



# Travel for Work Survey Report 2009

produced for

**University of Cambridge**

by the **Cambridgeshire Travel for Work  
Partnership**



*Helping business get there!*

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## Introduction

This is the ninth annual Travel for Work (TfW) survey in its current format. Based on employee responses, the survey provides you with a picture of the way your employees get to work.

The results are a useful monitor of the effect of your workplace travel initiatives. Alternatively, if you are in the early stages of looking at travel issues, these results will help you prioritise the actions to take, and help set targets.

As a member of the Travel for Work network, you currently receive this report free of charge.

From 2010 it is likely that TfW will be using a different package to collect and collate the data. We will try and ensure that any changes will protect year on year comparability of the results. At present we are unsure if there will be any cost implications as a result of this change. ***We would appreciate any comments from employers about the possibility of incurring a charge for taking part in the survey.***

Further analysis of the survey is possible. Should you require this, TfW may need to charge for this work. Please contact us to discuss your requirements.

## The 2009 survey

We asked commuters about their journeys to work from Saturday 3<sup>rd</sup> October to Friday 9<sup>th</sup> October 2009.

As the survey is for the full seven days it allows health, retail and other organisations with weekend working to get a fuller picture of how their employees are travelling.

There will have been much interest generated in your workplace by this survey. You can capitalise on this by using the results in Travel Plan promotion. At the least we strongly advise employers to make the results known to your staff - and you could perhaps link this to promotion of a particular travel initiative.

### *The Report*

The body of this report highlights key data from the survey.

**Table 1** (page 5) compares your results this year to previous years, if available, and to the TfW survey as a whole. We have reported the five days, Monday to Friday, in this table.

The Saturday and Sunday results can be found in **Appendix A** which includes the full results for your employees. For employers

with *multiple sites* Appendix A also includes site specific results where more than 30 persons responded.

The full results for ALL organisations taking part in the 2009 survey are attached in **Appendix B**.

**New** this year are two additional questions:

- **commute journey time (see Table 3)**
- **fuel type for lone drivers and car shares** in order to provide a more accurate calculation of CO<sub>2</sub> emissions (**see Table 4**)

We also include, for comparison, **Table 5** (page 8) that shows the year on year figures for a group of employers (the TFW core group) who take part in the survey each year. This year one of the core group employers has not undertaken the survey and we have therefore removed their results from the core group figures for previous years.

### *Number of one-way trips*

Each year we report the total number of trips undertaken by employees getting **to** work during the survey week. This figure can be found at point 3 on the results form in **Appendix A**. This figure is for **all** trips made during the survey week, Saturday to Friday but does not include "home working".

### *'Other'*

For ease of analysis we removed the choice of 'Other' from the list of travel modes a few years ago.

However, some respondents have selected the option: "Please use the box below to ask a question or make a comment" as a mode and this has been recorded as "Other" in the database. We have reviewed these responses and where the comment suggests their mode of travel is covered by a mode in the list of options, their response has been altered.

### *'Comments'*

Comments made by your employees on the survey form can be found in **Appendix C**. These comments are anonymous.

### *The Weather*

If we have a choice of transport, the weather obviously affects our decision-making. **Appendix D** outlines the weather data for the survey week.

### *Questions or Queries*

If you have any questions or queries regarding your results or the survey in general please contact:

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*Travel for Work is a partnership of ten Cambridgeshire organisations, which aims to cut business costs through sustainable transport. More details on how we help employers can be found at [www.tfw.org.uk](http://www.tfw.org.uk)*

## University of Cambridge - Modal Split Results 2009 (5 days – Monday 5th October to Friday 9th October 2009)

Table 1

Mode	University of Cambridge							All TfW Employers 2009 (excl UoC)	All TfW Employers 2009
	2003	2004	2005	2006	2007	2008	2009		
<b>Bicycle</b>	39.14%	37.55%	38.09%	41.94%	39.32%	39.97%	<b>39.09%</b>	17.40%	21.14%
<b>Car Share</b>	9.34%	10.38%	8.62%	7.61%	6.70%	7.73%	<b>7.22%</b>	9.89%	9.42%
<b>Drive (alone)</b>	29.02%	27.22%	25.04%	23.34%	24.15%	22.12%	<b>22.40%</b>	50.30%	45.46%
<b>Homeworking</b>	n/a	0.97%	1.37%	1.29%	1.54%	1.85%	<b>1.66%</b>	2.04%	1.98%
<b>Motorbike</b>	1.62%	1.29%	2.18%	1.21%	1.47%	1.90%	<b>1.33%</b>	0.86%	0.98%
<b>Other</b>	n/a	0.50%	1.78%	0.37%	0.56%	0.32%	<b>2.04%</b>	1.24%	1.37%
<b>Other Workplace</b>	n/a	1.37%	1.39%	1.11%	1.30%	1.64%	<b>1.45%</b>	2.69%	2.48%
<b>Public Bus</b>	6.22%	8.01%	7.08%	9.97%	10.38%	8.71%	<b>9.20%</b>	5.35%	6.01%
<b>Staff Bus</b>	0.06%	0.24%	0.18%	0.11%	0.07%	0.08%	<b>0.01%</b>	0.34%	0.28%
<b>Train</b>	3.86%	3.80%	4.48%	4.47%	5.26%	5.57%	<b>4.98%</b>	3.60%	3.83%
<b>Walk</b>	8.84%	8.66%	9.60%	8.75%	9.26%	10.11%	<b>10.61%</b>	6.30%	7.04%
<b>Number of one way trips</b>	8723	8911	4957	6216	5705	7693	<b>8478</b>	40,077	48,593
<b>Participation</b> (no of respondents as a percentage of total staff)						18%	<b>20%</b>	-	24%

## University of Cambridge – Modal Split by Location (5 days – Monday 6th October to Friday 10th October 2008)

Table 2

<i>Modal Split by site (Mon to Fri)</i>	<i>Bicycle</i>	<i>Car share</i>	<i>Drive Alone</i>	<i>Home</i>	<i>Motor bike</i>	<i>Other</i>	<i>Other Work place</i>	<i>Public Bus</i>	<i>Staff Bus</i>	<i>Train</i>	<i>Walk</i>	<i>One way trips by site</i>
University at Addenbrookes	213	69	270	11	11	29	10	69	0	14	48	744
Clarkson Road	117	4	22	1	0	0	2	10	0	10	42	208
Downing Site	361	59	102	12	13	20	8	80	0	60	82	797
Faculty of Education	117	39	161	27	5	6	12	20	0	20	37	444
Mill Lane/Old Press Site	281	101	123	4	5	20	3	72	1	28	60	698
New Museums	517	71	160	9	22	37	16	107	0	53	87	1079
North City	72	22	39	0	2	7	6	20	0	13	46	227
Old Addenbrooke's Site	355	51	132	4	11	13	20	113	0	53	106	858
Sidgwick	173	21	150	28	0	10	5	70	0	30	95	582
South City	187	17	73	8	7	8	9	41	0	50	40	440
The Old Schools Site	34	20	74	2	0	8	2	33	0	40	49	262
Trumpington Street	157	26	54	2	3	8	9	32	0	17	52	360
West Cambridge	649	91	340	30	13	5	17	87	0	28	140	1400
Other	37	13	174	1	19	0	2	16	0	1	4	267
<b>Total 2009</b>	<b>3270</b>	<b>604</b>	<b>1874</b>	<b>139</b>	<b>111</b>	<b>171</b>	<b>121</b>	<b>770</b>	<b>1</b>	<b>417</b>	<b>888</b>	<b>8366</b>
Total 2008	3023	585	1673	140	144	24	124	659	6	421	765	7564

## University of Cambridge - Commute Time Results 2009

Respondents were asked about how long their commute to work takes on a normal day. The following are the results:

Table 3

<i>Commute Time</i>	<i>Number</i>	<i>%</i>	<i>Cumulative</i>	<i>All TfW Employers 2009</i>
<20 minutes	736	41.16%	41.16%	35.42%
21 to 40 mins	645	36.07%	77.24%	38.50%
41 to 60 mins	287	16.05%	93.29%	18.06%
61 to 90 mins	93	5.20%	98.49%	6.36%
91+ min	27	1.51%	100.00%	1.66%
<b>Total</b>	<b>1,788</b>			

## University of Cambridge - CO<sub>2</sub> Emissions 2009 (Emissions for full survey week: Saturday to Friday)

Table 4

<b>Mode</b>	<b>No of Trips</b>	<b>Average Distance (km)</b>	<b>Conversion Factor (Kg CO<sub>2</sub> per unit)<sup>1</sup></b>	<b>Total kg CO<sub>2</sub> (kg's)</b>
Car - Petrol	1390	18.657	0.2070	5368.34
Car - Diesel	542	18.657	0.1979	2000.25
Car - LPG	11	18.657	0.2243	44.24
Carshare – Petrol	442	15.072	0.2070	1380.19
Carshare – Diesel	172	15.072	0.1979	514.26
Carshare – LPG	3	15.072	0.2243	11.37
Motorbike	115	12.546	0.1059	152.79
Public Bus	781	9.8524	0.1073	825.64
Staff Bus	2	73.596	0.1158	17.04
Train	421	37.664	0.0602	954.56
<b>Total kg CO<sub>2</sub></b>				<b>11,268.69</b>

<sup>1</sup> Source: DEFRA 2008 Guidelines to GHG Conversion Factors – see also pages 11 and 12

## The 'Core Group' Survey Results 2009

Table 5

<b>Mode</b>	<b>Oct 2001</b>	<b>Oct 2002</b>	<b>Oct 2003</b>	<b>Oct 2004</b>	<b>Oct 2005</b>	<b>Oct 2006</b>	<b>Oct 2007</b>	<b>Oct 2008</b>	<b>Oct 2009</b>
<b>Bicycle</b>	21.9%	26.1%	23.3%	22.5%	23.2%	25.3%	24.1%	24.5%	<b>24.7%</b>
<b>Car Share</b>	11.2%	11.4%	12.2%	11.1%	10.9%	10.9%	9.7%	10.8%	<b>9.8%</b>
<b>Drive (alone)</b>	47.9%	41.2%	44.3%	44.8%	41.0%	39.8%	41.7%	38.7%	<b>40.3%</b>
<b>Homeworking</b>	-	-	-	2.3%	1.8%	1.6%	1.9%	2.4%	<b>2.0%</b>
<b>Motorbike</b>	1.5%	2.0%	1.7%	1.3%	1.8%	1.6%	1.6%	1.8%	<b>1.1%</b>
<b>Other</b>	-	-	-	0.5%	1.8%	0.2%	0.3%	0.2%	<b>1.5%</b>
<b>Other Workplace</b>	-	-	-	1.0%	2.0%	1.8%	2.0%	2.1%	<b>2.0%</b>
<b>Public Bus</b>	6.6%	7.8%	6.2%	6.7%	6.5%	7.7%	7.7%	7.8%	<b>7.0%</b>
<b>Staff Bus</b>	1.1%	0.9%	0.5%	0.8%	0.8%	0.8%	0.6%	0.4%	<b>0.4%</b>
<b>Telework</b>	0.9%	1.3%	2.4%	-	-	-	-	-	<b>-</b>
<b>Train</b>	2.3%	2.3%	2.7%	2.9%	3.0%	3.2%	3.8%	3.9%	<b>3.3%</b>
<b>Walk</b>	6.6%	7.0%	6.7%	6.1%	7.2%	6.9%	6.5%	7.6%	<b>7.9%</b>

Notes on table:

1. The above table is based on 7 "core" employers that allow year on year comparisons to be made.
2. The seven core Employers are: Cambridge City Council, GO-East (Government Office for East of England), Marshall Group of Companies, South Cambridgeshire District Council, University of Cambridge, Cambridgeshire County Council and Huntingdonshire District Council.

## Facts and Figures for the *full* TFW Survey 2009

- ❖ In total 74 organisations took part in the Travel for Work survey, giving a potential survey population of 44,651.
- ❖ 10,910 completed survey forms were received.
- ❖ 216 returns were 'spoilt' and have been removed from the results. There were a significant number of duplicate entries (120) this year followed by organisations out of the area and invalid or no home postcodes.
- ❖ Therefore, 2009 sees a total 10,694 valid respondents, up from 8,163 in 2008. This is the highest ever number of respondents for the annual survey.
- ❖ This amounts to a participation rate of 23.95% of the potential survey population and is up 2.84% on last year's participation rate. Table 4 indicates the participation rates for the last five years.

Table 6

<b>Year</b>	<b>Participation Rate</b>
<b>2009</b>	23.95%
<b>2008</b>	21.11%
<b>2007</b>	21.46%
<b>2006</b>	15.51%
<b>2005</b>	14.91%
<b>2004</b>	14.79%

- ❖ This year eleven organisations achieved a response rate over 50%, up by one on last year. However, twenty one organisations achieved a response rate of over 40%, seven more than in 2008. One organisation with 88 employees achieved 100% participation!
- ❖ Nineteen employers took part for the first time or had not taken part last year.
- ❖ Thirty Three organisations offered a prize draw.

