



Travel for Work Survey Report 2008

produced for

University of Cambridge

by the Cambridgeshire Travel for Work
Partnership



Helping business get there!

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Introduction

This is the eighth 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 2009 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 2008 survey

We asked commuters about their journeys to work from Saturday 4th October to Friday 10th October 2008.

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.

New this year is a calculation of CO₂ emissions based on the survey results; see *Facts and Figures* on Page 13.

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 10 persons responded.

The full results for ALL organisations taking part in the 2008 survey are attached in **Appendix B**.

Table 2 (page 5) includes the new calculation of CO₂ emissions based on the survey results for your company for the survey week.

We also include, for comparison, **Table 3** (page 6) 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

University of Cambridge – Survey Results 2008 (5 days – Monday 6th October to Friday 10th October 2008)

Table 1

Mode	University of Cambridge						All TFW Employers 2008 (excl UoC)	All TFW Employers 2008
	2003	2004	2005	2006	2007	2008		
Bicycle	39.14%	37.55%	38.09%	41.94%	39.32%	39.97%	18.08%	22.51%
Car Share	9.34%	10.38%	8.62%	7.61%	6.70%	7.73%	10.43%	9.88%
Drive (alone)	29.02%	27.22%	25.04%	23.34%	24.15%	22.12%	48.11%	42.85%
Homeworking	n/a	0.97%	1.37%	1.29%	1.54%	1.85%	1.86%	1.86%
Motorbike	1.62%	1.29%	2.18%	1.21%	1.47%	1.90%	1.55%	1.62%
Other	n/a	0.50%	1.78%	0.37%	0.56%	0.32%	0.30%	0.31%
Other Workplace	n/a	1.37%	1.39%	1.11%	1.30%	1.64%	2.65%	2.44%
Public Bus	6.22%	8.01%	7.08%	9.97%	10.38%	8.71%	5.89%	6.46%
Staff Bus	0.06%	0.24%	0.18%	0.11%	0.07%	0.08%	0.27%	0.23%
Train	3.86%	3.80%	4.48%	4.47%	5.26%	5.57%	4.49%	4.71%
Walk	8.84%	8.66%	9.60%	8.75%	9.26%	10.11%	6.36%	7.12%
Number of one way trips	8723	8911	4957	6216	5705	7693	29,758	37,493
Telework (Homeworking + Other Workplace)	n/a	2.34%	2.76%	2.40%	2.84%	3.49%	4.51%	

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

Modal Split by site (Mon to Fri)	Bicycle	Car share	Drive Alone	Home	Motor bike	Other	Other Work place	Public Bus	Staff Bus	Train	Walk	One way trips by site
University at Addenbrookes	98	19	100	3	15	6	21	47	0	22	20	351
Clarkson Road	84	5	21	1	0	0	6	13	0	6	16	152
Downing Site	335	47	139	2	19	0	18	79	1	38	62	740
Faculty of Education	136	39	195	52	5	0	15	21	0	33	28	524
Mill Lane/Old Press Site	328	94	205	12	15	1	9	95	3	48	89	899
New Museums	225	67	85	0	41	0	0	30	0	14	36	498
North City	82	16	33	5	0	0	4	10	0	18	36	204
NW Cambridge	269	68	122	15	5	0	3	42	0	16	52	592
Old Addenbrooke's Site	374	56	136	13	12	5	16	107	0	76	130	925
Sidgwick	165	14	108	4	8	0	10	23	0	11	79	422
South City	171	21	74	2	5	0	2	27	0	22	62	386
The Old Schools Site	119	32	94	3	9	1	1	52	0	50	51	412
Trumpington Street	91	12	39	3	0	11	4	29	0	11	8	208
University Library	143	60	87	2	5	0	0	29	1	24	40	391
West Cambridge	317	35	186	7	0	0	12	31	1	6	37	632
Other	86	0	49	16	5	0	3	24	0	26	19	228
One Way Trips	3023	585	1673	140	144	24	124	659	6	421	765	7564

University of Cambridge - CO₂ Emissions 2008 (Emissions for full survey week: Sunday to Friday)

Table 2

Mode	No of Trips	Average Distance (km)	Conversion Factor (Kg CO₂ per unit)¹	Total kg CO₂ (kg's)
Car	1738	17.6	0.2042	6,246.23
Car Share	592	13.81	0.2042	1,669.44
Motorbike	146	11.14	0.1059	172.24
Public Bus	677	10.4	0.1073	755.48
Staff Bus	6	3.58	0.1158	2.49
Train	429	33.91	0.0602	875.75
Total kg CO₂				9,721.63

¹Source: DEFRA 2008 Guidelines to GHG Conversion Factors – see also page 13

The 'Core Group' Survey Results 2008

Table 3

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

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 2008

- ❖ In total 33 organisations took part in the Travel for Work survey, giving a potential survey population of 38,671.
- ❖ 8,374 completed survey forms were received.
- ❖ 210 returns were 'spoilt' and have been removed from the results. This is significantly down on last years spoilt entries of 339. Invalid home postcodes formed the largest group of spoilt entries followed closely by duplicate entries; the remaining spoilt entries were made up of invalid or unknown work locations.
- ❖ Therefore, 2008 sees a total of 8,163 respondents, up from 7,170 in 2007. This is the highest ever number of respondents for the annual survey.
- ❖ This amounts to a participation rate of 21.11% of the potential survey population and is in line with last year's participation rate. Table 4 indicates the participation rates for the last five years.

