4%)	12 (17.4%)	3 (4.3%)	8 (11.6%)	25 (36.2%)	69
75 and above	2 (15.4%)	2 (15.4%)	2 (15.4%)	2 (15.4%)	5 (38.5%)	13
Prefer not to say	2 (8%)	3 (12%)	1 (4%)	0 (0%)	19 (76%)	25
Disability or health condition that affects travel						
Yes	8 (10.7%)	7 (9.3%)	4 (5.3%)	6 (8%)	50 (66.7%)	75
No	209 (47.1%)	93 (20.9%)	11 (2.5%)	30 (6.8%)	101 (22.7%)	444
Prefer not to say	2 (3.8%)	9 (17.3%)	1 (1.9%)	1 (1.9%)	39 (75%)	52
Sex						
Female	48 (28.2%)	34 (20%)	3 (1.8%)	12 (7.1%)	73 (42.9%)	170
Male	158 (50.8%)	57 (18.3%)	10 (3.2%)	20 (6.4%)	66 (21.2%)	311
Prefer not to say	15 (16.7%)	17 (18.9%)	3 (3.3%)	4 (4.4%)	51 (56.7%)	90
Gender						
Same as at birth	197 (43.5%)	84 (18.5%)	15 (3.3%)	28 (6.2%)	129 (28.5%)	453
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	16 (18%)	19 (21.3%)	1 (1.1%)	3 (3.4%)	50 (56.2%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	6 (35.3%)	1 (5.9%)	0 (0%)	0 (0%)	10 (58.8%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (16.7%)	1 (16.7%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	6 (31.6%)	2 (10.5%)	0 (0%)	2 (10.5%)	9 (47.4%)	19
Other ethnic group includes Arab or any other ethnic group	1 (8.3%)	2 (16.7%)	0 (0%)	1 (8.3%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	203 (41.3%)	100 (20.4%)	15 (3.1%)	33 (6.7%)	140 (28.5%)	491
Location:						
In CB1 or CB2	99 (42.3%)	43 (18.4%)	6 (2.6%)	17 (7.3%)	69 (29.5%)	234
Outside CB1 and CB2	83 (36.1%)	47 (20.4%)	10 (4.3%)	15 (6.5%)	75 (32.6%)	230

Reason for responding to survey						
Live along the proposed route	22 (40%)	7 (12.7%)	2 (3.6%)	3 (5.5%)	21 (38.2%)	55
Live on adjacent roads	66 (41.3%)	29 (18.1%)	4 (2.5%)	14 (8.8%)	47 (29.4%)	160
Work/study in the local area	112 (40.4%)	61 (22%)	7 (2.5%)	17 (6.1%)	80 (28.9%)	277
Visit shops, pubs, community facilities in the local area	156 (41.1%)	78 (20.5%)	8 (2.1%)	23 (6.1%)	115 (30.3%)	380
Commute through the local area	137 (42%)	62 (19%)	9 (2.8%)	21 (6.4%)	97 (29.8%)	326
Have a business in the local area	4 (14.8%)	4 (14.8%)	1 (3.7%)	4 (14.8%)	14 (51.9%)	27
Responding on behalf of a local group or organisation	0 (0%)	2 (40%)	1 (20%)	1 (20%)	1 (20%)	5
None of the above/other	13 (43.3%)	4 (13.3%)	3 (10%)	2 (6.7%)	8 (26.7%)	30
Stakeholder	0 (0%)	2 (28.6%)	1 (14.3%)	2 (28.6%)	2 (28.6%)	7

Question 19

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	199 (34%)	63 (10.8%)	37 (6.3%)	51 (8.7%)	236 (40.3%)	586
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	8 (36.4%)	3 (13.6%)	2 (9.1%)	2 (9.1%)	7 (31.8%)	22
25-34	31 (34.8%)	15 (16.9%)	7 (7.9%)	8 (9%)	28 (31.5%)	89
35-44	49 (43.4%)	11 (9.7%)	7 (6.2%)	9 (8%)	37 (32.7%)	113
45-54	49 (34.5%)	13 (9.2%)	7 (4.9%)	13 (9.2%)	60 (42.3%)	142
55-64	35 (35%)	9 (9%)	8 (8%)	8 (8%)	40 (40%)	100
65-74	21 (30%)	8 (11.4%)	3 (4.3%)	7 (10%)	31 (44.3%)	70
75 and above	3 (23.1%)	2 (15.4%)	2 (15.4%)	2 (15.4%)	4 (30.8%)	13
Prefer not to say	2 (8.3%)	0 (0%)	1 (4.2%)	0 (0%)	21 (87.5%)	24
Disability or health condition that affects travel						
Yes	6 (8.1%)	2 (2.7%)	7 (9.5%)	5 (6.8%)	54 (73%)	74
No	187 (42.2%)	58 (13.1%)	28 (6.3%)	37 (8.4%)	133 (30%)	443
Prefer not to say	2 (3.9%)	1 (2%)	1 (2%)	6 (11.8%)	41 (80.4%)	51
Sex						
Female	45 (26.6%)	23 (13.6%)	11 (6.5%)	12 (7.1%)	78 (46.2%)	169
Male	138 (44.5%)	33 (10.6%)	21 (6.8%)	28 (9%)	90 (29%)	310
Prefer not to say	15 (16.9%)	5 (5.6%)	5 (5.6%)	9 (10.1%)	55 (61.8%)	89
Gender						
Same as at birth	174 (38.6%)	48 (10.6%)	29 (6.4%)	37 (8.2%)	163 (36.1%)	451
Differs from birth	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	16 (18.2%)	7 (8%)	5 (5.7%)	8 (9.1%)	52 (59.1%)	88