## Average Distance Travelled

In 2009 the average one-way distance travelled to work by respondents who gave their home postcode was 13.12km (8.2 miles). This is down on last years average distance travelled. Table 5 provides a comparison for the last five years, however as the survey sample varies from year to year, direct year on year comparisons is problematic.

Table 7

Year	Average Distance Travelled
2009	13.12km (8.20 miles)
2008	15.75km (9.78miles)
2007	16.47km (10.23miles)
2006	14.71km (9.14miles)
2005	13.89km (8.63miles)
2004	12.67km (7.87miles)

## Longest and Shortest Journeys

The longest journey made was 253km (158miles) and was made by car. This is less than the 495km (308miles) journey recorded last year, by someone travelling by car.

The shortest journey was 36 metres and was made by someone walking to work.

## Drive Alone

The 2001 census showed that 12.6% of Cambridgeshire driving commuters drove less than 2km (1.25miles) to work. The percentage of TfW survey respondents driving less than 2km has varied over the past 5 years between 4.68% and 3.88% and does not follow any pattern. **Please check your figure in this category as these are trips that could potentially be undertaken by walking or cycling.**

Table 8

Year	% of Drive alone trips less than 2km
2009	4.68%
2008	5.30%
2007	4.68%
2006	5.57%
2005	3.88%
2004	5.53%

### **Park & Ride**

639 respondents used the Park & Ride buses at some time during the survey. This equates to 5.98% of all respondents. In 2008, 5.74% of respondents used Park & Ride buses during the survey week, in 2007 it was 4.12% and in 2006 6.08%.

### **Park & Cycle**

293 respondents used Park & Cycle, either at the Park & Ride sites in Cambridge or (for University staff) at the West Cambridge site. This equates to 2.74% of all respondents. In 2008, 2.16% of respondents used Park & Cycle during the cycle week, in 2007 it was 1.15% and in 2006, 1.21%.

### **Travel Plan Recognition**

31.81% of all respondents indicated that they knew that their employer had a travel plan, down from 33.9% in 2008. One employer achieved 97.73% recognition and the lowest figure was 2.04%. 55.93% were unsure if their employer had a travel plan slightly more than the 2008 figure of 55.46%.

### **CO<sub>2</sub> Emissions by Mode**

Defra (in a document entitled *2008 Guidelines to Defra's GHG Conversion Factors*) provides average conversion factors for the calculation of CO<sub>2</sub> emissions for a number of transport modes for example:

- car journeys:
- motor bike journeys by size of bike (including an average)
- train journeys (by National Rail)
- bus journeys (by local bus, average bus, etc)

The Travel for Work survey reports on:

- Number of trips by mode (eg. car, car share, motorbike, bus, staff bus, train)
- Average distance travelled by mode

Therefore it is possible to calculate the total CO<sub>2</sub> emissions by transport mode for each participating company for the survey week by using the formula:

$$\text{Total kg CO}_2 = \text{No of Trips (by mode - provided from the survey)} \times \text{Average Distance (km) travelled (by mode - Provided from the survey)} \times \text{Conversion factor (kg CO}_2 \text{ per km)}$$

*The Defra document provides different conversion factors by transport mode*

The following table provides the Total CO<sub>2</sub> emissions by mode for all organisations taking part in the survey across the survey week.

**Table 9**

<b>Mode</b>	<b>No of Trips</b>	<b>Average Distance (km)</b>	<b>Conversion Factor (Kg CO<sub>2</sub> per unit)<sup>1</sup></b>	<b>Total kg CO<sub>2</sub> (kg's)</b>
<b>Car - Petrol</b>	15,487	15.935	0.2070	<b>51,085.75</b>
<b>Car - Diesel</b>	6,905	15.935	0.1979	<b>21,775.23</b>
<b>Car - LPG</b>	94	15.935	0.2243	<b>337.75</b>
<b>Carshare – Petrol</b>	3,189	14.832	0.2070	<b>9,790.20</b>
<b>Carshare – Diesel</b>	1,422	14.832	0.1979	<b>4,173.06</b>
<b>Carshare – LPG</b>	19	14.832	0.2243	<b>64.73</b>
<b>Motorbike</b>	501	13.006	0.1059	<b>690.05</b>
<b>Public Bus</b>	2,978	10.618	0.1073	<b>3,392.87</b>
<b>Staff Bus</b>	137	18.057	0.1158	<b>286.47</b>
<b>Train</b>	1,882	33.539	0.0602	<b>3,799.85</b>
<b>Total kg CO<sub>2</sub></b>				<b>95,395.94</b>

<sup>1</sup> Source: DEFRA 2008 Guidelines to GHG Conversion Factors

# Appendix A - University of Cambridge Specific Results

	All	Parent	University of Cambridge	Calculate				
1. Number of respondents			1789					
2. Percentage of workforce			20.32%					
3. Number of trips recorded*			8478					
4. Average number of trips per respondent			4.739					
5. Average distance travelled (km)			11.084					
6. Longest distance travelled by mode	Mode	train	Distance	213.419078				
7. Shortest distance travelled by mode	Mode	walk	Distance	0.14091132				
8. Average distance travelled by mode	Bicycle	3,4020	Car Share	15.072	Drive (alone)	18.657	Home	22.571
	Motorbike	12.546	Other	20.541	Other Workplace	14.219	Public Bus	9.8524
	Staff Bus	73.596	Train	37.664	Walk	2.6772		
9. Drive alone - percentage of respondents and distance	Less than 2km	4.71%	2.1-5km	14.86%	5.1-10km	22.10%	10.1-20km	27.54%
	20.1-30km	17.93%	30.1-40km	5.25%	More than 40km	7.61%		
10. Modal Split - Monday to Friday	Bicycle	3270	39.09%	Other Workplace	121	1.45%		
	Car Share	604	7.22%	Public Bus	770	9.20%		
	Drive (alone)	1874	22.40%	Staff Bus	1	0.01%		
	Home	139	1.66%	Train	417	4.98%		
	Motorbike	111	1.33%	Walk	888	10.61%		
	Other	171	2.04%	No work	569			
11. Modal Split - Saturday & Sunday	Bicycle	101	35.94%	Other Workplace	7	2.49%		
	Car Share	15	5.34%	Public Bus	11	3.91%		
	Drive (alone)	71	25.27%	Staff Bus	1	0.36%		
	Home	30	10.68%	Train	4	1.42%		
	Motorbike	4	1.42%	Walk	35	12.46%		
	Other	2	0.71%	No work	3296			
12. Park and Ride responses	Number	139	%	7.78%				
13. Park and Cycle responses	Number	64	%	3.58%				
14. Does my employer have a travel plan	Yes	350	%	19.57%				
	No	180	%	10.07%				
	Don't know	1258	%	70.36%				
15. Do you know who to contact?	Yes	797	%	44.62%				
	No	989	%	55.38%				

\* No. of trips Sat - Fri excl. home working

## Site Specific Results - for sites with more than 30 respondents

All      Parent      Faculty of Education      Calculate

1. Number of respondents      97

10. Modal Split - Monday to Friday

Bicycle	117	26.35%	Other Workplace	12	2.70%
Car Share	39	8.78%	Public Bus	20	4.50%
Drive (alone)	161	36.26%	Staff Bus		0.00%
Home	27	6.08%	Train	20	4.50%
Motorbike	5	1.13%	Walk	37	8.33%
Other	6	1.35%	No work	41	

11. Modal Split -Saturday & Sunday

Bicycle	3	16.67%	Other Workplace		0.00%
Car Share	1	5.56%	Public Bus		0.00%
Drive (alone)	5	27.78%	Staff Bus		0.00%
Home	6	33.33%	Train	1	5.56%
Motorbike		0.00%	Walk	2	11.11%
Other		0.00%	No work	176	

All      Parent      UoC (CARET, Engineering, Health & Safety ,MISD, RSD)      Calculate

1. Number of respondents      48

10. Modal Split - Monday to Friday

Bicycle	72	31.17%	Other Workplace	1	0.43%
Car Share	42	18.18%	Public Bus	34	14.72%
Drive (alone)	38	16.45%	Staff Bus	1	0.43%
Home	3	1.30%	Train	14	6.06%
Motorbike		0.00%	Walk	18	7.79%
Other	8	3.46%	No work	9	

11. Modal Split -Saturday & Sunday

Bicycle			Other Workplace		
Car Share			Public Bus		
Drive (alone)			Staff Bus		
Home			Train		
Motorbike			Walk		
Other			No work	96	

All      Parent      UoC (EMBS)      Calculate

1. Number of respondents      67

10. Modal Split - Monday to Friday

Bicycle	91	30.23%	Other Workplace	1	0.33%
Car Share	38	12.62%	Public Bus	13	4.32%
Drive (alone)	113	37.54%	Staff Bus		0.00%
Home	1	0.33%	Train	6	1.99%
Motorbike	21	6.98%	Walk	14	4.65%
Other	3	1.00%	No work	34	

11. Modal Split -Saturday & Sunday

Bicycle		0.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	2	40.00%	Staff Bus	1	20.00%
Home		0.00%	Train		0.00%
Motorbike	2	40.00%	Walk		0.00%
Other		0.00%	No work	129	

All      Parent      UoC (Materials Sciences & Metallurgy)      Calculate

1. Number of respondents      38

10. Modal Split - Monday to Friday

Bicycle	124	67.76%	Other Workplace	2	1.09%
Car Share	1	0.55%	Public Bus	7	3.83%
Drive (alone)	18	9.84%	Staff Bus		0.00%
Home		0.00%	Train	14	7.65%
Motorbike	1	0.55%	Walk	11	6.01%
Other	5	2.73%	No work	7	

11. Modal Split -Saturday & Sunday

Bicycle	8	100.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	68	

All      Parent      UoC (Security Office)      Calculate

1. Number of respondents      47

10. Modal Split - Monday to Friday

Bicycle	95	43.78%	Other Workplace	1	0.46%
Car Share	18	8.29%	Public Bus	31	14.29%
Drive (alone)	37	17.05%	Staff Bus		0.00%
Home		0.00%	Train	10	4.61%
Motorbike	8	3.69%	Walk	7	3.23%
Other	10	4.61%	No work	18	

11. Modal Split -Saturday & Sunday

Bicycle	2	50.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	2	50.00%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	90	

All      Parent      UoC (CUFS/Astronomy/CDT)      Calculate

1. Number of respondents      42

10. Modal Split - Monday to Friday

Bicycle	60	30.46%	Other Workplace	2	1.02%
Car Share	20	10.15%	Public Bus	8	4.06%
Drive (alone)	81	41.12%	Staff Bus		0.00%
Home	4	2.03%	Train	5	2.54%
Motorbike	6	3.05%	Walk	11	5.58%
Other		0.00%	No work	13	

11. Modal Split -Saturday & Sunday

Bicycle			Other Workplace		
Car Share			Public Bus		
Drive (alone)			Staff Bus		
Home			Train		
Motorbike			Walk		
Other			No work	84	

All      Parent      UoC (Department of Astronomy)      Calculate

1. Number of respondents      50

10. Modal Split - Monday to Friday

Bicycle	115	46.56%	Other Workplace	3	1.21%
Car Share	24	9.72%	Public Bus	12	4.86%
Drive (alone)	57	23.08%	Staff Bus		0.00%
Home	2	0.81%	Train	3	1.21%
Motorbike		0.00%	Walk	27	10.93%
Other	4	1.62%	No work	3	

11. Modal Split -Saturday & Sunday

Bicycle	2	28.57%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home	2	28.57%	Train		0.00%
Motorbike		0.00%	Walk	3	42.86%
Other		0.00%	No work	93	

All      Parent      UoC (Judge Business School, Centre for Business Research)      Calculate

1. Number of respondents      57

10. Modal Split - Monday to Friday

Bicycle	116	43.61%	Other Workplace	5	1.88%
Car Share	14	5.26%	Public Bus	32	12.03%
Drive (alone)	17	6.39%	Staff Bus		0.00%
Home	3	1.13%	Train	25	9.40%
Motorbike		0.00%	Walk	44	16.54%
Other	10	3.76%	No work	14	

11. Modal Split -Saturday & Sunday

Bicycle	1	14.29%	Other Workplace		0.00%
Car Share	2	28.57%	Public Bus	2	28.57%
Drive (alone)	1	14.29%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk	1	14.29%
Other		0.00%	No work	107	

All      Parent      UoC (Wellcome CRC)      Calculate

1. Number of respondents      34

10. Modal Split - Monday to Friday

Bicycle	73	44.24%	Other Workplace	3	1.82%
Car Share	5	3.03%	Public Bus	24	14.55%
Drive (alone)	32	19.39%	Staff Bus		0.00%
Home		0.00%	Train	6	3.64%
Motorbike		0.00%	Walk	22	13.33%
Other		0.00%	No work	5	

11. Modal Split -Saturday & Sunday

Bicycle	5	50.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	3	30.00%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk	2	20.00%
Other		0.00%	No work	58	

All      Parent      UoC (Department of Chemistry)      Calculate

1. Number of respondents      43

10. Modal Split - Monday to Friday

Bicycle	99	49.01%	Other Workplace		0.00%
Car Share	10	4.95%	Public Bus	17	8.42%
Drive (alone)	32	15.84%	Staff Bus		0.00%
Home	4	1.98%	Train	24	11.88%
Motorbike		0.00%	Walk	16	7.92%
Other		0.00%	No work	13	