Table 4

Year	Participation Rate
2008	21.11%
2007	21.46%
2006	15.51%
2005	14.91%
2004	14.79%

- ❖ This year ten organisations achieved a response rate over 50%, up by five on last year. However, 14 organisations achieved a response rate of over 40%, four more than in 2006. And most impressively four organisations achieved a participation rate of over 75% which is excellent (one organisation with 78 employees achieved 91%!).
- ❖ Twelve employers took part for the first time or had not taken part last year. 10 employers increased their participation rates in 2008 compared to 2007. Eleven employers had a reduction in response.
- ❖ Twenty Three organisations offered a prize draw.

Average Distance Travelled

In 2008 the average one-way distance travelled to work by respondents who gave their home postcode was 15.75km (9.68 miles). This is slightly down on last years highest 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 5

Year	Average Distance Travelled
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 495km (308miles) and was made by car. This is more than the 317km (197miles) journey recorded last year, by someone travelling by train.

The shortest journey was 88 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 5.57% 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 6

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

Gender and Age

Again this year it is worth highlighting that nationally more males drive to work than females, however more female participants in our survey drive than males (see table 7).

Table 7

Mode	TfW Survey 2008 (TfW Survey 2007)		National 2006 ¹	
	Male	Female	Male	Female
Walk	7% (5%)	8% (6%)	8%	14%
Bicycle	28% (24%)	19% (16%)	5%	2%
Car (incl car share)	52% (60%)	58% (66%)	71%	65%
Staff Bus	1% (0%)	1% (1%)	0%	0%
Public Bus	4% (4%)	8% (7%)	6%	10%
Rail	5% (3%)	5% (3%)	7%	7%
Other (including motorbike)	3% (3%)	1% (1%)	3%	2%

¹ Source: DfT, National Traffic Survey 2006, published Aug 07.

The following table shows the breakdown of mode by the age of the participant.

Table 8

Mode	TfW Survey 2008 (TfW Survey 2007)					
	Up to 25	25 to 34	35 to 44	45 to 54	55 to 64	65+
Walk	13% (10%)	11% (8%)	5% (4%)	3% (4%)	7% (6%)	12% (6%)
Bicycle	23% (20%)	26% (22%)	24% (18%)	22% (19%)	20% (17%)	32% (31%)
Car (incl car share)	46% (54%)	48% (57%)	58% (69%)	61% (68%)	60% (67%)	43% (57%)
Staff Bus	0% (1%)	0% (1%)	0% (0%)	0% (1%)	0% (0%)	1% (0%)
Public Bus	10% (9%)	8% (7%)	6% (4%)	6% (4%)	7% (6%)	7% (1%)
Rail	6% (5%)	6% (4%)	5% (3%)	4% (3%)	4% (2%)	3% (2%)
Other (incl motorbike)	1% (1%)	1% (1%)	2% (2%)	3% (3%)	2% (1%)	3% (3%)
Mode	National 2006 ¹					
	Up to 25	25 to 34	35 to 44	45 to 54	55 to 64	65+
Walk	15%	11%	10%	10%	9%	14%
Bicycle	5%	3%	4%	3%	2%	4%
Car (incl car share)	55%	64%	71%	73%	78%	65%
Staff Bus	1%	0%	0%	0%	0%	0%
Public Bus	13%	8%	5%	7%	6%	10%
Rail	7%	12%	7%	5%	4%	5%
Other (incl motorbike)	4%	2%	3%	2%	2%	2%

Source: DfT, National Traffic Survey 2006, published Aug 07.

Park & Ride

468 respondents used the Park & Ride buses at some time during the survey. This equates to 5.74% of all respondents. In 2007, only 4.21% of respondents used Park & Ride buses during the survey week, in 2006 it was 6.08% and in 2005 6.83%.

Park & Cycle

176 respondents used Park & Cycle, either at the Park & Ride sites in Cambridge or (for University staff) at the West Cambridge site. This equates to 2.16% of all respondents. In 2007, 1.15% of respondents used Park & Cycle during the cycle week, in 2006 it was 1.21% and in 2005 1.58%.

Travel Plan Recognition

33.9% of all respondents indicated that they knew that their employer had a travel plan, significantly up from 26.63% in 2007. One employer achieved 80.49% and the lowest figure was 2.47%. 55.46% were unsure if their employer had a travel plan slightly less than the 2007 figure of 58.18%.

CO₂ Emissions by Mode

Defra (in a document entitled *2008 Guidelines to Defra's GHG Conversion Factors*) provides average conversion factors for the calculation of CO₂ 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 CO₂ 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 CO₂ emissions by mode for all organisations taking part in the survey across the survey week.