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	5 (29.4%)	0 (0%)	1 (5.9%)	0 (0%)	11 (64.7%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	6 (31.6%)	1 (5.3%)	1 (5.3%)	1 (5.3%)	10 (52.6%)	19
Other ethnic group includes Arab or any other ethnic group	1 (8.3%)	1 (8.3%)	0 (0%)	1 (8.3%)	9 (75%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	182 (37.3%)	57 (11.7%)	34 (7%)	45 (9.2%)	170 (34.8%)	488
Location:						
In CB1 or CB2	93 (39.9%)	26 (11.2%)	14 (6%)	24 (10.3%)	76 (32.6%)	233
Outside CB1 and CB2	77 (33.6%)	21 (9.2%)	18 (7.9%)	17 (7.4%)	96 (41.9%)	229

Reason for responding to survey						
Live along the proposed route	21 (38.9%)	5 (9.3%)	2 (3.7%)	6 (11.1%)	20 (37%)	54
Live on adjacent roads	59 (37.1%)	23 (14.5%)	9 (5.7%)	17 (10.7%)	51 (32.1%)	159
Work/study in the local area	102 (37.1%)	28 (10.2%)	17 (6.2%)	28 (10.2%)	100 (36.4%)	275
Visit shops, pubs, community facilities in the local area	138 (36.5%)	36 (9.5%)	17 (4.5%)	37 (9.8%)	150 (39.7%)	378
Commute through the local area	122 (37.8%)	33 (10.2%)	18 (5.6%)	28 (8.7%)	122 (37.8%)	323
Have a business in the local area	5 (18.5%)	1 (3.7%)	1 (3.7%)	5 (18.5%)	15 (55.6%)	27
Responding on behalf of a local group or organisation	1 (20%)	1 (20%)	0 (0%)	1 (20%)	2 (40%)	5
None of the above/other	11 (36.7%)	1 (3.3%)	8 (26.7%)	1 (3.3%)	9 (30%)	30
Stakeholder	1 (14.3%)	1 (14.3%)	0 (0%)	2 (28.6%)	3 (42.9%)	7

Question 20

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	217 (36.8%)	110 (18.7%)	21 (3.6%)	33 (5.6%)	208 (35.3%)	589
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	12 (54.5%)	4 (18.2%)	1 (4.5%)	0 (0%)	5 (22.7%)	22
25-34	42 (47.7%)	17 (19.3%)	1 (1.1%)	5 (5.7%)	23 (26.1%)	88
35-44	55 (48.2%)	22 (19.3%)	4 (3.5%)	4 (3.5%)	29 (25.4%)	114
45-54	50 (35%)	23 (16.1%)	2 (1.4%)	10 (7%)	58 (40.6%)	143
55-64	34 (33.7%)	23 (22.8%)	5 (5%)	7 (6.9%)	32 (31.7%)	101
65-74	20 (28.6%)	14 (20%)	4 (5.7%)	5 (7.1%)	27 (38.6%)	70
75 and above	2 (15.4%)	2 (15.4%)	2 (15.4%)	1 (7.7%)	6 (46.2%)	13
Prefer not to say	2 (8%)	2 (8%)	1 (4%)	0 (0%)	20 (80%)	25
Disability or health condition that affects travel						
Yes	6 (8.1%)	11 (14.9%)	5 (6.8%)	1 (1.4%)	51 (68.9%)	74
No	206 (46.3%)	87 (19.6%)	14 (3.1%)	30 (6.7%)	108 (24.3%)	445
Prefer not to say	2 (3.8%)	8 (15.4%)	1 (1.9%)	1 (1.9%)	40 (76.9%)	52
Sex						
Female	44 (26.2%)	36 (21.4%)	7 (4.2%)	10 (6%)	71 (42.3%)	168
Male	157 (50.2%)	55 (17.6%)	8 (2.6%)	18 (5.8%)	75 (24%)	313
Prefer not to say	16 (17.8%)	14 (15.6%)	4 (4.4%)	4 (4.4%)	52 (57.8%)	90
Gender						
Same as at birth	188 (41.5%)	88 (19.4%)	15 (3.3%)	25 (5.5%)	137 (30.2%)	453
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	18 (20.2%)	14 (15.7%)	3 (3.4%)	3 (3.4%)	51 (57.3%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	6 (35.3%)	1 (5.9%)	0 (0%)	0 (0%)	10 (58.8%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	2 (33.3%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	6 (31.6%)	2 (10.5%)	0 (0%)	1 (5.3%)	10 (52.6%)	19
Other ethnic group includes Arab or any other ethnic group	1 (8.3%)	2 (16.7%)	0 (0%)	1 (8.3%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	198 (40.3%)	97 (19.8%)	18 (3.7%)	30 (6.1%)	148 (30.1%)	491
Location:						
In CB1 or CB2	98 (42.1%)	36 (15.5%)	12 (5.2%)	16 (6.9%)	71 (30.5%)	233
Outside CB1 and CB2	79 (34.3%)	50 (21.7%)	7 (3%)	14 (6.1%)	80 (34.8%)	230