11. Modal Split -Saturday & Sunday

Bicycle	3	60.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk	2	40.00%
Other		0.00%	No work	81	

All      Parent      UoC (Trumpington Street)      Calculate

1. Number of respondents      54

10. Modal Split - Monday to Friday

Bicycle	104	43.15%	Other Workplace	10	4.15%
Car Share	20	8.30%	Public Bus	33	13.69%
Drive (alone)	41	17.01%	Staff Bus		0.00%
Home	1	0.41%	Train	5	2.07%
Motorbike		0.00%	Walk	25	10.37%
Other	2	0.83%	No work	29	

11. Modal Split -Saturday & Sunday

Bicycle		0.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus	2	100.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	106	

All      Parent      UoC (Department of Plant Sciences)      Calculate

1. Number of respondents      33

10. Modal Split - Monday to Friday

Bicycle	74	46.84%	Other Workplace		0.00%
Car Share	21	13.29%	Public Bus	9	5.70%
Drive (alone)	14	8.86%	Staff Bus		0.00%
Home		0.00%	Train	19	12.03%
Motorbike		0.00%	Walk	21	13.29%
Other		0.00%	No work	7	

11. Modal Split -Saturday & Sunday

Bicycle	5	71.43%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	1	14.29%	Staff Bus		0.00%
Home	1	14.29%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	59	

All      Parent      UoC (Addenbrookes Clinical Gerontology/Pharmacology)      Calculate

1. Number of respondents      77

10. Modal Split - Monday to Friday

Bicycle	109	30.70%	Other Workplace	8	2.25%
Car Share	19	5.35%	Public Bus	38	10.70%
Drive (alone)	122	34.37%	Staff Bus		0.00%
Home	8	2.25%	Train	5	1.41%
Motorbike	6	1.69%	Walk	20	5.63%
Other	20	5.63%	No work	30	

11. Modal Split -Saturday & Sunday

Bicycle	6	40.00%	Other Workplace	1	6.67%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	7	46.67%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other	1	6.67%	No work	139	

All      Parent      UoC (Department of Physics)      Calculate

1. Number of respondents      103

10. Modal Split - Monday to Friday

Bicycle	242	48.69%	Other Workplace	1	0.20%
Car Share	28	5.63%	Public Bus	21	4.23%
Drive (alone)	136	27.36%	Staff Bus		0.00%
Home	7	1.41%	Train	6	1.21%
Motorbike	6	1.21%	Walk	50	10.06%
Other		0.00%	No work	18	

11. Modal Split -Saturday & Sunday

Bicycle	6	42.86%	Other Workplace	2	14.29%
Car Share	1	7.14%	Public Bus		0.00%
Drive (alone)	4	28.57%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk	1	7.14%
Other		0.00%	No work	192	

All      Parent      UoC (CUDO K38)      Calculate

1. Number of respondents      35

10. Modal Split - Monday to Friday

Bicycle	52	30.95%	Other Workplace	5	2.98%
Car Share	17	10.12%	Public Bus	14	8.33%
Drive (alone)	26	15.48%	Staff Bus		0.00%
Home		0.00%	Train	13	7.74%
Motorbike	2	1.19%	Walk	32	19.05%
Other	7	4.17%	No work	7	

11. Modal Split -Saturday & Sunday

Bicycle		0.00%	Other Workplace	2	40.00%
Car Share	1	20.00%	Public Bus	2	40.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	65	

All      Parent      UoC (Computer Laboratory, Intel, Cambridge Enterprise)      Calculate

1. Number of respondents      64

10. Modal Split - Monday to Friday

Bicycle	166	53.90%	Other Workplace	8	2.60%
Car Share	3	0.97%	Public Bus	36	11.69%
Drive (alone)	29	9.42%	Staff Bus		0.00%
Home	13	4.22%	Train	14	4.55%
Motorbike		0.00%	Walk	38	12.34%
Other	1	0.32%	No work	12	

11. Modal Split -Saturday & Sunday

Bicycle	12	66.67%	Other Workplace		0.00%
Car Share	1	5.56%	Public Bus		0.00%
Drive (alone)	2	11.11%	Staff Bus		0.00%
Home	3	16.67%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	110	

# Appendix B - All TfW Results

<input checked="" type="checkbox"/> All		Parent		Calculate	
1. Number of respondents		10694			
2. Percentage of workforce		23.95%			
3. Number of trips recorded*		48593			
4. Average number of trips per respondent		4.5439			
5. Average distance travelled (km)		13.185			
6. Longest distance travelled by mode	Mode	car		Distance	253.736625
7. Shortest distance travelled by mode	Mode	walk		Distance	0.03623534
8. Average distance travelled by mode	Bicycle	3.3682		Car Share	14.832
	Motorbike	13.006		Other	19.486
	Staff Bus	18.057		Train	33.539
	Walk			Walk	2.3301
9. Drive alone - percentage of respondents and distance	Less than 2km	4.68%		2.1-5km	11.31%
	20.1-30km	19.18%		30.1-40km	6.42%
	5.1-10km	16.57%		More than 40km	10.32%
	10.1-20km	31.52%			
10. Modal Split - Monday to Friday	Bicycle	10244	21.14%	Other Workplace	1201
	Car Share	4567	9.42%	Public Bus	2915
	Drive (alone)	22031	45.46%	Staff Bus	136
	Home	958	1.98%	Train	1858
	Motorbike	476	0.98%	Walk	3411
	Other	666	1.37%	No work	4976
11. Modal Split - Saturday & Sunday	Bicycle	280	24.54%	Other Workplace	35
	Car Share	65	5.70%	Public Bus	63
	Drive (alone)	466	40.84%	Staff Bus	1
	Home	53	4.65%	Train	24
	Motorbike	25	2.19%	Walk	121
	Other	8	0.70%	No work	20232
12. Park and Ride responses	Number	639	%	5.98%	
13. Park and Cycle responses	Number	293	%	2.74%	
14. Does my employer have a travel plan	Yes	3400	%	31.81%	
	No	1311	%	12.26%	
	Don't know	5979	%	55.93%	
15. Do you know who to contact?	Yes	6111	%	57.23%	
	No	4567	%	42.77%	

\* No. of trips Sat - Fri excl. home working

## Appendix C - Respondent Comments

<b>Site</b>	<b>Comment</b>
Physical Education & University Sports Facilities	HAVE TO DRIVE TO DROP OFF AND PICK UP 2 CHILDREN FROM DIFFERENT SCHOOL/NURSERY
Physical Education & University Sports Facilities	I am lucky enough to use the new bio buses which are very comfortable and clean
Clinical Oncology	As I start work at 9/9.30 because of the A10 traffic I is always difficulty in finding a parking. I did try park and ride but the bus does not stop at SRL it takes you to Addenbrookes therefore you have to walk back to SRL. Therefore I find it easier to find a parking place in one of the street nearby, although it is very frustrating. What would normally take me 25 mins to travel to work always ends up in a 45/50 min journey.
Clinical Oncology	I drove part way and cycled the rest of the journey to work on Monday & Tuesday
Clinical Oncology	I normally work Monday to Thursday. I drive to the Babraham P&R and then walk to work. Then walk to P&R and drive home at the end of the day.
Clinical Oncology	I would like to cycle to work, but part of my route includes Cherry Hinton High Street, which is not very cycle-friendly. If there were a cycle path separate from the road, or if cyclists could share the footpaths with pedestrians, this would encourage me to cycle.
Clinical Oncology	On mon 5th Oct I came to work by taxi and cycled home as my bike was already at work. I would like to use buses more often but the Citi1 bus route takes 45mins to cover the 4 mile distance - a ridiculously long time!
Addenbrookes Clinical Gerontology/Pharmacology	A14 IS A PAIN AFTER 7.00AM
Addenbrookes Clinical Gerontology/Pharmacology	Authorities in UK need to look at DK and NL and learn how to promote the use of cycles. UK cyclists need more legal protection. In Holland no car driver is aggressive with cyclists, because they will be in trouble if they hit one.
Addenbrookes Clinical Gerontology/Pharmacology	Because of the long hours & not a definite time of finishing work, it is impossible to share transport or use public transport.
Addenbrookes Clinical Gerontology/Pharmacology	By Cycle usually
Addenbrookes Clinical Gerontology/Pharmacology	Cycling is easy because Cambridge is flat but is made less convenient by inadequate provision of cycle racks.
Addenbrookes Clinical Gerontology/Pharmacology	Dropped off (car) at Worts Causeway and walk from there. Park & Ride buses have proven unreliable - bus lanes are not enforced so buses are caught in city-centre traffic.
Addenbrookes Clinical Gerontology/Pharmacology	Drove to park & ride site & walked into work from there
Addenbrookes Clinical Gerontology/Pharmacology	For the following question I have interpreted \"normal day\" to be a \"school day\" as travelling time is considerably less during school holidays.
Addenbrookes Clinical Gerontology/Pharmacology	I also had to travel to Bedford Hospital and Peterborough hospital during this week
Addenbrookes Clinical Gerontology/Pharmacology	I am disabled, so not able to cycle, although I am thinking about using the bus for part of the journey. Depends on length of time I would have to stand waiting for a bus to arrive.
Addenbrookes Clinical Gerontology/Pharmacology	I car share with my husband who drops me off in the morning and collects me again in the evening. He is able to park easily at his work place.
Addenbrookes Clinical Gerontology/Pharmacology	I catch 2 buses - one in to town centre and then to Addenbrookes\
Addenbrookes Clinical	I daily use the cycle/pedestrian path along the west side of Trumpington

Gerontology/Pharmacology	Road. It is very busy with both cyclists and pedestrians going in both directions. The section from Chaucer Road heading south to beyond Latham Road is far too narrow and therefore dangerous because the hedges have not been cut back and encroach on the path. Also, going from Chaucer Road into Trumpington Road is very dangerous because of no visibility due to overgrown hedges, and often cyclists on Trumpington Road stop suddenly when they think I am going to pull out onto the cycle path - then they skid on the dangerous metal drain covers on the cycle way at that intersection. The whole thing is dangerous, especially for the many inexperienced and intimidated children using that route. I have previously reported this to Dave Coventry at the council but nothing has been done about it.
Addenbrookes Clinical Gerontology/Pharmacology	I drive from Swavesey in Cambridge and park about 3/4 of a mile away from the Addenbrooke's Campus then walk into work.
Addenbrookes Clinical Gerontology/Pharmacology	I drive to the park & ride on the outskirts of Cambridge (about 16 miles each way) and then either cycle (3 out of 5 days on 3-9th October) or catch the shuttle bus to work (about 2 miles each way)
Addenbrookes Clinical Gerontology/Pharmacology	I drive to Trumpington park & ride, and then use the shuttle bus to get into Addenbrookes and walk back to the Park & ride after work on Tues, Thurs & Fri. (I am unhappy that I can no longer purchase a 10 ticket at a reduced price, similar to the previous bus company!) I do not want a weekly return ticket as I like to walk back to the park & ride after work. On Wednesdays, I remain at work until 9.30pm, so I bring the car on site.
Addenbrookes Clinical Gerontology/Pharmacology	I drive to Trumpington Park and Ride and then cycle to work from there.
Addenbrookes Clinical Gerontology/Pharmacology	I drive to Trumpington Park and Ride and then walk or bus
Addenbrookes Clinical Gerontology/Pharmacology	I take a train and a bus. In my calculation of the duration of my commute I take into account waiting for the bus and walking.
Addenbrookes Clinical Gerontology/Pharmacology	I take the children to school for which I need to drive, I then drive into Cambridge to the Park and Ride and cycle from Babraham road. My daily commute is dictated by the children's schooling.
Addenbrookes Clinical Gerontology/Pharmacology	I try to cycle two days a week, but long distance can be prohibitive sometime
Addenbrookes Clinical Gerontology/Pharmacology	I walk because the buses are too expensive £1.80 for 1 mile on the bus, in addition they are too unreliable
Addenbrookes Clinical Gerontology/Pharmacology	I will usually walk at least one way per day and then either get the Citi 2 or Uni 4 bus home (takes me most of the way) or get a lift with my partner - got the bus or a lift 4/10 journeys last week.
Addenbrookes Clinical Gerontology/Pharmacology	No reliable public transport to get me to work before 7:30am from Quay to Addenbrookes\
Addenbrookes Clinical Gerontology/Pharmacology	Parked at Park + ride and walked from there
Addenbrookes Clinical Gerontology/Pharmacology	Some of the road surfaces, especially Hills Road between the railway station and the city centre, are exceptionally poor for cyclists.
Addenbrookes Clinical Gerontology/Pharmacology	The bike path to Shelford is very convenient. It would be very helpful if the lights that are out would be replaced as it gets dark quite early.
Addenbrookes Clinical Gerontology/Pharmacology	The commute time depends on what time I leave the house.... Can be 60 - 90 mins
Addenbrookes Clinical Gerontology/Pharmacology	There are no usable direct North/South bus services for me to use. I will never use the guided thing because they tore up railway line to put it in (I would have used trains).
Addenbrookes Clinical Gerontology/Pharmacology	Together with two young children, aged 3 and 5 on all days
Addenbrookes Clinical Gerontology/Pharmacology	Truly appalling traffic. Only ever during school term time, the roads are deserted during holidays. A journey that takes me 25 minutes, door to door during holidays, takes me anything up to two hours during term time. I believe there is scepticism to this theory, but I sit in the traffic