Table 9

Mode	No of Trips	Average Distance (km)	Conversion Factor (Kg CO₂ per unit)	Total kg CO₂ (kg's)
Car	15,991	20.13	0.2042	65,731.74
Car Share	3,689	18.14	0.2042	13,664.75
Motorbike	606	15.37	0.1059	986.38
Public Bus	2,412	11.19	0.1073	2,896.06
Staff Bus	87	18.81	0.1158	189.50
Train	1,758	34.31	0.0602	3,631.08
Total kg CO₂				87,099.51

Appendix A - University of Cambridge Full Results

	All	Parent	University of Cambridge	Calculate				
1. Number of respondents			1601					
2. Percentage of workforce			18.08%					
3. Number of trips recorded*			7693					
4. Average number of trips per respondent			4.8051					
5. Average distance travelled (km)			10.545					
6. Longest distance travelled by mode	Mode		pubbus	Distance 168.184781				
7. Shortest distance travelled by mode	Mode		walk	Distance 0.17102046				
8. Average distance travelled by mode	Bicycle	3.3022	Car Share	13.811	Drive (alone)	17.596	Home	32.901
	Motorbike	11.135	Other	14.891	Other Workplace	9.8256	Public Bus	10.400
	Staff Bus	3.5770	Train	33.914	Walk	2.5707		
9. Drive alone - percentage of respondents and distance	Less than 2km	5.49%	2.1-5km	16.26%	5.1-10km	21.54%	10.1-20km	28.05%
	20.1-30km	17.48%	30.1-40km	5.49%	More than 40km	5.69%		
10. Modal Split - Monday to Friday	Bicycle	3023	39.97%	Other Workplace	124	1.64%		
	Car Share	585	7.73%	Public Bus	659	8.71%		
	Drive (alone)	1673	22.12%	Staff Bus	6	0.08%		
	Home	140	1.85%	Train	421	5.57%		
	Motorbike	144	1.90%	Walk	765	10.11%		
	Other	24	0.32%	No work	441			
11. Modal Split - Saturday & Sunday	Bicycle	104	35.25%	Other Workplace	14	4.75%		
	Car Share	7	2.37%	Public Bus	18	6.10%		
	Drive (alone)	65	22.03%	Staff Bus		0.00%		
	Home	26	8.81%	Train	8	2.71%		
	Motorbike	2	0.68%	Walk	50	16.95%		
	Other	1	0.34%	No work	2907			
12. Park and Ride responses	Number	111	%	6.94%				
13. Park and Cycle responses	Number	53	%	3.31%				
14. Does my employer have a travel plan	Yes	329	%	20.56%				
	No	110	%	6.88%				
	Don't know	1161	%	72.56%				
15. Do you know who to contact?	Yes	695	%	43.44%				
	No	905	%	56.56%				

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

Site Specific Results - for sites with more than 30 respondents

University at Addenbrookes

All Parent

1. Number of respondents

10. Modal Split - Monday to Friday

Bicycle	<input type="text" value="44"/>	<input type="text" value="20.56%"/>	Other Workplace	<input type="text" value="5"/>	<input type="text" value="2.34%"/>
Car Share	<input type="text" value="14"/>	<input type="text" value="6.54%"/>	Public Bus	<input type="text" value="42"/>	<input type="text" value="19.63%"/>
Drive (alone)	<input type="text" value="71"/>	<input type="text" value="33.18%"/>	Staff Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Home	<input type="text" value="3"/>	<input type="text" value="1.40%"/>	Train	<input type="text" value="10"/>	<input type="text" value="4.67%"/>
Motorbike	<input type="text" value="10"/>	<input type="text" value="4.67%"/>	Walk	<input type="text" value="15"/>	<input type="text" value="7.01%"/>
Other	<input type="text" value=""/>	<input type="text" value="0.00%"/>	No work	<input type="text" value="26"/>	<input type="text" value=""/>

11. Modal Split -Saturday & Sunday

Bicycle	<input type="text" value="4"/>	<input type="text" value="80.00%"/>	Other Workplace	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Car Share	<input type="text" value="1"/>	<input type="text" value="20.00%"/>	Public Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Drive (alone)	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Staff Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Home	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Train	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Motorbike	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Walk	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Other	<input type="text" value=""/>	<input type="text" value="0.00%"/>	No work	<input type="text" value="91"/>	<input type="text" value=""/>

Downing Site

All Parent

1. Number of respondents

10. Modal Split - Monday to Friday

Bicycle	<input type="text" value="126"/>	<input type="text" value="45.99%"/>	Other Workplace	<input type="text" value="6"/>	<input type="text" value="2.19%"/>
Car Share	<input type="text" value="16"/>	<input type="text" value="5.84%"/>	Public Bus	<input type="text" value="47"/>	<input type="text" value="17.15%"/>
Drive (alone)	<input type="text" value="42"/>	<input type="text" value="15.33%"/>	Staff Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Home	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Train	<input type="text" value="6"/>	<input type="text" value="2.19%"/>
Motorbike	<input type="text" value="6"/>	<input type="text" value="2.19%"/>	Walk	<input type="text" value="25"/>	<input type="text" value="9.12%"/>
Other	<input type="text" value=""/>	<input type="text" value="0.00%"/>	No work	<input type="text" value="11"/>	<input type="text" value=""/>