Reason for responding to survey						
Live along the proposed route	22 (40%)	4 (7.3%)	3 (5.5%)	3 (5.5%)	23 (41.8%)	55
Live on adjacent roads	66 (41.3%)	29 (18.1%)	7 (4.4%)	8 (5%)	50 (31.3%)	160
Work/study in the local area	106 (38.5%)	59 (21.5%)	10 (3.6%)	16 (5.8%)	84 (30.5%)	275
Visit shops, pubs, community facilities in the local area	156 (41.1%)	75 (19.7%)	9 (2.4%)	19 (5%)	121 (31.8%)	380
Commute through the local area	130 (40.1%)	62 (19.1%)	10 (3.1%)	20 (6.2%)	102 (31.5%)	324
Have a business in the local area	4 (15.4%)	4 (15.4%)	0 (0%)	3 (11.5%)	15 (57.7%)	26
Responding on behalf of a local group or organisation	0 (0%)	3 (60%)	0 (0%)	1 (20%)	1 (20%)	5
None of the above/other	13 (43.3%)	3 (10%)	4 (13.3%)	2 (6.7%)	8 (26.7%)	30
Stakeholder	0 (0%)	3 (42.9%)	0 (0%)	1 (14.3%)	3 (42.9%)	7

Question 21

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	216 (36.7%)	66 (11.2%)	28 (4.8%)	92 (15.6%)	186 (31.6%)	588
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	10 (45.5%)	2 (9.1%)	2 (9.1%)	3 (13.6%)	5 (22.7%)	22
25-34	39 (44.3%)	11 (12.5%)	4 (4.5%)	15 (17%)	19 (21.6%)	88
35-44	55 (48.7%)	13 (11.5%)	2 (1.8%)	17 (15%)	26 (23%)	113
45-54	50 (35%)	12 (8.4%)	8 (5.6%)	23 (16.1%)	50 (35%)	143
55-64	34 (33.7%)	13 (12.9%)	6 (5.9%)	18 (17.8%)	30 (29.7%)	101
65-74	23 (32.9%)	9 (12.9%)	3 (4.3%)	11 (15.7%)	24 (34.3%)	70
75 and above	2 (15.4%)	3 (23.1%)	2 (15.4%)	2 (15.4%)	4 (30.8%)	13
Prefer not to say	2 (8%)	2 (8%)	1 (4%)	0 (0%)	20 (80%)	25
Disability or health condition that affects travel						
Yes	7 (9.5%)	5 (6.8%)	5 (6.8%)	11 (14.9%)	46 (62.2%)	74
No	203 (45.7%)	56 (12.6%)	19 (4.3%)	73 (16.4%)	93 (20.9%)	444
Prefer not to say	2 (3.8%)	4 (7.7%)	3 (5.8%)	4 (7.7%)	39 (75%)	52
Sex						
Female	49 (29%)	21 (12.4%)	7 (4.1%)	27 (16%)	65 (38.5%)	169
Male	150 (48.2%)	38 (12.2%)	11 (3.5%)	49 (15.8%)	63 (20.3%)	311
Prefer not to say	16 (17.8%)	6 (6.7%)	10 (11.1%)	11 (12.2%)	47 (52.2%)	90
Gender						
Same as at birth	186 (41.2%)	57 (12.6%)	20 (4.4%)	70 (15.5%)	119 (26.3%)	452
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	18 (20.2%)	6 (6.7%)	7 (7.9%)	9 (10.1%)	49 (55.1%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	5 (29.4%)	0 (0%)	1 (5.9%)	2 (11.8%)	9 (52.9%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	2 (33.3%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	7 (36.8%)	0 (0%)	0 (0%)	4 (21.1%)	8 (42.1%)	19
Other ethnic group includes Arab or any other ethnic group	1 (8.3%)	1 (8.3%)	0 (0%)	3 (25%)	7 (58.3%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	196 (40%)	62 (12.7%)	25 (5.1%)	77 (15.7%)	130 (26.5%)	490
Location:						
In CB1 or CB2	98 (42.4%)	27 (11.7%)	10 (4.3%)	32 (13.9%)	64 (27.7%)	231
Outside CB1 and CB2	79 (34.2%)	27 (11.7%)	15 (6.5%)	39 (16.9%)	71 (30.7%)	231

Reason for responding to survey						
Live along the proposed route	22 (40.7%)	7 (13%)	2 (3.7%)	2 (3.7%)	21 (38.9%)	54
Live on adjacent roads	65 (40.6%)	20 (12.5%)	6 (3.8%)	24 (15%)	45 (28.1%)	160
Work/study in the local area	105 (38.2%)	32 (11.6%)	15 (5.5%)	54 (19.6%)	69 (25.1%)	275
Visit shops, pubs, community facilities in the local area	158 (41.6%)	33 (8.7%)	11 (2.9%)	73 (19.2%)	105 (27.6%)	380
Commute through the local area	126 (38.9%)	34 (10.5%)	18 (5.6%)	55 (17%)	91 (28.1%)	324
Have a business in the local area	4 (14.8%)	2 (7.4%)	0 (0%)	7 (25.9%)	14 (51.9%)	27
Responding on behalf of a local group or organisation	0 (0%)	1 (20%)	0 (0%)	2 (40%)	2 (40%)	5
None of the above/other	13 (43.3%)	3 (10%)	5 (16.7%)	2 (6.7%)	7 (23.3%)	30
Stakeholder	0 (0%)	1 (14.3%)	0 (0%)	3 (42.9%)	3 (42.9%)	7