	<p>every day. It is not just a coincidence. The majority of traffic clearly is caused by school runs or amendment to hours of work. Too many traffic light systems, with no apparent symmetry in timings, meaning cars with a green light cannot move anywhere as the next set of lights 100 meters away are still on red! Park and Ride system is useless. No incentive at all to get on a bus, compounded by the fact that in the evening you wait anything up to an hour for a bus to pick you up, which also makes the buses illegally overcrowded and unbearable. There should be more buses on the evening run. The cost to park is the same to take a bus. Where is the logic in that? This doesn't mean car park prices should increase (they are already extortionately high), it means more effort should be made to dramatically reduce the cost of a bus trip. How is the Addenbrooke's access road going to help? The majority of traffic on the road is NOT Addenbrooke's related. I know this because of the small number of cars turning on to Long Road! All the new road is going to achieve is longer queues at the M11 junction, turning the motorway into a bigger death trap than it currently is. Cars will end up sitting stationary on a 70mph road, with a lorry thundering up their rear. The Shelford traffic lights appear to be the main cause of the delays on the Trumpington Road. Surely a better use of money would have been to reroute this junction, rather than putting an Addenbrooke's access road that is not necessary in. Apologies for the lengthy rant, but as you can guess, this is a REAL issue with me. I cannot afford to live in Cambridge, so have to commute. I cannot rely on the regularity of the bus service to ever convince me to return to using buses (I used to, a couple of years ago). I car share whenever possible, but again, this is at an inconvenience to me and my husband. In short, I believe honestly that giving people an incentive to car share/use buses, will have a greater impact than increasing the car park costs. Finally, why are parents driving in from a village where multiple kids attending the same school live carpooling? It is infuriating to see multiple 4 wheel drive cars with just one child in it. Why can't car drops be banned and parents forced to put their children on buses provided at the park and ride, as I know some schools currently do.</p>
Addenbrookes Clinical Gerontology/Pharmacology	Tuesday and Wednesday worked in Birmingham (stayed overnight) and shared both car journeys with 2 others
Addenbrookes Clinical Gerontology/Pharmacology	Usually I go by bike but I was the ward consultant that week so needed to be more rapidly mobile
Addenbrookes Wolfson Brain Imaging Centre	Holiday week; usually cycle to and from work.
Addenbrookes Wolfson Brain Imaging Centre	I take the train and I cycle every day. That is approximately equal time spent on the train and on my bike.
Addenbrookes Wolfson Brain Imaging Centre	I work long and changeable hours (often 8am-7pm) but tend to lift share when possible.
Addenbrookes Wolfson Brain Imaging Centre	It's faster by bike than it would be if I drove or took the bus!
University of Cambridge Addenbrookes Central Biomedical Services	I live on site
University of Cambridge Addenbrookes Central Biomedical Services	Tuesday - mixture of working at home, walking to a meeting and walking to my vocational work course.
Addenbrookes School of Clinical Medicine	...but ferried 4 or 5 children (3 my own) each day to school each weekday morning in my people carrier. Thus this is strictly neither car share to work nor drive on own!
Addenbrookes School of Clinical Medicine	Car needed at work as GP
Addenbrookes School of Clinical Medicine	I leave home at 9am to avoid the bad traffic

Addenbrookes School of Clinical Medicine	I live in Bury St Edmunds (70 mile round trip)
Addenbrookes School of Clinical Medicine	Using the car on Tuesday was an exception from my usual cycling - I had to collect some large fragile items from work.
University of Cambridge Addenbrookes Obstetrics & Gynaecology	Couldn't share on Thursday as I had a physiotherapist's appointment before work. My wife and I drive respectively a hybrid car and a diesel car, both are efficient and clean and we share whenever working hours permit. It is not reasonably possible to use public transport between our home and our workplace. The Guided Bus Service will, of course be quite useless to those of us living to the south of the city.
University of Cambridge Addenbrookes Obstetrics & Gynaecology	I AM UNHAPPY WITH MY COMMUTE TO WORK AS IT COSTS ME OVER £40 PER MONTH TO PARK AT ADDENBROOKES AND ALSO COSTS ME £400 PER MONTH IN FUEL.
University of Cambridge Addenbrookes Obstetrics & Gynaecology	My journey is quite straightforward until I get to the Babraham roundabout on the 1307 when I sit in traffic and crawl to work on the Addenbrooke's site for about 15 - 20 minutes.
University of Cambridge Addenbrookes Obstetrics & Gynaecology	Normally travel by car.
University of Cambridge Addenbrookes Obstetrics & Gynaecology	The traffic seems much heavier than ever before and earlier each morning.
Judge Business School, Engineering, Disability resource Centre	5 min walk to bus stop, 10 min bus journey, 10 min walk at other end
Judge Business School	Commute time includes via nursery drop off
Judge Business School	Cycle lanes and road surfaces between my home and work are abysmal, especially in Chesterton and along the river bank. One of these days, i'll fall off the bike due to the potholes which are difficult to see/avoid in the dark and then the Council would be liable for damages!! I am sick of repeating myself. Each survey I say the same thing and nothing is ever done to improve the surfaces. Also better street lighting would help along Chesterton Road. The bus on Wednesday was severely delayed in both directions and one seemed to 'disappear' as the screen said it was due in 10 mins and it showed up 35 mins later. Not the service one expects for £3.30 a day!
Judge Business School	Each day - combination of driving, train and walking
Judge Business School	Every day I drove on my own to the University's Park and Cycle car park on Clerk Maxwell Road and then cycled the rest of the way to work
Judge Business School	I am usually in the office Mon-Fri and always travel by bike.
Judge Business School	I cycle to the local train station, take a train to Cambridge then walk 15 minutes to work
Judge Business School	I drive and cycle to work
Judge Business School	I drive to Gilbert Road and walk from there.
Judge Business School	I use the Babraham Park and Ride most days so I drive there and then catch the bus. I only drive if there is a parking space available (unlikely) if I have to work late.
Judge Business School	I work at 2 offices, one at Judge Business School and one at Faculty of Economics. I spend at least a part of each working days at each office, cycling between the two
Judge Business School	Lack of cycle paths, poor road surface and bad buss & taxi drivers make cycling much harder than it need be in this city!
Judge Business School	Number 6 bus needs more reliability and evening service improvement
Department of Architecture	Am not employed Mon and Tues
Department of Architecture	Dropped off two children at their primary schools on route

Department of Architecture	I have another job I go to on a Thursday by car but this survey isn't set up for me to enter it.
Department of Architecture	I weekly commute by car.
Department of Architecture	Too many cyclists (student and parents w/kids) riding on the pavement
Department of Architecture	Walk to train and from train to work
Scott Polar Research Institute	After I get off the bus, I have to walk a further 10 minutes to get to work.
Scott Polar Research Institute	Generally walk from Saffron Walden to Audley End Station, train to Cambridge, walk to work. Return = Walk back to station, train to Audley End, bus to Saffron Walden.
Scott Polar Research Institute	I almost always cycle to work unless I have a work-related reason to drive the car. For example, on Friday I had to leave my office and drive straight to the airport for a work trip.
Scott Polar Research Institute	I enjoy cycling to work. In fact, cycling is my main means of transportation within Cambridge. More cycle paths would entice more people to do the same.
Scott Polar Research Institute	I usually come into the Institute one or two days weekly, travelling by car.
Scott Polar Research Institute	I was in annual leave that week
Scott Polar Research Institute	More cycle tie-up bars needed!
Scott Polar Research Institute	Park and Ride no longer much use as it does not stop on Hills Road any more making it quicker to drive right into the centre
Scott Polar Research Institute	Public transport is completely unfeasible for me; Park & Ride is time-consuming and expensive for me, compared with driving.
Department of Chemistry	25 min walk-45 min train-15 min walk
Department of Chemistry	A pleasure not to have to drive
Department of Chemistry	All train journeys have a 5-10 min cycle at each end.
Department of Chemistry	Bus to station at Audley End, then train
Department of Chemistry	Cycle
Department of Chemistry	I love my bike
Department of Chemistry	I usually come in by no 55 stagecoach bus, or drive to Barton Road then walk the rest of the way.
Department of Chemistry	I walk through by the river and through the park which makes a very pleasant 25 minute walk to start the day.
Department of Chemistry	I would use Babraham park & ride if (1) it stopped anywhere useful No stops/pick up between just after Hills Rd bridge and Grafton Centre - madness! (2) It ran more regularly later in the evening (I typically work until 7:00 pm)
Department of Chemistry	Quite happy to car share if there was someone else in the dept that worked similar hours with children.
Department of Chemistry	Shared a car on Monday 5th due to bicycle being left at work all weekend.
Department of Chemistry	Stagecoach 10 unreliable and inconvenient
Department of Chemistry	The trains from Cambridge to Birmingham which stop at Ely at peak times are, rather ridiculously, invariably just two carriages. The size of these Birmingham trains needs to be increased. We have to stand in cramped conditions constantly. Its really not on. You are clearly aware that these trains are popular. You need to provide more carriages on all these services and also increase luggage space. The luggage racks are too high and pitifully insufficient. Women simply cannot manage to stow things on them. The train service leaves a lot to be desired. Its a very busy line but its always a struggle to get a seat without hassle during

	peak times both on the outward and return journeys. Also, the Stansted airport trains from Ely seem to be frequently delayed/cancelled in the mornings.
Department of Biochemistry	15 min drive + 20 min walk
Department of Biochemistry	Car share with wife who works in the same building. Also give lifts in several times a week to colleagues
Department of Biochemistry	Commute is actually a c.5-10 walk, then public bus, then a c.15-20 min walk with same but in reverse on homeward journey.
Department of Biochemistry	Disabled driver
Department of Biochemistry	Friday was bike and train to attend a one day work related conference
Department of Biochemistry	Had to drive on these days as work split between two sites and buses too infrequent/unreliable so would waste too much of the working day
Botanic Gardens	Bus - 35 mins, Walk - 15 mins on Wed, Thur & Friday
Botanic Gardens	I would car share if I found someone who worked similar hours to me, but unfortunately my hours change with the seasons and I have two shift patterns.
Pharmacology	Commute to work is not a problem, but it will be once the guided bus starts. Commute home takes over 2 hours
Pharmacology	Have off site meeting to attend
Pharmacology	I do drive to Park and Cycle and than cycle to the office.
Pharmacology	I usually care share with my wife until her place of work and cycle the last 2 miles.
Pharmacology	I'm privileged -- I live close enough to cycle.
Pharmacology	My commute involves a 10min cycle to the station in Ely, ~15min on the train and then a 20min walk from Cambridge station to Tennis Court Road.
Pharmacology	The roads in Cambridge are very bad, there are many holes in the road and the taxis and the park&ride buses are very aggressive and often create dangerous situations.
Pharmacology	There are tons of potholes from road works (there is spray paint on the spots) on hills road between station road and lensfield rd. They really need to be smoothed over for the safety of cyclers.
Department of Architecture, History of Art, Residential University Staff	Last 2 miles I park and walk the rest of the way into Cambridge
Department of Engineering	Approx half and half cycle / scooter during normal week.
Department of Engineering	Drive + walk/cycle
Department of Engineering	I car-share for 8 miles and cycle the last 2.
Department of Engineering	I occasionally walk if the weather is too bad to cycle or if my bike is not working properly.
Department of Engineering	I wish public buses operated very late (12:30 AM for example). I also wish that the frequency of the number 4 (uni and citi) buses is increased during the regular hours so that there is a bus every 5 minutes between 9 AM and 9 PM.
Department of Engineering	It's great!
Trumpington Street	Car share to west Cambridge site and then cycle from there and the same for the return journey
Trumpington Street	Drive to work when I have to take son's tuba to school, or when I have to take a child or elderly parent to a medical appointment
Trumpington Street	Drove part the way and walked the remaining 20 minutes
Trumpington Street	Each of these days I drive to Newmarket Road Park and Ride, than I get the bus into the centre and then walk from the bus stop to the office.