11. Modal Split -Saturday & Sunday

Bicycle	<input type="text" value="8"/>	<input type="text" value="40.00%"/>	Other Workplace	<input type="text" value="3"/>	<input type="text" value="15.00%"/>
Car Share	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Public Bus	<input type="text" value="2"/>	<input type="text" value="10.00%"/>
Drive (alone)	<input type="text" value="3"/>	<input type="text" value="15.00%"/>	Staff Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Home	<input type="text" value="1"/>	<input type="text" value="5.00%"/>	Train	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Motorbike	<input type="text" value="1"/>	<input type="text" value="5.00%"/>	Walk	<input type="text" value="2"/>	<input type="text" value="10.00%"/>
Other	<input type="text" value=""/>	<input type="text" value="0.00%"/>	No work	<input type="text" value="94"/>	<input type="text" value=""/>

Faculty of Education

All Parent

1. Number of respondents

10. Modal Split - Monday to Friday

Bicycle	<input type="text" value="136"/>	<input type="text" value="25.95%"/>	Other Workplace	<input type="text" value="15"/>	<input type="text" value="2.86%"/>
Car Share	<input type="text" value="39"/>	<input type="text" value="7.44%"/>	Public Bus	<input type="text" value="21"/>	<input type="text" value="4.01%"/>
Drive (alone)	<input type="text" value="195"/>	<input type="text" value="37.21%"/>	Staff Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Home	<input type="text" value="52"/>	<input type="text" value="9.92%"/>	Train	<input type="text" value="33"/>	<input type="text" value="6.30%"/>
Motorbike	<input type="text" value="5"/>	<input type="text" value="0.95%"/>	Walk	<input type="text" value="28"/>	<input type="text" value="5.34%"/>
Other	<input type="text" value=""/>	<input type="text" value="0.00%"/>	No work	<input type="text" value="46"/>	<input type="text" value=""/>

11. Modal Split -Saturday & Sunday

Bicycle	<input type="text" value="5"/>	<input type="text" value="21.74%"/>	Other Workplace	<input type="text" value="1"/>	<input type="text" value="4.35%"/>
Car Share	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Public Bus	<input type="text" value="3"/>	<input type="text" value="13.04%"/>
Drive (alone)	<input type="text" value="9"/>	<input type="text" value="39.13%"/>	Staff Bus	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Home	<input type="text" value="3"/>	<input type="text" value="13.04%"/>	Train	<input type="text" value="2"/>	<input type="text" value="8.70%"/>
Motorbike	<input type="text" value=""/>	<input type="text" value="0.00%"/>	Walk	<input type="text" value=""/>	<input type="text" value="0.00%"/>
Other	<input type="text" value=""/>	<input type="text" value="0.00%"/>	No work	<input type="text" value="205"/>	<input type="text" value=""/>

Mill Lane/Old Press Site

All Parent UoC (CARET, Engineering, Health & Safety ,MISD, PCC - CB2160) Calculate

1. Number of respondents 49

10. Modal Split - Monday to Friday

Bicycle	85	35.71%	Other Workplace	3	1.26%
Car Share	36	15.13%	Public Bus	26	10.92%
Drive (alone)	43	18.07%	Staff Bus	3	1.26%
Home	6	2.52%	Train	19	7.98%
Motorbike		0.00%	Walk	16	6.72%
Other	1	0.42%	No work	7	

11. Modal Split -Saturday & Sunday

Bicycle			Other Workplace		
Car Share			Public Bus		
Drive (alone)			Staff Bus		
Home			Train		
Motorbike			Walk		
Other			No work	98	

All Parent UoC (EMBS - CB2 1RW) Calculate

1. Number of respondents 58

10. Modal Split - Monday to Friday

Bicycle	113	42.32%	Other Workplace		0.00%
Car Share	13	4.87%	Public Bus	21	7.87%
Drive (alone)	80	29.96%	Staff Bus		0.00%
Home	1	0.37%	Train	10	3.75%
Motorbike	12	4.49%	Walk	17	6.37%
Other		0.00%	No work	23	

11. Modal Split -Saturday & Sunday

Bicycle		0.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	1	100.00%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	115	

All Parent UoC (Mill Lane) Calculate

1. Number of respondents 50

10. Modal Split - Monday to Friday

Bicycle	73	29.80%	Other Workplace	6	2.45%
Car Share	24	9.80%	Public Bus	38	15.51%
Drive (alone)	59	24.08%	Staff Bus		0.00%
Home	5	2.04%	Train	8	3.27%
Motorbike	3	1.22%	Walk	29	11.84%
Other		0.00%	No work	5	

11. Modal Split -Saturday & Sunday

Bicycle	3	33.33%	Other Workplace	1	11.11%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	3	33.33%	Staff Bus		0.00%
Home	2	22.22%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	91	