Question 22

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	225 (38.3%)	106 (18.1%)	23 (3.9%)	47 (8%)	186 (31.7%)	587
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	12 (54.5%)	4 (18.2%)	1 (4.5%)	1 (4.5%)	4 (18.2%)	22
25-34	40 (45.5%)	21 (23.9%)	1 (1.1%)	4 (4.5%)	22 (25%)	88
35-44	59 (51.3%)	18 (15.7%)	2 (1.7%)	5 (4.3%)	31 (27%)	115
45-54	57 (39.9%)	20 (14%)	5 (3.5%)	11 (7.7%)	50 (35%)	143
55-64	36 (36%)	19 (19%)	6 (6%)	12 (12%)	27 (27%)	100
65-74	17 (24.6%)	16 (23.2%)	4 (5.8%)	9 (13%)	23 (33.3%)	69
75 and above	2 (15.4%)	1 (7.7%)	3 (23.1%)	3 (23.1%)	4 (30.8%)	13
Prefer not to say	2 (8%)	3 (12%)	1 (4%)	1 (4%)	18 (72%)	25
Disability or health condition that affects travel						
Yes	6 (8.1%)	8 (10.8%)	5 (6.8%)	10 (13.5%)	45 (60.8%)	74
No	212 (47.7%)	87 (19.6%)	17 (3.8%)	32 (7.2%)	96 (21.6%)	444
Prefer not to say	3 (5.8%)	7 (13.5%)	1 (1.9%)	3 (5.8%)	38 (73.1%)	52
Sex						
Female	48 (28.4%)	32 (18.9%)	10 (5.9%)	14 (8.3%)	65 (38.5%)	169
Male	160 (51.3%)	56 (17.9%)	9 (2.9%)	25 (8%)	62 (19.9%)	312
Prefer not to say	16 (18%)	12 (13.5%)	3 (3.4%)	7 (7.9%)	51 (57.3%)	89
Gender						
Same as at birth	198 (43.7%)	83 (18.3%)	18 (4%)	30 (6.6%)	124 (27.4%)	453
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	18 (20.5%)	11 (12.5%)	4 (4.5%)	7 (8%)	48 (54.5%)	88

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	5 (29.4%)	2 (11.8%)	0 (0%)	0 (0%)	10 (58.8%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	2 (33.3%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	6 (31.6%)	2 (10.5%)	0 (0%)	1 (5.3%)	10 (52.6%)	19
Other ethnic group includes Arab or any other ethnic group	0 (0%)	3 (25%)	1 (8.3%)	0 (0%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	208 (42.4%)	90 (18.4%)	20 (4.1%)	43 (8.8%)	129 (26.3%)	490
Location:						
In CB1 or CB2	98 (42.4%)	38 (16.5%)	9 (3.9%)	17 (7.4%)	69 (29.9%)	231
Outside CB1 and CB2	87 (37.7%)	46 (19.9%)	8 (3.5%)	19 (8.2%)	71 (30.7%)	231
Reason for responding to survey						

Live along the proposed route	19 (35.8%)	6 (11.3%)	3 (5.7%)	2 (3.8%)	23 (43.4%)	53
Live on adjacent roads	66 (41.3%)	27 (16.9%)	9 (5.6%)	16 (10%)	42 (26.3%)	160
Work/study in the local area	121 (43.8%)	55 (19.9%)	5 (1.8%)	22 (8%)	73 (26.4%)	276
Visit shops, pubs, community facilities in the local area	158 (41.6%)	81 (21.3%)	9 (2.4%)	24 (6.3%)	108 (28.4%)	380
Commute through the local area	143 (44%)	55 (16.9%)	8 (2.5%)	25 (7.7%)	94 (28.9%)	325
Have a business in the local area	5 (18.5%)	4 (14.8%)	0 (0%)	3 (11.1%)	15 (55.6%)	27
Responding on behalf of a local group or organisation	0 (0%)	3 (75%)	0 (0%)	0 (0%)	1 (25%)	4
None of the above/other	10 (33.3%)	6 (20%)	4 (13.3%)	3 (10%)	7 (23.3%)	30
Stakeholder	0 (0%)	3 (50%)	0 (0%)	1 (16.7%)	2 (33.3%)	6