Trumpington Street	Everyone should cycle to work in Cambridge! There should be a congestion charge.
Trumpington Street	Half the journey is driving the other half is the Uni 4 or park and ride
Trumpington Street	I am a wheelchair user and so public transport is not accessible to me. If it was, I would use it.
Trumpington Street	I dropped 2 yr old off at nursery on the way (by bike). Despite high level of cycling in Cambridge, cycle lanes / facilities are not nearly as good as they could or should be.
Trumpington Street	I haven't heard of the guided bus before, could you please tell me a little bit about it?
Trumpington Street	I use the park and ride car park and cycle the remainder of the journey.
Trumpington Street	I would like to see roads and paths swept more frequently for glass, which is such a hazard for bike tyres.
Trumpington Street	If I use the Citi 7 which is the only bus on the route where I live I need to plan to allow at least an extra 10 15 minutes to get to work on a journey that should take less than 20 - not a reliable service
Trumpington Street	My journey to work has 3 elements: driving my daughter to school (5 miles); driving to the park and cycle (15 miles); before cycling the remaining 3 miles to my office.
Trumpington Street	The bus timetable says the journey is 45 mins - but is more like 80 mins.
Trumpington Street	The train is fine but Cambridge station is awful; it is not equipped to deal with the number using it, it is absolute bedlam with the barriers and the bikes. People actually try and take their bikes through the barriers which inevitably results in them getting stuck which holds the entire process up. Also, it is impossible to buy a ticket there in rush hour. Cambridge station is too small and needs redesigning to deal with the volume of travellers. It is a horrible start/end to your journey.
Trumpington Street	Travelled by car to J12 of M11 and cycled in from there
Trumpington Street	Unfortunately my working hours are the same as college hours so the buses are always overcrowded and/or do not stop and take on extra passengers
Trumpington Street	Used to drive to nearest train station (9 miles) and then catch the train. However it is more expensive to do that. It is a total of 14 to drive all the way and the journey takes exactly the same length of time. Therefore have selected the most cost effective option of driving all the way - very sad ! Public transport needs to be more competitive.
Trumpington Street	Usually drive, park on the outskirts of the city and cycle in from there
Trumpington Street	We need better cycle lanes!
Accommodation Service	Leave home at 6:45am to beat the traffic
Wellcome CRC	As I live in a village poorly serviced by public transport and my workplace has no parking, my journey involves driving to the park and ride at Babraham Road, taking the bus then walking
Wellcome CRC	Drive to Babraham Rd Park and Ride, cycle from there to work, unless it's raining when I take the bus. The week in question was fine every day.
Wellcome CRC	Good cyclepath connection from Trumpington and much quicker than in a car! Trumpington Park & Ride bus does not stop in Trumpington village!
Wellcome CRC	I travel on the Citi4 from Cambourne to Cambridge and it is extremely overcrowded - very unpleasant.
Wellcome CRC	Is it possible to bring back the 50p bus journey, for all Citi bus services, for University staff??
Wellcome CRC	Medical appointment prior to journey to work on Friday.
Wellcome CRC	Monday & Tuesday parked near station and walked mile or so in to work. As a carer I drive in to person I care for first and then continue to

	work.
Wellcome CRC	My cycle takes me 15/20 mins if I used my car it would take me 45mins to an hour. The buses don't seem to take any notice of me or the traffic laws. The taxis that drive by me seem to be on a race track in there own bus & taxi lanes.
Wellcome CRC	There should be a time of start your work question, as I start work at 4.00 am, no buses etc then are there.
Wellcome Trust for Stem Cell Research	Drive to trumpington park and ride then use park and ride into town
Wellcome Trust for Stem Cell Research	In anticipation of the question below, I will probably have no choice other than to use the guided bus. These concerns me considerably, mainly as getting any detailed information on the service seems to be impossible. Information on how the Guided bus is going to affect the existing bus services is equally scarce. Plenty of glossy brochures and flashy websites, though.
Wellcome Trust for Stem Cell Research	Route via nursery at Edwinstowe Close
Wellcome Trust for Stem Cell Research	The bus is slow, expensive, more often late then on time, and overcrowded - especially now that school has started. Double decker buses would help, but they are never used.
Institute of Biotechnology	During peak traffic hours (8-9.30am, 5-6.30pm), I cycle twice as fast as most cars and coaches or faster (in case of complete traffic jams), and I am amazed how much suffering the average car driver has to go through, yet resists to change they way of travelling.
Institute of Biotechnology	I drive to Madingley Park & Ride and then get the UNI 4 bus every week day.
Institute of Biotechnology	I drove to work on Tuesday and Wednesday as I was feeling unwell and had to work late in the evening on these days.
Department of Biochemistry CB21QW	Currently on maternity leave; however, normally I travel by car to Ely train station, by train from Ely to Cambridge, and then walk from Cambridge train station to my office
Department of Biochemistry CB21QW	Despite the relatively short distance my commute takes a long time due to the unreliability of the public buses.
Department of Biochemistry CB21QW	I generally commute by bike unless the weather is bad, in which case I walk with an umbrella.
Department of Biochemistry CB21QW	I live on a main route into Cambridge (Coldhams Lane)yet I cannot get a bus into town before 08:34. I start at 07:30 This is poor service.
Department of Biochemistry CB21QW	I used park and ride
Department of Biochemistry CB21QW	I used to cycle using a tricycle ( can not ride a bicycle ) but I was unable to get through traffic lanes so got caught in car exhausts etc so now walk
Department of Biochemistry CB21QW	Provision for cycle parking at workplace is very poor.
Department of Biochemistry CB21QW	The roads and cycle paths in Cambridge are in a terrible state. Something really needs to be done about the potholes. They are a danger, especially in the dark
Department of Biochemistry CB21QW	The roads for bicycles are terrible. Too many drivers run red lights.
Department of Biochemistry CB21QW	Well, it's far enough I could do with a shower when I arrive. But we haven't got a changing room installed.
Cambridge Admissions Office	I persist in using the train from Newmarket to Cambridge, despite horrendous overcrowding in term time (National Express Cambridge-Ipswich route) - only two carriages provided at the busiest time of day!
Cambridge Admissions Office	Walk, train, walk
Fitzwilliam Museum	Getting kids to and from school on the way.

Fitzwilliam Museum	I deliberately chose to work close to my home as previously I had worked in Milton and also on the Addenbrookes site and found bus riding stressful and expensive. (I do not own a car)
Fitzwilliam Museum	I drive to the outside of Cambridge and then cycle into town
Fitzwilliam Museum	I get the bus to the city centre then have to walk 15 minutes across the city to get to work.
Fitzwilliam Museum	I try to cycle more often, but I get lots of punctures from shattered glass on cycle paths (this happened the week of the survey, for instance). I'd ride the bus more often, but it's too expensive to do so regularly. There should be a discount as an incentive to use it. As it's much more expensive than using my car, I use my car. I have tried to car-share, and am a member of camshare for the last two years or so, but have been completely unsuccessful in finding a single person to share with me. I am very unhappy and unsatisfied with transportation into Cambridge from my village.
Fitzwilliam Museum	I use my car mostly Mondays and Fridays because of need to carry books, shoes and food which are heavy and give me backache if I walk with them in backpack or shopping bag. When light in evenings I often bike instead of walk or car.
Fitzwilliam Museum	The drop-down list to not allow for mixed modes of travel. I use the car, train and walk in combination to travel to work - choosing just one distorts the result.
Fitzwilliam Museum	I love the new cycle lane on Hills Road Bridge. It makes for a much more pleasant and safe trip to and from work every day. Thank you very much.
Fitzwilliam Museum	Tried to use park and ride one day - no spaces left!
EMBS	Children riding on scooters and bikes and some unsupervised on undesignated paths have caused accidents.
EMBS	Hills Road Bridge is great, it is much easier to overtake other cyclists now and the cars when overtaking are not too close now.
EMBS	I drive 25 miles to the University's Park and Cycle facility at West Cambridge and then cycle in to the City
EMBS	I drive to a park & cycle facility on Madingley Road then cycle the rest of the way to work.
EMBS	I used park & cycle every day - it would be good to be able to put that on the form.
EMBS	I usually cycle but a lot of rain was forecast!
EMBS	Living in a village and having childcare responsibilities makes car sharing impossible and there is no public transport option that is feasible for me to use.
EMBS	My travel home was on the City 4 bus
EMBS	Not all commuting is from my home address. An alternative start address could be provided.
EMBS	On Monday to Wednesday I used a combination of car, cycle and train. I got dropped off by car with a folding bike. Cycled to the office and at the end of the day cycled to the train station and caught a train home.
EMBS	Park outside of town centre and walk approx 1.5 miles to work.
EMBS	The attitude of bus drivers to cyclists fills me with trepidation when I travel by bus as I fear there might be an incident caused by aggressive driving.
EMBS	Unusual week - normally cycle virtually every day!
EMBS	Will bus fares come down when the Guided bus opens to encourage more people to use public transport? I would like to use the Guided Busway, but I would have to get off my existing bus to do that, so I don't
Mill Lane	Although me and my partner do have a car most of the time we cycle to work.

Mill Lane	Any chance of making the Uni 4/Citi 4 routes free for University members again?
Mill Lane	Car to park and ride then bus into town
Mill Lane	Difficult to use public transport, as there is only one (07.30 am) bus in the morning, and two in the evening (16.15 and 18.20) that fall either side of my work finish time of 5.20 pm.
Mill Lane	I cycle unless I need to be smart AND it's raining, in which case I walk. I use the car only if there is so much to carry that I cannot otherwise manage, perhaps three or four times each year.
Mill Lane	I drive into the outskirts and then walk the rest. There is no public transport option that gets me to and from work at a reasonable time at a reasonable cost
Mill Lane	I use the Uni 4 for all journeys around Cambridge while at work, but not to get to work
Mill Lane	There should be fewer cars on the road, especially with single occupants. The car lobby get their own way too much (e.g. Congestion charge debates).
Mill Lane	Try to cycle every day, sometimes rains and so I walk.
Board of Graduate Studies	I travel back home by car.
Board of Graduate Studies	On each day I get a lift in a car to work; I go home on the bus. Re question below; the car journey takes 20 to 25 minutes; the bus journey 45 minutes - 1 hour.
CARET, Engineering, Health & Safety, MISD, RSD	(Got bus home on Friday)
CARET, Engineering, Health & Safety, MISD, RSD	:-)
CARET, Engineering, Health & Safety, MISD, RSD	Bus is always late
CARET, Engineering, Health & Safety, MISD, RSD	Car in garage so drove part of the way and used the bus for the remainder
CARET, Engineering, Health & Safety, MISD, RSD	Cyclists should be required to pass a basic Highway Code test. Police should fine cyclists who do not stop at red lights.
CARET, Engineering, Health & Safety, MISD, RSD	Drive to parking lot and then cycle each day.
CARET, Engineering, Health & Safety, MISD, RSD	Dropped off at work by partner after leaving my car for repair at garage
CARET, Engineering, Health & Safety, MISD, RSD	Drove on my own to Park and Ride - bus into centre
CARET, Engineering, Health & Safety, MISD, RSD	I do not car share from my home, however I do take a lady from the University Nursery on Madingly Road into my work place
CARET, Engineering, Health & Safety, MISD, RSD	I normally cycle every day, but recovering from flu so drove in
CARET, Engineering, Health & Safety, MISD, RSD	Is the Uni4 bus a Public bus or a Company staff bus? (Isn't it a hybrid of both?)
CARET, Engineering, Health & Safety, MISD,	Lift on way to work, and No. 7 bus home in evening.

RSD	
CARET, Engineering, Health & Safety, MISD, RSD	My commute takes 1 hour each way, despite the fact that I live in Ely. Because I start work at 8.30 I can't bring my bicycle on any of the trains into Cambridge, I can't afford a £600- 800 bicycle on top of my annual train fare. Also the trains, though frequent are incredibly crowded. I often have to wait for a second or third train, just to have a comfortable amount of standing room
CARET, Engineering, Health & Safety, MISD, RSD	The current cycle lane trial on Hills Road bridge is good. The road surface for cyclists on Hills Road between Station Road and Lensfield Road is awful.
CARET, Engineering, Health & Safety, MISD, RSD	Thursday onwards considerable increase in student cyclists due to the start of term. Not all of them competent
CARET, Engineering, Health & Safety, MISD, RSD	Usually cycle unless very bad weather in morning as have 2 jobs walking mid evening is not an option, so bus home.
CARET, Engineering, Health & Safety, MISD, RSD	Usually drive in 15 miles from village to Cambridge college and park - one driver, one passenger. If we had a bus service, we would use it!
Central Administration	I also take my teenage son to 6th Form College and drop him off on the way
Central Administration	I drive in to the Park & Ride everyday (20 min duration) and then cycle from the Park & Ride into Cambridge (20 min duration)
Central Administration	I use the Stagecoach Citi 7 service which is subject to considerable delays in the late afternoon due to the length of the route (from Duxford all the way to Cottenham). In my opinion Stagecoach should split this service into two , perhaps N and S of Addenbrooke's.I raised this with SC but they did not acknowledge that the problem exists.
Central Administration	My commute also involves a half hour walk from the station to work.
Central Administration	The first two days I drove to park and ride in Madingley. The last three I use the parking permit I have now received
Central Administration	They are traffics quite often
Central Administration	This service is meant to be every ten minutes in the morning and evening but this rarely happens, which is very frustrating. The lack of proper bus lanes all the way in to Cambridge causes a lot of problems, as does the large amount of school traffic.
Cambridge Commonwealth Trust	I returned to work having taken some annual leave on Monday 12th October 2009 and travelled to Cambridge.
Cambridge Commonwealth Trust	Transport dependent on what I am doing after work
Finance Division	I car share to station, then train, then walk or bus
Finance Division	I cycle during the summer, walk in winter unless the weather is very bad when I would get the bus.
Finance Division	I have bought a flat in Cambridge which I stayed in for two nights this week to reduce my journey to work
Finance Division	I will be cycling regularly, once my bike is fixed
Finance Division	Nightmare on the A14
Finance Division	Tuesday - Park and Ride
Academic Division, Personnel	I normally always go by train. Increasingly frequent train cancellations mean that I have to be driven to work, but I do so not by choice.
Academic Division Personnel	I park at the University Library and walk in the rest of the way.
Academic Division Personnel	I would consider public transport if it were faster and cheaper than driving myself.
Academic Division	I would use the Newmarket Rd Park and Ride bus, if only it stopped at