New Museums

All Parent UoC (Materials Sciences & Metallurgy) Calculate

1. Number of respondents 30

10. Modal Split - Monday to Friday

Bicycle	87	61.70%	Other Workplace		0.00%
Car Share	12	8.51%	Public Bus		0.00%
Drive (alone)	8	5.67%	Staff Bus		0.00%
Home		0.00%	Train	5	3.55%
Motorbike	10	7.09%	Walk	19	13.48%
Other		0.00%	No work	9	

11. Modal Split - Saturday & Sunday

Bicycle	6	60.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home	1	10.00%	Train		0.00%
Motorbike		0.00%	Walk	3	30.00%
Other		0.00%	No work	50	

All Parent UoC (Security Office) Calculate

1. Number of respondents 42

10. Modal Split - Monday to Friday

Bicycle	73	37.06%	Other Workplace		0.00%
Car Share	27	13.71%	Public Bus	15	7.61%
Drive (alone)	53	26.90%	Staff Bus		0.00%
Home		0.00%	Train	2	1.02%
Motorbike	14	7.11%	Walk	13	6.60%
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	

NW Cambridge

All Parent UoC (CUFS/Astronomy/CDT) Calculate

1. Number of respondents 45

10. Modal Split - Monday to Friday

Bicycle	79	36.92%	Other Workplace		0.00%
Car Share	41	19.16%	Public Bus	9	4.21%
Drive (alone)	60	28.04%	Staff Bus		0.00%
Home	3	1.40%	Train	11	5.14%
Motorbike	5	2.34%	Walk	6	2.80%
Other		0.00%	No work	11	

11. Modal Split - Saturday & Sunday

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

All Parent UoC (Department of Astronomy) Calculate

1. Number of respondents 42

10. Modal Split - Monday to Friday

Bicycle	95	47.26%	Other Workplace	2	1.00%
Car Share	15	7.46%	Public Bus	13	6.47%
Drive (alone)	43	21.39%	Staff Bus		0.00%
Home	9	4.48%	Train		0.00%
Motorbike		0.00%	Walk	24	11.94%
Other		0.00%	No work	9	

11. Modal Split -Saturday & Sunday

Bicycle	7	58.33%	Other Workplace	2	16.67%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home	2	16.67%	Train		0.00%
Motorbike		0.00%	Walk	1	8.33%
Other		0.00%	No work	72	

All Parent UoC (Department of Earth Sciences) Calculate

1. Number of respondents 36

10. Modal Split - Monday to Friday

Bicycle	95	53.67%	Other Workplace	1	0.56%
Car Share	12	6.78%	Public Bus	20	11.30%
Drive (alone)	19	10.73%	Staff Bus		0.00%
Home	3	1.69%	Train	5	2.82%
Motorbike		0.00%	Walk	22	12.43%
Other		0.00%	No work	3	

11. Modal Split -Saturday & Sunday

Bicycle	5	38.46%	Other Workplace	2	15.38%
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	6	46.15%
Other		0.00%	No work	59	

Old Addenbrooke's Site

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

1. Number of respondents 55

10. Modal Split - Monday to Friday

Bicycle	97	36.60%	Other Workplace	4	1.51%
Car Share	21	7.92%	Public Bus	25	9.43%
Drive (alone)	33	12.45%	Staff Bus		0.00%
Home	4	1.51%	Train	25	9.43%
Motorbike		0.00%	Walk	56	21.13%
Other		0.00%	No work	10	

11. Modal Split -Saturday & Sunday

Bicycle		0.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus	3	75.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home	1	25.00%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	106	

All Parent UoC (Wellcome CRC CB2 1QN) Calculate

1. Number of respondents 46

10. Modal Split - Monday to Friday

Bicycle	123	55.91%	Other Workplace	4	1.82%
Car Share	8	3.64%	Public Bus	16	7.27%
Drive (alone)	25	11.36%	Staff Bus		0.00%
Home	3	1.36%	Train	11	5.00%
Motorbike		0.00%	Walk	25	11.36%
Other	5	2.27%	No work	10	

11. Modal Split - Saturday & Sunday

Bicycle	8	42.11%	Other Workplace	2	10.53%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	3	15.79%	Staff Bus		0.00%
Home		0.00%	Train	1	5.26%
Motorbike		0.00%	Walk	5	26.32%
Other		0.00%	No work	73	

South City

All Parent UoC (Department of Chemistry) Calculate

1. Number of respondents 66

10. Modal Split - Monday to Friday

Bicycle	148	47.59%	Other Workplace	1	0.32%
Car Share	21	6.75%	Public Bus	21	6.75%
Drive (alone)	51	16.40%	Staff Bus		0.00%
Home		0.00%	Train	16	5.14%
Motorbike	5	1.61%	Walk	48	15.43%
Other		0.00%	No work	19	

11. Modal Split - Saturday & Sunday

Bicycle	4	28.57%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)	4	28.57%	Staff Bus		0.00%
Home	2	14.29%	Train		0.00%
Motorbike		0.00%	Walk	4	28.57%
Other		0.00%	No work	118	