Question 23

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	274 (46.5%)	73 (12.4%)	24 (4.1%)	29 (4.9%)	189 (32.1%)	589
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	15 (68.2%)	3 (13.6%)	0 (0%)	0 (0%)	4 (18.2%)	22
25-34	50 (56.2%)	13 (14.6%)	1 (1.1%)	3 (3.4%)	22 (24.7%)	89
35-44	66 (57.4%)	12 (10.4%)	1 (0.9%)	8 (7%)	28 (24.3%)	115
45-54	64 (44.8%)	15 (10.5%)	6 (4.2%)	5 (3.5%)	53 (37.1%)	143
55-64	44 (44%)	12 (12%)	8 (8%)	7 (7%)	29 (29%)	100
65-74	28 (40%)	11 (15.7%)	5 (7.1%)	4 (5.7%)	22 (31.4%)	70
75 and above	2 (15.4%)	3 (23.1%)	2 (15.4%)	1 (7.7%)	5 (38.5%)	13
Prefer not to say	3 (12.5%)	3 (12.5%)	1 (4.2%)	1 (4.2%)	16 (66.7%)	24
Disability or health condition that affects travel						
Yes	14 (18.7%)	5 (6.7%)	4 (5.3%)	4 (5.3%)	48 (64%)	75
No	246 (55.3%)	65 (14.6%)	18 (4%)	22 (4.9%)	94 (21.1%)	445
Prefer not to say	9 (17.6%)	2 (3.9%)	2 (3.9%)	2 (3.9%)	36 (70.6%)	51
Sex						
Female	69 (40.6%)	21 (12.4%)	10 (5.9%)	5 (2.9%)	65 (38.2%)	170
Male	176 (56.4%)	43 (13.8%)	10 (3.2%)	21 (6.7%)	62 (19.9%)	312
Prefer not to say	24 (27%)	7 (7.9%)	4 (4.5%)	3 (3.4%)	51 (57.3%)	89
Gender						
Same as at birth	236 (52%)	58 (12.8%)	20 (4.4%)	20 (4.4%)	120 (26.4%)	454
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	22 (25%)	11 (12.5%)	2 (2.3%)	4 (4.5%)	49 (55.7%)	88

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	6 (35.3%)	0 (0%)	1 (5.9%)	0 (0%)	10 (58.8%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (33.3%)	0 (0%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	7 (36.8%)	1 (5.3%)	1 (5.3%)	2 (10.5%)	8 (42.1%)	19
Other ethnic group includes Arab or any other ethnic group	2 (16.7%)	1 (8.3%)	0 (0%)	0 (0%)	9 (75%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	246 (50.1%)	70 (14.3%)	22 (4.5%)	25 (5.1%)	128 (26.1%)	491
Location:						
In CB1 or CB2	112 (47.9%)	33 (14.1%)	9 (3.8%)	13 (5.6%)	67 (28.6%)	234
Outside CB1 and CB2	110 (48%)	25 (10.9%)	8 (3.5%)	12 (5.2%)	74 (32.3%)	229
Reason for responding to survey						
Live along the proposed route	23 (41.8%)	4 (7.3%)	4 (7.3%)	3 (5.5%)	21 (38.2%)	55
Live on adjacent roads	71 (44.4%)	31 (19.4%)	9 (5.6%)	10 (6.3%)	39 (24.4%)	160
Work/study in the local area	141 (50.9%)	41 (14.8%)	9 (3.2%)	13 (4.7%)	73 (26.4%)	277

Visit shops, pubs, community facilities in the local area	200 (52.4%)	47 (12.3%)	13 (3.4%)	16 (4.2%)	106 (27.7%)	382
Commute through the local area	164 (50.6%)	40 (12.3%)	12 (3.7%)	16 (4.9%)	92 (28.4%)	324
Have a business in the local area	8 (29.6%)	1 (3.7%)	0 (0%)	2 (7.4%)	16 (59.3%)	27
Responding on behalf of a local group or organisation	2 (40%)	0 (0%)	0 (0%)	0 (0%)	3 (60%)	5
None of the above/other	14 (46.7%)	2 (6.7%)	2 (6.7%)	2 (6.7%)	10 (33.3%)	30
Stakeholder	2 (28.6%)	0 (0%)	0 (0%)	0 (0%)	5 (71.4%)	7