Personnel	the Newmarket Rd bus stops rather than just the Park and Ride car park, the Grafton and the town.
Academic Division Personnel	Insufficient consideration given to pedestrians. Cyclists are a hazard riding on pavements.
Academic Division Personnel	Make roads safer so that no cyclist (however young) should feel the need to cycle on the pavement
Academic Division Personnel	My journey is a combination of driving, and park and ride bus. I carshare with my husband.
Academic Division Personnel	Public transport connections between the station and much of the university are poor
Academic Division Personnel	Winter: Park&Ride (Milton)or Citi 2, summer cycle/walk
Academic Division Personnel	You don't ask about the duration of my return home. It's generally 30 mins longer, and that makes me drive to a more distant park and ride site (Babraham is closest and slowest, Newmarket Rd is further and much quicker).
Careers Service	Cycling over Hills Road bridge is much better with the current scheme in place
Careers Service	For the question below, my response is for the round trip.
Careers Service	My commute to work is busy. Even though I'm a cyclist, I find other cyclists disregard for the rules of the road one of the most dangerous aspects of my cycle.
Careers Service	On holiday on 2 days this week - normally cycle every day
Other - Old	I often drive to our childminder's house then cycle into work and back from there. However, as the weather was inclement last week and there are no cycle paths, I felt it was safer to drive into work and back.
Other - Old	No Public transport available for this cross country journey.
Other - Old	On Monday 5 Oct I had to make a second journey to work and used my car
Other - Old	Public Bus + Company Bus
Other - Old	Rural work location-no accessible public transport route.
Other - Old	There is no regular bus service from Coton to Madingley
Other - Old	There's no public transport, and I don't cycle for practical reasons (I'd be late as I drop my children off at school), otherwise I would like to cycle.
Other - Old	We have a minibus which can collect staff from town and take them back again, but I get in to work well before anyone else.
Physiology, Development & Neuroscience	Bus service is poor and expensive. Has improved over the last 6 months or so with the development of the guided busway, but once that has opened because of the virtual monopoly of Stagecoach we cannot be confident that we will not be treated badly (existing routes cut to force people on the busway) at great expense (to subsidise the busway). There are also been work-related subsidies for those who live in Cambridge who use the bus, but none for those who live outside where costs are higher.
Physiology, Development & Neuroscience	Either walk or scooter to work, depending on weather, amount to carry etc. Mostly scooter so next questions answered on that basis. Also my super scooter is entirely electric. No fuel, no emissions, no noise, no road tax and 0 to 60 in 6 secs !!!
Physiology, Development & Neuroscience	I always cycle to work when I work in Cambridge (which is most of the time)
Physiology, Development & Neuroscience	I catch the train then cycle from the station to my workplace.
Physiology, Development & Neuroscience	I use the park and cycle
Physiology, Development & Neuroscience	It would be great to have something FIXED to the ground to chain my bike to at work

Physiology, Development & Neuroscience	Using my car is the most reliable way I have of getting to work on time until possibly the guided bus comes into use
Physiology, Development & Neuroscience	Wider (eg. Mowbray Road) and more continuous (eg. Davy/Radegund Road) cycle lanes in better condition (eg. Hills Road) would make it better. Restrictions on the parking of vehicles private and commercial on/in/over cycle lanes would prevent cyclists weaving in and out of traffic.
Faculty of Archaeology & Anthropology	Drove to Park & Ride Newmarket Road.
Faculty of Archaeology & Anthropology	I bike to work every day and have done for 9 years
Faculty of Archaeology & Anthropology	I often bring my son into Cambridge as he is currently studying at Hills Road Sixth Form College.
Faculty of Archaeology & Anthropology	I use Park and Ride about twice a month but did not last week.
Faculty of Archaeology & Anthropology	I walk to the train station in Oakham, and then cycle from the station in Cambridge to my place of work. I leave my bike overnight at the cycle park at the train station, which is generally overcrowded and hellish.
Faculty of Archaeology & Anthropology	The buses are very crowded in the mornings and afternoons and are often held up by traffic for a very long time, so overall the bus isn\
Faculty of Archaeology & Anthropology	The cycle parking provision at the Mill Lane lecture rooms is negligible and a health and safety hazard. The Guided Busway will add to the danger of my journey and should be removed from Magdalene Street where I fully expect accidents shortly (quite apart from the loss of quality of life)
Faculty of Archaeology & Anthropology	Traffic calming needed on Mill Road, make it one way for motors 2 way for cycles, clean cycle path across parkers piece daily, always broken glass on path, enforce buses and taxi's 20mph in city centre,
Department of Plant Sciences	Car share was with children who do afterschool activities and so cannot get school bus home. No other public transport to our house at that time
Department of Plant Sciences	Drove on Friday as going away straight from work.
Department of Plant Sciences	I also use two bikes - one on either end of the train journey.
Department of Plant Sciences	I drive from home to Madingley Park and Ride and catch the Uni 4 bus to Trumpington Street, Cambridge.
Department of Plant Sciences	I drove also my two children to the nursery
Department of Plant Sciences	I walk from the station
Department of Plant Sciences	It is very dangerous to cycle in Cambridge, bus drivers and taxi drivers try to kill me every day. It would be great if they don't succeed before the cycle lanes are improved!
Department of Plant Sciences	It\
Department of Plant Sciences	Thursday was drive from home to trumpington park and ride, then cycled from there to work
Department of Plant Sciences	Using the bus takes over an hour door to door compared with ~20 minutes in holidays and ~30 minutes the rest of the time. This is largely because the bus meanders around side streets in Histon and because so many people don't even get their purses out before they board the bus. It would be good to have a system like in Central London where you have to have an Oyster card or buy a ticket at a machine before you board the bus. Even some signage at the stops to ask people to have the correct change ready might help! Whether I use the Guided Busway will depend on whether there is cycle/car park at the stop in Histon how much longer it takes than travelling by car.
Department of Experimental Psychology	Stayed up in town on Tuesday night, so did not commute in on Wednesday (but drove home alone on Wednesday evening).

Department of Experimental Psychology	Take the bus to Kings Cross and then the train to Cambridge. Walk from the station to work.
Department of Experimental Psychology	The A10 is a nightmare for getting to work most days. I might be prepared to use the Park and Ride service at Milton if it was a) cheaper and b) more reliable.
Physiology, Development & Neuroscience CB23EG	Between 8.20-9.00am and 5.00-6.30pm, the bus is very busy and can not on time sometimes.
Physiology Development & Neuroscience CB23EG	I have to walk over half a mile in muddy fields, without a well-maintained footpath, to catch a bus which departs from Bar Hill. Can someone please improve the bus links to Cambridge from Dry Drayton??!
Physiology Development & Neuroscience CB23EG	I used the Park & Ride. Why isn't this given as an option?!
Physiology Development & Neuroscience CB23EG	Only used the car on Wednesday because I had to go to a Doctor's appointment.
Physiology Development & Neuroscience CB23EG	Using a bus would cost me and my husband travelling together double what it does to use the car
Physiology Development & Neuroscience CB23EG	When worked at another place, use the car
Department of Genetics	A real shortage of cycle parking spaces on university Downing site, especially during term time when students are around.
Department of Genetics	I get a lift in (car) in the morning and then walk home after work.
Department of Genetics	I work afternoons and evenings. I cycle to and from work for the afternoon session, then drive my car for the evening session -- I'm travelling home at 23:30, not a safe time to be cycling across Cambridge City Centre!
Department of Genetics	Of course walk as well at both ends
Department of Genetics	On the day of Drive on my own, I park my car outside of the town and cycle to work place(about 12 min).
Department of Genetics	Only 5 min. Doesn't feel like a commute.
Department of Genetics	Sometimes Cycle forth and Walk back or vice versa. Occasionally (weekends only) I drive my own car.
Department of Genetics	There is no public transport available for my journey.
Department of Zoology	A direct quite cycle path from Stapleford/Shelford to Cambridge city away from the main roads would be very helpful.
Department of Zoology	Cycle from home to train station + Train ride + Cycle from train station to work; same back
Department of Zoology	I cycle, than catch the train and than walk to work
Department of Zoology	I drive because our bus service is rubbish. The Guided Busway is the biggest white elephant in the history of the universe - all they have done is cause chaos for the people of Cambridgeshire, destroying too much in the process.
Department of Zoology	I drive to the Park and Ride then I cycle in from Madingley to the town centre.
Department of Zoology	I use a car from home 6 miles and I walk 2 1/2 miles into town
Department of Zoology	I use either the bus, or the park and cycle (about half and half).
Department of Zoology	I was away from Cambridge all that week but usually either cycle (~45 mins) or take the bus (35 minutes), depending on the weather.
Department of Zoology	Took public bus to 'other workplace' on Mon 5th.
Department of Zoology	Tuesday to Friday walked from home to train and from train to work
Language Centre	I work 10-6.15 in order to avoid traffic. I have a blue badge & a parking place near the office
Department of Geography	Cycling in Cambridge is DANGEROUS. The facilities for cyclists are inadequate. The lack of segregated cycle lanes, separated from the

	roads, is a sad indictment of the lack of investment in public infrastructure in this of all cities. However, the lack of training for cyclists results in dangerous cycling practice which, in turn, infuriates drivers. The resulting mix can be lethal - almost always for cyclists.
Department of Geography	Drove to Trumpington Park and Ride on all 5 days and then cycled into town
Department of Geography	I cycle from home to the nearest station, take the bike on the train, then cycle to work at the other end. There needs to be more space on trains for bikes!
Department of Geography	I have to drive to the station if I get the train to Cambridge.
Department of Geography	I only tend to use motorised transport if I happen to have something to big or heavy to take on my bike.
Department of Geography	I use the park&ride some days, but didn\
Department of Geography	Idrive my 3 children to school then carry on to Park&Ride in Babraham, walk in from there
Department of Geography	My return journey in the evening varies - sometimes a car share, sometimes train, but often Bus. Over the week given above I think it was Train/car share/train/bus/train if this makes a difference for your data.
Department of Geography	Poor design and maintenance of bike paths
Department of Geography	Some roads are dreadful for cyclists, notably Hills Road between Lensfield Road and Station Road.
Department of Geography	Stayed in College night of Monday 6th so did not commute in from home on Tuesday 6th. That week being start of term is unusual as so busy - staying in is a good efficient option. In other weeks can consider alternative means of transport to the car when less busy - they all take longer.
Department of Geography	Used Park and Ride on Tues 6th
Department of Earth Sciences	Also I drop off two children at school on way in to work.
Department of Earth Sciences	I sometimes need to leave at different times which makes it difficult to share with someone else. I also use it for business use throughout the day.
Department of Earth Sciences	Much easier journey when the private schools are on holiday, including half term breaks. State school holidays (which often start or finish on different dates) make no perceivable difference.
Department of Earth Sciences	There is only 1 bus to cambridge from home and it is too late for me as I start work early in the morning. Also the bus home is not a reasonable time either.
Department of Earth Sciences	Wednesday & Thursday worked at CB3 0EZ
Archaeology & Anthropology, mcdonald Institute	Commuting from willingham catches the dreadful A14
Archaeology & Anthropology mcdonald Institute	Drove to Park and Cycle and cycles last part on all 5 days
Archaeology & Anthropology mcdonald Institute	I was on leave that week.
Archaeology & Anthropology mcdonald Institute	Usual journey is walk, train, tube, train, walk
Central Administration	Car share to Madingley Road then Cycle into town centre.
Central Administration	Commute to work on Thursday 8th and Friday 9th, part Bus, part Cycle