The Old Schools Site

All Parent UoC (Central Administration) Calculate

1. Number of respondents 43

10. Modal Split - Monday to Friday

Bicycle	71	34.47%	Other Workplace		0.00%
Car Share	15	7.28%	Public Bus	32	15.53%
Drive (alone)	44	21.36%	Staff Bus		0.00%
Home	2	0.97%	Train	23	11.17%
Motorbike	9	4.37%	Walk	9	4.37%
Other	1	0.49%	No work	9	

11. Modal Split - Saturday & Sunday

Bicycle	1	25.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus	2	50.00%
Drive (alone)	1	25.00%	Staff Bus		0.00%
Home		0.00%	Train		0.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	82	

Trumpington Street

All Parent UoC (Trumpington Street) Calculate

1. Number of respondents 38

10. Modal Split - Monday to Friday

Bicycle	62	34.64%	Other Workplace	4	2.23%
Car Share	10	5.59%	Public Bus	17	9.50%
Drive (alone)	46	25.70%	Staff Bus		0.00%
Home	6	3.35%	Train	18	10.06%
Motorbike	3	1.68%	Walk	13	7.26%
Other		0.00%	No work	11	

11. Modal Split - Saturday & Sunday

Bicycle		0.00%	Other Workplace		0.00%
Car Share		0.00%	Public Bus		0.00%
Drive (alone)		0.00%	Staff Bus		0.00%
Home		0.00%	Train	2	100.00%
Motorbike		0.00%	Walk		0.00%
Other		0.00%	No work	74	

University Library

All Parent UoC (University Library) Calculate

1. Number of respondents 87

10. Modal Split - Monday to Friday

Bicycle	143	36.57%	Other Workplace		0.00%
Car Share	60	15.35%	Public Bus	29	7.42%
Drive (alone)	87	22.25%	Staff Bus	1	0.26%
Home	2	0.51%	Train	24	6.14%
Motorbike	5	1.28%	Walk	40	10.23%
Other		0.00%	No work	44	

11. Modal Split - Saturday & Sunday

Bicycle	4	23.53%	Other Workplace		0.00%
Car Share	3	17.65%	Public Bus	2	11.76%
Drive (alone)	4	23.53%	Staff Bus		0.00%
Home		0.00%	Train	1	5.88%
Motorbike	1	5.88%	Walk	2	11.76%
Other		0.00%	No work	157	

West Cambridge

All Parent UoC (Department of Physics) Calculate

1. Number of respondents 99

10. Modal Split - Monday to Friday

Bicycle	243	50.84%	Other Workplace	9	1.88%
Car Share	27	5.65%	Public Bus	15	3.14%
Drive (alone)	156	32.64%	Staff Bus	1	0.21%
Home	3	0.63%	Train	1	0.21%
Motorbike		0.00%	Walk	23	4.81%
Other		0.00%	No work	17	

11. Modal Split - Saturday & Sunday

Bicycle	14	51.85%	Other Workplace		0.00%
Car Share	1	3.70%	Public Bus	1	3.70%
Drive (alone)	6	22.22%	Staff Bus		0.00%
Home	3	11.11%	Train		0.00%
Motorbike		0.00%	Walk	2	7.41%
Other		0.00%	No work	171	

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

1. Number of respondents 33

10. Modal Split - Monday to Friday

Bicycle	74	48.05%	Other Workplace	3	1.95%
Car Share	8	5.19%	Public Bus	16	10.39%
Drive (alone)	30	19.48%	Staff Bus		0.00%
Home	4	2.60%	Train	5	3.25%
Motorbike		0.00%	Walk	14	9.09%
Other		0.00%	No work		11

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		62

Appendix B - All TfW Results

<input checked="" type="checkbox"/> All	Parent	Calculate	
1. Number of respondents		8163	
2. Percentage of workforce		18.10%	
3. Number of trips recorded*		37493	
4. Average number of trips per respondent		4.5930	
5. Average distance travelled (km)		15.575	
6. Longest distance travelled by mode	Mode	car	Distance 495.087969
7. Shortest distance travelled by mode	Mode	walk	Distance 0.08814193
8. Average distance travelled by mode	Bicycle	3.8938	Car Share 18.142
	Motorbike	15.369	Other 19.690
	Staff Bus	18.808	Train 34.310
			Walk 3.2143
			Drive (alone) 20.127
9. Drive alone - percentage of respondents and distance	Less than 2km	5.30%	2.1-5km 11.62%
	20.1-30km	19.46%	30.1-40km 6.49%
			5.1-10km 15.78%
			10.1-20km 31.29%
			More than 40km 10.07%
10. Modal Split - Monday to Friday	Bicycle	8402	22.51%
	Car Share	3689	9.88%
	Drive (alone)	15991	42.85%
	Home	694	1.86%
	Motorbike	606	1.62%
	Other	114	0.31%
			Other Workplace 912
			Public Bus 2412
			Staff Bus 87
11. Modal Split - Saturday & Sunday	Bicycle	207	22.85%
	Car Share	42	4.64%
	Drive (alone)	410	45.25%
	Home	41	4.53%
	Motorbike	15	1.66%
	Other	6	0.66%
			Other Workplace 33
			Public Bus 35
			Staff Bus
12. Park and Ride responses	Number	468	% 5.74%
13. Park and Cycle responses	Number	176	% 2.16%
14. Does my employer have a travel plan	Yes	2765	% 33.90%
	No	868	% 10.64%
	Don't know	4523	% 55.46%
15. Do you know who to contact?	Yes	4268	% 52.31%
	No	3891	% 47.69%