Question 24

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	239 (40.9%)	118 (20.2%)	28 (4.8%)	40 (6.8%)	160 (27.4%)	585
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	14 (63.6%)	3 (13.6%)	1 (4.5%)	0 (0%)	4 (18.2%)	22
25-34	46 (52.3%)	18 (20.5%)	2 (2.3%)	4 (4.5%)	18 (20.5%)	88
35-44	54 (47%)	24 (20.9%)	6 (5.2%)	6 (5.2%)	25 (21.7%)	115
45-54	55 (38.7%)	33 (23.2%)	2 (1.4%)	11 (7.7%)	41 (28.9%)	142
55-64	40 (39.6%)	21 (20.8%)	9 (8.9%)	5 (5%)	26 (25.7%)	101
65-74	23 (33.3%)	10 (14.5%)	7 (10.1%)	7 (10.1%)	22 (31.9%)	69
75 and above	2 (16.7%)	4 (33.3%)	1 (8.3%)	2 (16.7%)	3 (25%)	12
Prefer not to say	3 (12.5%)	3 (12.5%)	0 (0%)	4 (16.7%)	14 (58.3%)	24
Disability or health condition that affects travel						
Yes	10 (13.5%)	9 (12.2%)	6 (8.1%)	10 (13.5%)	39 (52.7%)	74
No	220 (49.7%)	99 (22.3%)	21 (4.7%)	21 (4.7%)	82 (18.5%)	443
Prefer not to say	4 (7.8%)	7 (13.7%)	0 (0%)	7 (13.7%)	33 (64.7%)	51
Sex						
Female	51 (30.2%)	40 (23.7%)	9 (5.3%)	15 (8.9%)	54 (32%)	169
Male	165 (53.2%)	59 (19%)	16 (5.2%)	15 (4.8%)	55 (17.7%)	310
Prefer not to say	19 (21.3%)	15 (16.9%)	3 (3.4%)	9 (10.1%)	43 (48.3%)	89
Gender						
Same as at birth	205 (45.6%)	96 (21.3%)	24 (5.3%)	23 (5.1%)	102 (22.7%)	450
Differs from birth	2 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	21 (23.6%)	12 (13.5%)	2 (2.2%)	10 (11.2%)	44 (49.4%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	4 (23.5%)	3 (17.6%)	2 (11.8%)	0 (0%)	8 (47.1%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (16.7%)	1 (16.7%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	6 (33.3%)	3 (16.7%)	1 (5.6%)	1 (5.6%)	7 (38.9%)	18
Other ethnic group includes Arab or any other ethnic group	2 (16.7%)	2 (16.7%)	1 (8.3%)	0 (0%)	7 (58.3%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	218 (44.6%)	103 (21.1%)	24 (4.9%)	34 (7%)	110 (22.5%)	489
Location:						
In CB1 or CB2	104 (44.8%)	47 (20.3%)	10 (4.3%)	15 (6.5%)	56 (24.1%)	232
Outside CB1 and CB2	89 (39%)	52 (22.8%)	11 (4.8%)	14 (6.1%)	62 (27.2%)	228
Reason for responding to survey						
Live along the proposed route	22 (40.7%)	7 (13%)	4 (7.4%)	2 (3.7%)	19 (35.2%)	54
Live on adjacent roads	70 (44%)	30 (18.9%)	9 (5.7%)	14 (8.8%)	36 (22.6%)	159
Work/study in the local area	118 (42.9%)	67 (24.4%)	9 (3.3%)	19 (6.9%)	62 (22.5%)	275

Visit shops, pubs, community facilities in the local area	169	(44.7%)	82	(21.7%)	10	(2.6%)	24	(6.3%)	93	(24.6%)	378
Commute through the local area	141	(43.5%)	74	(22.8%)	12	(3.7%)	19	(5.9%)	78	(24.1%)	324
Have a business in the local area	6	(22.2%)	3	(11.1%)	0	(0%)	3	(11.1%)	15	(55.6%)	27
Responding on behalf of a local group or organisation	2	(40%)	2	(40%)	0	(0%)	0	(0%)	1	(20%)	5
None of the above/other	13	(43.3%)	3	(10%)	3	(10%)	4	(13.3%)	7	(23.3%)	30
Stakeholder	2	(28.6%)	2	(28.6%)	0	(0%)	1	(14.3%)	2	(28.6%)	7

Question 25

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	201 (34.2%)	87 (14.8%)	52 (8.8%)	92 (15.6%)	156 (26.5%)	588
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	11 (50%)	2 (9.1%)	2 (9.1%)	2 (9.1%)	5 (22.7%)	22
25-34	34 (38.6%)	14 (15.9%)	7 (8%)	11 (12.5%)	22 (25%)	88
35-44	53 (46.1%)	17 (14.8%)	6 (5.2%)	16 (13.9%)	23 (20%)	115
45-54	49 (34.5%)	19 (13.4%)	13 (9.2%)	22 (15.5%)	39 (27.5%)	142
55-64	29 (28.7%)	15 (14.9%)	9 (8.9%)	22 (21.8%)	26 (25.7%)	101
65-74	20 (28.6%)	15 (21.4%)	7 (10%)	12 (17.1%)	16 (22.9%)	70
75 and above	2 (16.7%)	2 (16.7%)	3 (25%)	3 (25%)	2 (16.7%)	12
Prefer not to say	2 (8%)	1 (4%)	5 (20%)	1 (4%)	16 (64%)	25
Disability or health condition that affects travel						
Yes	9 (12.2%)	11 (14.9%)	7 (9.5%)	12 (16.2%)	35 (47.3%)	74
No	186 (41.8%)	69 (15.5%)	39 (8.8%)	69 (15.5%)	82 (18.4%)	445
Prefer not to say	3 (5.8%)	4 (7.7%)	5 (9.6%)	8 (15.4%)	32 (61.5%)	52
Sex						
Female	52 (30.6%)	24 (14.1%)	17 (10%)	28 (16.5%)	49 (28.8%)	170
Male	129 (41.6%)	54 (17.4%)	23 (7.4%)	48 (15.5%)	56 (18.1%)	310
Prefer not to say	18 (20%)	7 (7.8%)	11 (12.2%)	12 (13.3%)	42 (46.7%)	90
Gender						
Same as at birth	174 (38.4%)	68 (15%)	39 (8.6%)	72 (15.9%)	100 (22.1%)	453
Differs from birth	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	18 (20.2%)	11 (12.4%)	6 (6.7%)	10 (11.2%)	44 (49.4%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	3 (17.6%)	3 (17.6%)	0 (0%)	1 (5.9%)	10 (58.8%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	0 (0%)	0 (0%)	1 (16.7%)	5 (83.3%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	5 (26.3%)	3 (15.8%)	1 (5.3%)	2 (10.5%)	8 (42.1%)	19
Other ethnic group includes Arab or any other ethnic group	1 (8.3%)	1 (8.3%)	0 (0%)	2 (16.7%)	8 (66.7%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	185 (37.8%)	76 (15.5%)	45 (9.2%)	80 (16.3%)	104 (21.2%)	490
Location:						
In CB1 or CB2	91 (39.1%)	35 (15%)	23 (9.9%)	31 (13.3%)	53 (22.7%)	233
Outside CB1 and CB2	72 (31.4%)	36 (15.7%)	20 (8.7%)	41 (17.9%)	60 (26.2%)	229
Reason for responding to survey						
Live along the proposed route	21 (38.9%)	7 (13%)	4 (7.4%)	4 (7.4%)	18 (33.3%)	54
Live on adjacent roads	60 (37.5%)	26 (16.3%)	16 (10%)	23 (14.4%)	35 (21.9%)	160
Work/study in the local area	103 (37.3%)	42 (15.2%)	23 (8.3%)	46 (16.7%)	62 (22.5%)	276