Central Administration	I drive to the university Park and Cycle and cycle the rest of the way into town
Central Administration	Often use scooter and cycle together daily change use at lunch time
Computer Lab / Computer Science	Have to drive from Eltisley to Madingley Road park and ride which takes around 40 minutes, then catch an unreliable bus which costs 2.20 and then walk so not ideal!
Security Office	Cambridge needs to care more about people who have to drive in, not plan to charge them out of existence while ignoring all the people on bikes who jump red lights, cycle at night without lights, cycle in pedestrian areas and generally seem to be able to do what they want regardless of the risk to other road users or pedestrians
Security Office	Car (on own) to Park and Cycle then cycle to centre. (There's a separate question about pnc below but why isn't it on the dropdown list? Choosing just car or cycle would be misleading)
Security Office	Cycle home via nursery to collect child.
Security Office	'Drive on your own' not a true reflection. I drove a full car, with 3 children going to school.
Security Office	Everyday, I drive children to school and leave the car outside the school and change to bicycle which has been left there on previous day. Then cycle to work
Security Office	From Shelford the cycle route is very good to Addenbrookes, then more hectic and busy from Addenbrookes to town as your sharing the roads with everyone.
Security Office	General road behaviour (from all parties) appears to be getting worse. In particular lot of bus drivers are getting very aggressive towards other road users (not just cyclists).
Security Office	I normally cycle most days
Security Office	I use the bus due to a lack of options, but the service home in the evening is very poor - it's not unusual to wait an hour for a service that is nominally meant to be every ten minutes.
Security Office	My journey to work involves a combination of driving and then cycling. There is no option that allows me to answer accurately.
Security Office	No question asked about return from work even though this may differ.
Security Office	Public transport is out of the question because there are a pathetic number of buses which service Rampton. Ridiculous when the buses from Cottenham to Cambridge are every 10 minutes. Why some could not be diverted via Rampton is a mystery... The blinkin' guided bus is not convenient for Rampton either...
Security Office	The commute from work usually takes longer (41-60 minutes) due to slowness and irregularity of bus service (probably due to traffic congestion).
Security Office	This is a damn-fool questionnaire. I drive to an outlying car park and walk, and spend about the same time doing each. MANY people use more than one mode of transport.
Security Office	Would cycle but feel the roads are too dangerous.
Materials Sciences & Metallurgy	Bike to travel to and from train stations
Materials Sciences & Metallurgy	Car followed by cycle.
Materials Sciences & Metallurgy	Drive to University Library and walk into central Cambridge from there.
Materials Sciences & Metallurgy	Drive to West Cambridge and then cycle into town centre
Materials Sciences & Metallurgy	Getting over the Magdalene Street bridge at 9am is *really* busy

Materials Sciences & Metallurgy	However I walked and took lifts home on two of the 5 days for ease of getting to where I needed to be
Materials Sciences & Metallurgy	I also take my children to school and nursery on my bike
Materials Sciences & Metallurgy	I cycle plus train - I'm hardly unique so it might be sensible to have this as an option
Materials Sciences & Metallurgy	I drive to the university park and cycle at west cambridge, and then cycle into work.
Materials Sciences & Metallurgy	Mandatory cycle lane on Newmarket Road (Elizabeth way junction) blocked by an illegally parked construction vehicle. Driver became abusive when his behaviour was criticised. A typical weekly event in poorly policed Cambridge.
Materials Sciences & Metallurgy	The county council should be maintaining the existing cycle and footpaths before spending more money on new ones that they will not be able to maintain properly!
Materials Sciences & Metallurgy	The cycle/footpaths are becoming hazardous because fallen leaves are accumulating.
Materials Sciences & Metallurgy	The train gets me between stations, I then walk to and from my office in the centre of Cambridge
Board of Examinations, Central Science Library	Cycling to work gets me to the town centre in the most convenient manner, and I have no parking problems. Except when it is raining.
Board of Examinations Central Science Library	Public transport from Fenstanton is becoming increasingly difficult due to savage cuts even though it was well used. If promises of a cycle path along the guided bus track are kept, then that would be my preferred choice.
Board of Examinations Central Science Library	The cycle lane improvements on Hills Road bridge are greatly appreciated.
Whipple Museum, History & Philosophy of Science	I got a ride to work (carrying heavy things), but walked home.
Whipple Museum History & Philosophy of Science	Making a connection across town is still difficult - from newmarket road out to the Sedgwick site - as the citi/uni4 is not regular enough (I walked it instead). Also; there's no point at all in the 'new' digital screens at the city centre bus stops when they bear no relation to the actual running of the buses! It's frustrating to sit there watching the 'next bus' come & go with no sign of an actual bus turning up! (particularly for the citi3 between 5.30 and 6.30pm - regularly there are half hour waits at this stop!)
Whipple Museum History & Philosophy of Science	When working in central Cambridge I drive to the outskirts and cycle the rest of the way.
Photographic Illustration Service	I walk the last part of my journey, around 15 mins
Faculty of Education	Am planning on driving to Trumpington P&R then cycling in from there as it is closer & easier to Hills Road than from Madingley P&R
Faculty of Education	And walk each day too
Faculty of Education	Because of out-of-town commitments after work on Saturday, my partner parked the car here, walked into town to do his errands while I was working, and collected me later; on Friday - unusually, and for similar reasons - he dropped me off en route to his workplace (in Whittlesford) and will collect me tonight, after which we shall pick up 2 friends and drive to the meeting we are all attending.
Faculty of Education	Drop children at nursery on way
Faculty of Education	Drove in with spouse by car. Returned home by train.
Faculty of Education	Generally I try to car share as much as possible, but it is hard to sometimes match expectations.
Faculty of Education	I bring young people into school with me
Faculty of Education	I car share whenever possible... Minimum 2 or 3 times each week.

Faculty of Education	I commute to Park & Ride then cycle 2 miles into town
Faculty of Education	I drive my wife to work 4 days a week; she works at the Board of Graduate Studies in Mill Lane.
Faculty of Education	I generally work Monday-Friday and almost always cycle. If not I use the public bus.
Faculty of Education	I have no choice - there are no buses that I can use and I can't cycle 30 miles!
Faculty of Education	I have to use the car to travel in as I have to drop off and pick up my little boy from nursery en route. Trying to combine this with train is a logistical nightmare. Park and ride from this area of town does not service Hills Road and park and cycle is out of the question as I am 8 months pregnant. I would gladly explore these options if they would work as sitting in a traffic jam is a waste of time.
Faculty of Education	I often have other places to drive to from work ie school visits etc
Faculty of Education	I sometimes have other commitments after work so any other form of transport wouldn't work for me. Also I like to have my car with me in case of a family emergency.
Faculty of Education	I stay overnight in Cambridge sometimes and use a bike on those occasions.
Faculty of Education	I study after work so could only car share one way which is to work.
Faculty of Education	I use the Citi4 bus which takes about 45 minutes (during quiet times) to get from Cambourne to Cambridge (7 miles?), but then have a 30 minute walk to my office, or have to get a second bus. Travel takes about 2.5 hours per day if I avoid rush hours for someone who lives within the Citibus area.
Faculty of Education	I usually cycle but have made alternative arrangements this week.
Faculty of Education	I usually travel to work early to undertake private study and to avoid congestion. The duration of my journey time would be considerably over 40 minutes if I left later.
Faculty of Education	I work at totally irregular times, very late sometimes and often come to the faculty at the week-ends
Faculty of Education	I would car share but my hours change from day to day and week to week. Also, I do have a bus which runs from Cottenham to almost outside the Faculty of Education but it takes such a long time to get into town and it is so expensive that I am better off driving.
Faculty of Education	It's a great privilege and blessing to be able to cycle to work every day
Faculty of Education	Looking forward to the Guided Bus which I intend to use once it comes out to the Hills Road area
Faculty of Education	Means of transport often weather dependent -- don't like to cycle in rain and arrive at work wet.
Faculty of Education	Mixture of walk and bus to and fro each day.
Faculty of Education	Normally I would drive on my own but some days I car share and then get the park and ride.
Faculty of Education	Only drive when there is a specific reason to do so .. On Thursday took someone from work to airport, on Friday took someone from work to out of city evening event
Faculty of Education	Rather atypical week, since I had to visit schools at 40-mile distance from Cambridge (hence car). Most weeks, I cycle to and from work at least 4 times per week
Faculty of Education	Same explanation as before.
Faculty of Education	Some days I do not go direct to work but via secondary schools in outlying villages and then to work
Faculty of Education	Some days when I walk to work my husband picks me up with the car as he commutes from outside town into town and my workplace is on our way home. Therefore, the survey should also have questions on the way back from work.

Faculty of Education	Used my car on Wednesday because I had a meeting to attend elsewhere.
Faculty of Education	Walk to second workplace in college on some days, or half days.
Faculty of Education	Would take the train but take 45 minutes longer (door to door) than driving, and costs more than double the fuel costs of a car.
Department of Engineering CB30DY	Car shared (2 people - private car)
Isaac Newton Institute for Mathematical Studies	I cycle to/from work Mon-Fri unless it snows, in which case I walk. I was on holiday on the week of the survey.
Engineering	I could take the Citi 4 bus to work, but it takes 15 min to walk to the bus stop from the end of Coton and I have to pay nearly two pounds to travel two stops. The bus is always late and in the end it takes just as long to walk (45min) Bike takes 10min, but I have troubles cycling into work in winter due to medical issues.
Engineering	The week in question was atypical. I would normally drive on all five days.
Institute of Manufacturing	Also short car journey to connect with Citi 4 at Morrisons Cambourne; Monday daughter\
Institute of Manufacturing	Driving sue to doing the school runs for my children.
Institute of Manufacturing	I always use bicycle anyway. Last week I was out of town
Institute of Manufacturing	It would be better if there was more direct access for cycles to the West Cambridge Site from the south / south west. A cycle track from A603/M11 J12 to link with the Coton Path would be fantastic.
Institute of Manufacturing	The reason for car sharing is that my partner works in the centre of Cambridge and drops me at work some days.
Computer Laboratory, Intel, Cambridge Enterprise	Cycle broke, so switched to walking
Computer Laboratory, Intel, Cambridge Enterprise	Drove on Tuesday as I had to drive to a meeting in Royston (gave colleague a list). Am 5 1/2 months pregnant.
Computer Laboratory, Intel, Cambridge Enterprise	Gritting the cycle path that goes down the west side of the West Cambridge University Site, leading off Adams Road, would be very handy in Winter.
Computer Laboratory, Intel, Cambridge Enterprise	I also cycle to and from train at both ends (about 7 miles round trip all told)
Computer Laboratory, Intel, Cambridge Enterprise	I both walk and take the public bus.
Computer Laboratory, Intel, Cambridge Enterprise	I do cycle sometimes: I cycle regularly in summer months
Computer Laboratory, Intel, Cambridge Enterprise	I generally cycle to the office, except when weather is bad or I have too much to carry, in which case I take the Uni4.
Computer Laboratory, Intel, Cambridge Enterprise	I have a huge problem going through the centre of town because lots of delivery trucks park in the cycle lanes on narrow streets and it is very dangerous going around them because I can\
Computer Laboratory, Intel, Cambridge Enterprise	I live approximately 5 miles away from work.
Computer Laboratory, Intel, Cambridge Enterprise	I normally cycle, but I was at a workshop this week.
Computer Laboratory, Intel, Cambridge	I only live 500 m away!

Enterprise	
Computer Laboratory, Intel, Cambridge Enterprise	My regular commute additionally involves a substantial journey on foot between the Railway station and my place of work.
Computer Laboratory, Intel, Cambridge Enterprise	The Hills Road bridge cycle lanes have greatly improved my commute - I believe it is now much safer.
Computer Laboratory, Intel, Cambridge Enterprise	Transporting children to nursery near workplace as part of commute.
Computer Laboratory, Intel, Cambridge Enterprise	Walking would be more restful and enjoyable if the on way system in the centre was enforced!
Computer Laboratory, Intel, Cambridge Enterprise	WORK PART TIME SO DIFFICULT TO CAR SHARE
Engineering CB30FF	Usually cycle, but was on holiday last week.
Department of Astronomy	Alternate weeks between taking the bus and driving, due to car share at home.
Department of Astronomy	Car to park and ride (Newmarket Rd) - walk from park and ride to work (Maddingley Road)
Department of Astronomy	Congestion on Maddingley Road forces me to adjust my working hours. Too painful to arrive before 09:30 or leave between 17:00 and 18:00.
Department of Astronomy	During better weather I usually cycle at least once per week
Department of Astronomy	I am currently on leave in Australia and New Zealand. Normally I would cycle to work in Cambridge.
Department of Astronomy	I arrived back from the US on Monday. I usually walk 3 times a week and drive 2.
Department of Astronomy	I generally drive if I have to go to the other side of town after work (or if it is raining heavily). Otherwise I cycle where possible.
Department of Astronomy	I stay three nights a week in Cambridge on these days I drive from CB2 7EB
Department of Astronomy	If Maddingley Road (the P+R) was on the Guided Busway route then I would definitely use it. I did use the Uni 4 during the week in question but during work time for an appointment in town.
Department of Astronomy	Its not fun when it rains.... Re: q on Busway, I won't use the bus, but will use the bridlepath alongside it to ride on.
Department of Astronomy	Mon - Wed - have to drive because of childcare commitments. Would normally cycle thurs/fri, but had other commitments which made this difficult this particular week
Department of Astronomy	On the Wednesday the trip was bus, train, and then bus again.
Department of Astronomy	On Weds 7th, partly car-sharing and partly uni4 bus.
Department of Physics	Actually, I go only half of the way by bus and walk the other half, because changing bus in city centre would take much longer and the bus service is hardly reliable.
Department of Physics	Also use the park and cycle scheme to do the last 2 miles into Cambridge and get to work.
Department of Physics	At the moment I'm injured and can't ride a bike; that would otherwise be my normal means of commuting. As it is, walking is my only option; I don't drive, and bus would take even longer (changing at town centre bus station)
Department of Physics	Diabolical public transport - frequency, reliability, journey time, comfort, facilities - make this a non-option
Department of Physics	Drove Fri 9th due to weekend plans involving travelling straight from work to weekend away.
Department of Physics	Duration (below) depends a lot on method of travel! Uni camb should