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

Appendix C - Respondent Comments

UoC (Faculty of Economics)	I have to drop off a baby at nursery so public transport isn't a realistic alternative
UoC (Faculty of Economics)	I travel to work by a combination of train and bike. The train journey is 10 minutes, the cycle 15 minutes.
UoC (Academic Division, Personnel)	I give my husband a lift to his work on the way to the Park and Ride facility, then get the bus.
UoC (Accommodation Service)	It would be good if there were more bike stands under cover.
UoC (Applied Mathematics & Theoretical Physics)	drop off/collect child from day nursery on the way.
UoC (Applied Mathematics & Theoretical Physics)	I try to come by bike but sometimes I have too much to carry (disolay boards etc.) so need the car.
UoC (Applied Mathematics & Theoretical Physics)	Usually cycle unless need car for work or heavy rain in the morning
UoC (Archaeology & Anthropology, McDonald Institute)	Driving - only travel halfway and then walk the rest
UoC (Board of Examinations, Central Science Library)	Had 1 day sick and one day holiday. Normally work full time
UoC (Board of Examinations, Central Science Library)	I enjoy cycling - it is by far the most convenient way to get to work and travel around Cambridge during the day.
UoC (Board of Examinations, Central Science Library)	there is far too little motorcycle parking on the new museums site
UoC (Board of Graduate Studies)	I currently bring my son with me to Cambridge, where he is at nursery. Once he goes to school I intend to investigate the possibility of travelling on the new guided bus system.
UoC (Board of Graduate Studies)	I normally get a lift in to work and return on the Citi 7 bus.
UoC (Board of Graduate Studies)	i park my car in staff carpark and walk the remainder of the way to work.
UoC (Board of Graduate Studies)	I usually share my journey by car three of the five working days but the person who shares with me is on maternity leave. It is impossible to get a bus from CB10 2BL that leaves at a decent time (after 7.15 am) and gets me into work without going around all the villages.
UoC (Board of Graduate Studies)	Very short walk to work - less than 15 mins. I occasionally cycle it.
UoC (Cambridge Admissions Office)	Car use is extremely unusual
UoC (Cambridge Admissions Office)	Excellent bus service almost from door to door, every ten minutes
UoC (Cambridge Admissions Office)	I also have a 15 minute walk at each end of the journey.
UoC (Cambridge Admissions Office)	I complete the journey by bike.
UoC (Cambridge Admissions Office)	Tues 7th October was my first day in the post therefore I chose walking for most of my first days to ensure I found my workplace. I intend to cycle everyday now.

UoC (Cambridge Admissions Office)	Used the park and ride/Uni 4
UoC (Cambridge Enterprise, Finance Division)	Most days bus journey a nightmare due to overcrowding and lateness of service should run every 10 minutes but hardly ever does. Double decker buses should be used at all times during peak times am & pm
UoC (Cancer Research)	2 miles. Traffic occasionally alarming on Hill's road. Why on earth hasn't the university adopted the excellent subsidised cycle to work scheme?
UoC (Cancer Research)	Actually Train and bus, for which the bus psrt is AWFUL and irregular. Buses from Addenbrookes to the station at rush hour (5:20pm) can be anything up to 25miins apart, and then, Yes it's a cliché - three come at once. As trains go straight past the site I cannot understand why a platform cannot be placed at Addenbrookes. It would save a lot of central Cambridge congestion. When it came to season ticket renewal I very very nearly abandonned public transport for travelling by myself in a car, but I am aware of how un-green this is. However it remains something I am seriously looking at for next year.
UoC (Cancer Research)	Leave home at 06:45 to avoid traffic and to park close to my place of work.
UoC (Cancer Research)	Normally I always cycle - you picked an atypical week for me
UoC (Careers Service)	adequate dry, secure cycle storing needs to be provided
UoC (Careers Service)	Car share with my husband, not a formal work sharing scheme
UoC (Careers Service)	Each journey also involved either a 25 min walk or 15 min bus ride
UoC (Careers Service)	Generally the cycle is very pleasant although it gets very hectic when term starts and so I prefer to travel as early as possible during these times.
UoC (Careers Service)	I also cycle within the Cambridge city centre to get around when at work
UoC (Careers Service)	It would be so helpful to have larger lockable bike sheds. There is no enough undercover parking space for bikes.
UoC (Careers Service)	We really need more lockable covered storage sheds for bikes as it is very hard to find a space in the current sheds due to the large number of people cycling to work in this area. Our bikes have been damaged and some stolen when locked up outside of these secure sheds.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	Bloody awful. I have to actually travel approx 6 miles in a car to get to a village where the bus actually stops; busses are meant to run every 10 minutes, but are rarely more than once every 30 minutes (or you get 2 at once); only do the final 8 miles or so into Cambridge from Cottenham, but bus far is double what it is 2 miles down the road; bus service is hugely worse than it was even 5 years ago- and keeps on getting worse. Almost impossible to commute - probably going back to the car (Cheaper!!! more convenient, more frequent and I can also shop, drop off kids and friends etc)
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	bus there, walk back
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	Can we please have more complete cycle paths (child safe)in Cambridge and reduce car movement in the city centre.
UoC (CARET, Engineering,	Drive, then walk from the edge of town. Public transport is