Visit shops, pubs, community facilities in the local area	143 (37.6%)	54 (14.2%)	29 (7.6%)	70 (18.4%)	84 (22.1%)	380
Commute through the local area	124 (38.2%)	49 (15.1%)	27 (8.3%)	53 (16.3%)	72 (22.2%)	325
Have a business in the local area	6 (22.2%)	2 (7.4%)	0 (0%)	6 (22.2%)	13 (48.1%)	27
Responding on behalf of a local group or organisation	1 (20%)	1 (20%)	0 (0%)	2 (40%)	1 (20%)	5
None of the above/other	8 (27.6%)	4 (13.8%)	6 (20.7%)	6 (20.7%)	5 (17.2%)	29
Stakeholder	1 (14.3%)	1 (14.3%)	0 (0%)	3 (42.9%)	2 (28.6%)	7

Question 26

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	166 (28.3%)	150 (25.6%)	76 (12.9%)	31 (5.3%)	164 (27.9%)	587
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	10 (45.5%)	4 (18.2%)	3 (13.6%)	1 (4.5%)	4 (18.2%)	22
25-34	28 (31.8%)	22 (25%)	11 (12.5%)	5 (5.7%)	22 (25%)	88
35-44	37 (32.5%)	25 (21.9%)	16 (14%)	7 (6.1%)	29 (25.4%)	114
45-54	41 (28.9%)	34 (23.9%)	16 (11.3%)	9 (6.3%)	42 (29.6%)	142
55-64	25 (24.8%)	30 (29.7%)	16 (15.8%)	6 (5.9%)	24 (23.8%)	101
65-74	18 (25.7%)	22 (31.4%)	10 (14.3%)	1 (1.4%)	19 (27.1%)	70
75 and above	3 (25%)	5 (41.7%)	3 (25%)	0 (0%)	1 (8.3%)	12
Prefer not to say	2 (8%)	5 (20%)	1 (4%)	1 (4%)	16 (64%)	25
Disability or health condition that affects travel						
Yes	9 (12.2%)	10 (13.5%)	12 (16.2%)	5 (6.8%)	38 (51.4%)	74
No	149 (33.6%)	129 (29.1%)	57 (12.9%)	23 (5.2%)	85 (19.2%)	443
Prefer not to say	3 (5.8%)	8 (15.4%)	4 (7.7%)	2 (3.8%)	35 (67.3%)	52
Sex						
Female	36 (21.3%)	44 (26%)	26 (15.4%)	11 (6.5%)	52 (30.8%)	169
Male	114 (36.8%)	87 (28.1%)	38 (12.3%)	14 (4.5%)	57 (18.4%)	310
Prefer not to say	14 (15.6%)	14 (15.6%)	10 (11.1%)	5 (5.6%)	47 (52.2%)	90
Gender						
Same as at birth	142 (31.5%)	124 (27.5%)	59 (13.1%)	22 (4.9%)	104 (23.1%)	451
Differs from birth	1 (50%)	0 (0%)	1 (50%)	0 (0%)	0 (0%)	2
Prefer not to say	13 (14.6%)	17 (19.1%)	6 (6.7%)	5 (5.6%)	48 (53.9%)	89

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	1 (5.9%)	2 (11.8%)	3 (17.6%)	0 (0%)	11 (64.7%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	0 (0%)	2 (33.3%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	5 (26.3%)	2 (10.5%)	1 (5.3%)	2 (10.5%)	9 (47.4%)	19
Other ethnic group includes Arab or any other ethnic group	0 (0%)	3 (25%)	2 (16.7%)	0 (0%)	7 (58.3%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	153 (31.3%)	135 (27.6%)	66 (13.5%)	25 (5.1%)	110 (22.5%)	489
Location:						
In CB1 or CB2	76 (32.9%)	49 (21.2%)	34 (14.7%)	16 (6.9%)	56 (24.2%)	231
Outside CB1 and CB2	59 (25.7%)	71 (30.9%)	26 (11.3%)	11 (4.8%)	63 (27.4%)	230
Reason for responding to survey						
Live along the proposed route	21 (38.9%)	6 (11.1%)	5 (9.3%)	2 (3.7%)	20 (37%)	54
Live on adjacent roads	45 (28.3%)	43 (27%)	24 (15.1%)	11 (6.9%)	36 (22.6%)	159
Work/study in the local area	85 (30.9%)	71 (25.8%)	36 (13.1%)	20 (7.3%)	63 (22.9%)	275