	implement the cycle-to-work scheme so people can get a tax break on new bikes
Department of Physics	Fast commute from Godmanchester to W Cambridge via A1198 and A428. It takes 25 mins. There is not really a public transport alternative unless I can allow about 90 mins. I park in the Park and Cycle car park
Department of Physics	For the high number of cyclists in Cambridge the quality of the road surfaces on most streets is surprisingly poor with lots of potholes causing damage to wheels
Department of Physics	Had to collect a visitor by car on Friday
Department of Physics	Have just moved and still need to use car for organizing/transporting stuff. Usually use bike at least twice a week.
Department of Physics	Have to drop off my daughter at Nursery on my way to work
Department of Physics	I also commuted between 2 different sites during the day and on other occasions it can be 3.
Department of Physics	I am looking forward to the cycleway alongside the guided busway opening.
Department of Physics	I cycle to work along Grange Road. It is very narrow and in the mornings when there is a lot of traffic, there is not enough room for cars and cycles. It could do with a cycle lane.
Department of Physics	I might take the bus if they were more reliable. Why doesn't the Madingley Road Park and Ride bus stop near the Cavendish Lab any more? Changing to the #4 bus from another bus coming into town is not easy. Maybe we need a bus that just goes around the ring road.
Department of Physics	I often use a bus (with bus pass)
Department of Physics	I often take a scooter to work as well, although it did not happen this particular week.
Department of Physics	I typically run 4 times a week either way (one day from work the next day to work in two sets).
Department of Physics	I usually car share twice a week driving one day and passenger the other.
Department of Physics	I work part-time hence why I drive to work on my own.
Department of Physics	Mostly the commute by cycle is excellent and it is definitely my preferred method of getting around Cambridge. However drivers frequently push in and cut up cyclists on the round-about at the intersection of Trumpington Street and Lensfield Road. Also at the intersection of Queens' Road and Silver Street I have had drivers get angry at me for not cycling across the intersection during the pedestrian phase of the lights. Perhaps this intersection would work better if cyclists were allowed to go during the pedestrian phase?
Department of Physics	My wife is seriously ill so on Tuesdays and Thursdays I go home for lunch and commute twice.
Department of Physics	Need more places to lock the bicycle at the Cavendish lab
Department of Physics	No obvious sensible east-west cross route across Cambridge, which is off road.
Department of Physics	Often cycle in and share car home, and then alternate this every other day
Department of Physics	Only limited parking is allowed at Cavendish Labs, but the Park and Cycle next door is mostly empty. Why not allow more staff to park there?
Department of Physics	The a10 is really congested and slow
Department of Physics	The cycle markings on Huntingdon Road are outright dangerous at places. New students should be given cycle training classes as there are many bad cyclists on the road (and pavement!) At the start of October.
Department of Physics	The roads in Cambridge are really bumpy on a bike. The cycle along the tow path between Cambridge and Waterbeach is lovely.

Department of Physics	Wish the railway station was closer to town. Wish they would resurface station road and regent street (try cycling it at peak times, it's deadly)
CUFS / Astronomy / CDT	Getting to Waterbeach to West Cambridge by public transport is the most frustrating commute to work I have ever had. It take colleagues from Peterborough less time to get to work than it takes me.
CUFS / Astronomy / CDT	I drop my son off at a local childminder in the area to take him to school then I must drive to the nursery on Madingley Road to drop of my youngest son. There is no direct bus from my home to Madingley Road and it does not run often enough to use for work.
CUFS / Astronomy / CDT	I travel by train to Cambridge, then walk to a bus stop to catch either the Uni 4 or Citi 4.
CUFS / Astronomy / CDT	I walk 0.9 miles to work, 1.7 miles from work to my son's childcare and 1.7 miles home again. On Monday I was home sick, but normally I work 5-day week.
CUFS / Astronomy / CDT	I was at a conference in London on Weds, I walked to the train station and then got the train.
CUFS / Astronomy / CDT	I would consider using a combination of train/guided busway if it turns out that the guided busway stops are convenient for where I work.
CUFS / Astronomy / CDT	It\
CUFS / Astronomy / CDT	My commute to work includes taking my children to school in Bury St Edmunds.
CUFS / Astronomy / CDT	My partner and I car share from Braintree to Stansted and then I drive on to Cambridge
CUFS / Astronomy / CDT	Take two buses.
CUFS / Astronomy / CDT	The car share was with my wife who also works for the University in central Cambridge
CUFS / Astronomy / CDT	Traffic congestion particularly bad on 5th, 6th, and 7th - taking up to 10 minutes longer than normal for the drive into work.
CUFS / Astronomy / CDT	Very occasionally, if I am unable to cycle I walk 20 minutes from home to catch the Uni 4 bus, or vice versa on my way home.
Applied Mathematics & Theoretical Physics	I also used a car (alone) to get to another work site (CB3 0JG) on Monday and Tuesday.
Applied Mathematics & Theoretical Physics	I car share to and from the station. I take the Citi/Uni4 bus from/to Cambridge station (with a 15min walk to the bus stop).
Applied Mathematics & Theoretical Physics	No parking on a weekday
Applied Mathematics & Theoretical Physics	This week included two days at Sociites Fair (Tuesday & Wednesday)which involved me carrying a lot of display boards (collecting Monday , returning Thursday). I do try and bike when I don't have heavy things to carry!
Applied Mathematics & Theoretical Physics	While the longest distance of my commute is covered by train from Downham Market to Cambridge, it often takes longer to get from Cambridge station to my place of work then does the train journey. <p> This is because I can no longer cycle due to perception and overwhelming physical tiredness issues and there is no direct bus between the station and my work place. <p> So in addition to train I need to taxi a lot but cannot afford this each day. Last week\
Clarkson Road	Currently unable to cycle for health reasons.
Clarkson Road	I always cycle to work. I work every week day. It just so happens that during the week you are asking about I was ill two days (and stayed home).
Other CB39BL	My commute to work is extremely expensive. I live far from Ely train station and take a taxi to catch my train to Cambridge. From Cambridge Station, I have no bus link to my office, and have to take a taxi to get to Wolfson College. This process is repeated in reverse to get home.
Faculty of Divinity	I always walk

Faculty of Classics	By taxi: 'Access to Work' scheme
Faculty of Classics	Drop off 3 children under 4 years to nursery en route
Faculty of Classics	If I leave home at 7.10am, I can be at work by 7.30am. If I use public transport, I leave at 7.20am and get home at 7.30pm. I would consider using public transport if there was something appropriate.
Faculty of Classics	Normally I use the uni 4 bus or walk - as I was not feeling well this work I caught a lift with someone going in my direction
Faculty of Classics	THE 07.57 AND 08.12 WEEKDAY BUS SERVICES FROM GRANTCHESTER TO CAMBRIDGE ARE UNRELIABLE DUE TO CONGESTION CAUSED BY PRIVATE MOTORISTS IN BARTON ROAD...THEREFORE UNLESS I MAKE A SPECIAL EFFORT TO CATCH THE EARLY BUT RELIABLE 07.12 SERVICE, I WALK. UNLESS THE BUS IS RELIABLE, THE £1.80 SINGLE FARE IS NOT WORTH THE MONEY.
Faculty of Economics	I drive to work with my husband who also works at the University on Mondays, as I attend a course in the evening that requires a lot of heavy equipment. Otherwise I take the train and walk from the station to work.
Faculty of Economics	I drove, but I didn't drive alone as brought a child in to nursery on the way. But I guess you wouldn't refer to it as "car share" either.
Faculty of Economics	I get the train from Hitchin to Cambridge and then walk from the station to the Sidgwick site
Faculty of Economics	I'd be willing to use the University Park and Cycle scheme if it didn't mean giving up my workplace parking permit.
Faculty of English	Driving includes taking two children & equipment to school on the way.
Faculty of English	I also cycle to/from home-Littleport station and Cambridge station-work
Faculty of English	I have to walk a mile and a quarter to the bus stop as my bus service was withdrawn a few years ago. I have a further mile to walk from Drummer Street to my place of work.
Faculty of English	Public transport not available for my work start time (early a.m.).
Faculty of English	There are no buses from Landbeach to Cambridge until 9.33 a.m.! I drive my husband to Cambridge railway station for the 7.15 a.m. Train and carry on to my place of work.
Faculty of Law	The week indicated is somewhat atypical for me, in that I usually commute by train four or five days a week. Please note that at each end of the train journey I cycle (from home to the station in Ely, and from Cambridge station to my work place). The questionnaire does not allow for mixed modes of transport, but a more accurate answer would be train and bicycle, rather than just train.
Faculty of History	Leave home early to avoid congestion on A14
Land Economy	Can be challenging during term time. Traffic tailback between 8.30 and 9.30am means 40 minute journey rather than 20 on Madingley Road and Citi 4 buses late/packed between 5 and 6pm from the city.
Land Economy	Have injury so difficult to walk and cycling is out the question.
Land Economy	I am disabled and already find I am effectively banned from much of the city by pedestrianisation.
Land Economy	I car share with my wife to her work place, then cycle into work from there.
Land Economy	I drive part of the way (to school), then walk the last bit to school, then cycle the rest of the way to work most days. Sometimes I cycle all the way. Duration of commute includes dropping kids at school. I drive my kids - therefore not on my own, but neither would you describe this as a car share! Your survey is assuming everyone has a straightforward journey from home to work - life is more complicated!

Land Economy	More cycle paths. Stop traffic in the centre of Cambridge.
Land Economy	My normal commute has two parts; drive to a Park and Ride, and then bus into Cambridge from there.
Land Economy	On leave during period in question
Land Economy	The pavements in Cambridge are in a dangerous state of disrepair and even though I wear flat shoes I stumble and have tripped over on uneven paving stones.
Land Economy	Train/Walk or Train/bus
Land Economy	Transport used combination of car and park and ride
Land Economy	Usually work 2 days but son was ill so was not in work on Wed
EMBS CB39LH	I would love to take the bus from Haverhill, or to use the park and ride facilities, but there is no way I can get from the city centre to a reasonable distance from my place of work.
EMBS CB39LH	No other choice as there is no viable alternative.
EMBS CB39LH	On emergency call out.
EMBS CB39LH	The roads/cycle paths are in a very poor state, full of potholes. You need a mountain bike with suspension to smooth out the bumps. The council need to stop wasting money painting the roads different colours and repair them.
EMBS CB39LH	Usually commute by car
CUDO K38	Although I come in by car two days a week I go home using the Citi4 bus.
CUDO K38	Drive and park and ride. Planning to move nearer to work (new employee).
CUDO K38	I do the school run on my way in to work (CB4 1BS to CB1 2EZ then CB5 8AB). There are no showers or changing rooms at work.
CUDO K38	I either cycle or get a bus (citi 1) from the train station to my office and back. This adds another 15 minutes for cycling, or 30 minutes for bus.
CUDO K38	I either drive (or my husband drops me off) to the Newmarket Road park and ride and then cycle in to town from there. Usually every day, with the occasional exception like today!
CUDO K38	I had to work late on Weds- normally I walk very day.
CUDO K38	I live in a remote area of Suffolk with little public transport and find the park and ride unreliable and inflexible
CUDO K38	I use the park and ride. Duration of journey varies depending on traffic from 30 mins to 1 hour 30.
CUDO K38	I walk for the rest of the journey.
CUDO K38	I work at 2 offices. The other p/c is CB2 1NF
CUDO K38	I worked in town on Sunday 4th rather than at the office and my housemate gave me a lift in and I got a cab home.
CUDO K38	It's a beautiful walk by the river! Just 10 minutes! I think my home and work are perfectly situated.
CUDO K38	No public transport available.
CUDO K38	Our bus in the mornings is very busy. I can't seem it fair that everyone pays the same amount of money and some of those people have to stand for the entire journey. Solution: Bigger Buses!!!

## Appendix D - Weather View for the Survey Week 2009

(Source: <http://www.cl.cam.ac.uk/research/dtg/weather/> )

### Saturday 3<sup>rd</sup> October 2009 - 8am

- Cloudy
- Dry
- Wind 16.6 knots (Moderate Breeze) – South Westerly
- Temp 12.7<sup>o</sup>C

### Sunday 4<sup>th</sup> October 2009 - 8am

- Clear (Sunny)
- Dry
- Wind 6.3 knots (Light Breeze) - South Westerly
- Temp 8.4<sup>o</sup>C

### Monday 5<sup>th</sup> October 2009 - 8am

- Cloudy
- Dry
- Wind 0.2 knots (Calm) - Southerly
- Temp 10<sup>o</sup>C

### Tuesday 6<sup>th</sup> October 2009 - 8am

- Cloudy
- Rain
- Wind 10 knots (Gentle Breeze) – South Easterly
- Temp 14<sup>o</sup>C

### Wednesday 7<sup>th</sup> October 2009 - 8am

- Cloudy
- Rain
- Wind 5.9 knots (Light Breeze) – North Westerly
- Temp 10<sup>o</sup>C

### Thursday 8<sup>th</sup> October 2009 - 8am

- Clear (Sunny)
- Dry
- Wind 0 knots (Calm) - North Westerly
- Temp 4.8<sup>o</sup>C

### Friday 9<sup>th</sup> October 2009 - 8am

- Cloudy
- Dry
- Wind 1.7 knots (Light) – North Westerly
- Temp 3.2<sup>o</sup>C