Visit shops, pubs, community facilities in the local area	115 (30.3%)	109 (28.7%)	45 (11.8%)	19 (5%)	92 (24.2%)	380
Commute through the local area	96 (29.5%)	82 (25.2%)	47 (14.5%)	21 (6.5%)	79 (24.3%)	325
Have a business in the local area	4 (14.8%)	4 (14.8%)	1 (3.7%)	3 (11.1%)	15 (55.6%)	27
Responding on behalf of a local group or organisation	2 (40%)	2 (40%)	0 (0%)	0 (0%)	1 (20%)	5
None of the above/other	9 (30%)	8 (26.7%)	8 (26.7%)	0 (0%)	5 (16.7%)	30
Stakeholder	2 (28.6%)	2 (28.6%)	0 (0%)	1 (14.3%)	2 (28.6%)	7

Question 27

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	274 (46.8%)	103 (17.6%)	54 (9.2%)	16 (2.7%)	138 (23.6%)	585
Age range:						
Under 16	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)	2
16-24	13 (59.1%)	3 (13.6%)	1 (4.5%)	1 (4.5%)	4 (18.2%)	22
25-34	46 (52.3%)	17 (19.3%)	6 (6.8%)	1 (1.1%)	18 (20.5%)	88
35-44	63 (55.8%)	16 (14.2%)	7 (6.2%)	3 (2.7%)	24 (21.2%)	113
45-54	64 (45.1%)	25 (17.6%)	16 (11.3%)	4 (2.8%)	33 (23.2%)	142
55-64	48 (47.5%)	17 (16.8%)	9 (8.9%)	3 (3%)	24 (23.8%)	101
65-74	30 (42.9%)	14 (20%)	11 (15.7%)	2 (2.9%)	13 (18.6%)	70
75 and above	3 (25%)	6 (50%)	2 (16.7%)	0 (0%)	1 (8.3%)	12
Prefer not to say	4 (16.7%)	4 (16.7%)	2 (8.3%)	0 (0%)	14 (58.3%)	24
Disability or health condition that affects travel						
Yes	15 (20.5%)	8 (11%)	15 (20.5%)	1 (1.4%)	34 (46.6%)	73
No	243 (54.9%)	89 (20.1%)	31 (7%)	11 (2.5%)	69 (15.6%)	443
Prefer not to say	10 (19.6%)	4 (7.8%)	7 (13.7%)	2 (3.9%)	28 (54.9%)	51
Sex						
Female	72 (42.9%)	29 (17.3%)	20 (11.9%)	3 (1.8%)	44 (26.2%)	168
Male	174 (56.1%)	55 (17.7%)	23 (7.4%)	10 (3.2%)	48 (15.5%)	310
Prefer not to say	23 (25.8%)	16 (18%)	11 (12.4%)	1 (1.1%)	38 (42.7%)	89
Gender						
Same as at birth	232 (51.3%)	81 (17.9%)	40 (8.8%)	9 (2%)	90 (19.9%)	452
Differs from birth	1 (50%)	1 (50%)	0 (0%)	0 (0%)	0 (0%)	2
Prefer not to say	24 (27.3%)	17 (19.3%)	7 (8%)	2 (2.3%)	38 (43.2%)	88

Ethnic Group						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	5 (29.4%)	4 (23.5%)	0 (0%)	0 (0%)	8 (47.1%)	17
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (33.3%)	0 (0%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	5 (26.3%)	4 (21.1%)	3 (15.8%)	1 (5.3%)	6 (31.6%)	19
Other ethnic group includes Arab or any other ethnic group	3 (25%)	1 (8.3%)	2 (16.7%)	0 (0%)	6 (50%)	12
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	247 (50.6%)	91 (18.6%)	43 (8.8%)	13 (2.7%)	94 (19.3%)	488
Location:						
In CB1 or CB2	113 (48.7%)	45 (19.4%)	23 (9.9%)	5 (2.2%)	46 (19.8%)	232
Outside CB1 and CB2	103 (45%)	42 (18.3%)	23 (10%)	8 (3.5%)	53 (23.1%)	229
Reason for responding to survey						
Live along the proposed route	22 (40.7%)	7 (13%)	5 (9.3%)	1 (1.9%)	19 (35.2%)	54
Live on adjacent roads	82 (51.6%)	33 (20.8%)	14 (8.8%)	4 (2.5%)	26 (16.4%)	159
Work/study in the local area	141 (51.5%)	48 (17.5%)	24 (8.8%)	10 (3.6%)	51 (18.6%)	274

Visit shops, pubs, community facilities in the local area	204	(53.8%)	66	(17.4%)	29	(7.7%)	10	(2.6%)	70	(18.5%)	379
Commute through the local area	161	(50%)	57	(17.7%)	28	(8.7%)	10	(3.1%)	66	(20.5%)	322
Have a business in the local area	10	(38.5%)	1	(3.8%)	0	(0%)	2	(7.7%)	13	(50%)	26
Responding on behalf of a local group or organisation	2	(40%)	1	(20%)	0	(0%)	1	(20%)	1	(20%)	5
None of the above/other	12	(41.4%)	4	(13.8%)	6	(20.7%)	1	(3.4%)	6	(20.7%)	29
Stakeholder	2	(28.6%)	1	(14.3%)	0	(0%)	2	(28.6%)	2	(28.6%)	7