Health & Safety, MISD, RSD)	cheaper and easier but unreliable due to the high volumes of traffic, ironically. No trains you see... and the guided bus won't fix this.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	first week of Cambridge uni term traffic is terrible and there were several roadworks. It takes me longer to get across Cambridge than to get to Cambridge itself. I would use bus and/or train if comfortable, regular cheap and quicker.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	Have to park about 20 mins walk from work as there is no car park.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	I also have two children to drop off at nursery before I walk to work
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	I car-share to the train station, catch a train for the bulk of my journey, catch a 5 min bus then walk the remaining 5 minutes to work
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	I use the bus as treat if im feeling unfit, but it is too expensive for regular use.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	Not enough cycle parking.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	PUBLIC TRANSPORT RUNS AT SUCH SILLY HOURS FOR WHEN I NEED TO BE IN WORK (8AM) THAT I WOULD HAVE TO BE UP AT 5AM - TOO EARLY! THE TRAIN ALSO STOPS AT EVERY VILLAGE ON ROUTE WHEREAS IF THERE WAS A DIRECT ROUTE THAT MIGHT HELP.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	Punctuality of bus service from/to St Ives has deteriorated since Stagecoach took over Hunts & District. On three occasions in week being surveyed scheduled bus did not arrive.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	service is only once an hour, buses often break down or turn up late which can make for difficulty with work hours.
UoC (CARET, Engineering, Health & Safety, MISD, RSD)	There is a good dedicated cycle route from the area I live in to the site I work at.
UoC (Central Administration)	I also use a fold up bike to and from the station.
UoC (Central Administration)	I have a lovely ten minute ride to work along the bank of the river Cam
UoC (Central Administration)	My commute by car, door to door, is c. 50 minutes. All other options - bus, train, Park&Ride - add at least 30 minutes. I'd like to avoid driving, but not at the expense of spending an extra hour a day commuting.
UoC (Central Administration)	Not too bad time-wise, but the price is extortionate: £78 per month from Longstanton; £30 more than from Bar Hill which is the next stop down the road.
UoC (Central Administration)	Temporary arrangement until move back to Cambridge.
UoC (Central Administration)	Then I use the bus to the town centre
UoC (Central Administration)	Too many pot holes on Hills Road
UoC (Central Administration)	cycle from station to office
UoC (Central Administration)	I try to avoid the roads as much as possible and so cycle by the river
UoC (Central Administration)	It would be much easier/safer if motorcycles were allowed to use bus lanes. A pilot exercise in London proved this.
UoC (Central Administration)	Park and cycle.
UoC (Central Administration)	I spent two hours travelling a day.I could easily perform my university duties by using the Internet from home thus cutting down on carbon emission and enhance my quality of life by

	reducing unnecessary travel. Maybe the university should consider a more flexible approach to home based working like most of the commercial world are benefiting from.
UoC (Central Science Library)	Share car to husbands work at Marshalls and then cycle carried on car to office on all days
UoC (Clarkson Road) - Old	Used as an occasion to exercise as well
UoC (Clinical Oncology)	I drive to Babraham P&R and then walk from there. Same on the way home in reverse.
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	Going to work by car share. Cycling home.
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	I part walk and part Bus most days. This involves up to 5 different busses on some days.
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	I routinely use the Uni4 service between Addenbrooke's and West Cambridge
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	Interested in car share but I can't guarantee being able to leave work at a fixed time. So flexibility of sharer is essential.
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	My cycle ride is currently lengthened by the road works on Hills Road. I occasionally get the bus when the weather is bad.
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	Sometimes cycle part way then bus the rest.
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	Tuesdays / Thursday drove to cb8 4un then cycled in via dry drayton / harwick and cycled back via girton (20 mile round trip !!)
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	unusual week - I usually cycle
UoC (Computer Laboratory, Intel, Cambridge Enterprise)	Why don't you ask about the return journey?
UoC (CUDO K38)	Car use on Friday a rare exception. Irrespective of weather, nearly all commutes to work are by cycle, occasionally on foot.
UoC (CUDO K38)	Drove then got park and ride bus on all days
UoC (CUDO K38)	Have to drop two children at school in Grange Road on the way in. Park and Ride would be impractical. Am provided with underground parking space at Quayside.
UoC (CUDO K38)	I sometimes take the bus home if my carshare is not coming home at the same time. The country bus is too infrequent and unreliable to take to work on a regular basis; also, it takes almost an hour compared to a half hour in a car. I would take the bus more if the service was better.
UoC (CUDO K38)	Mainly by cycle but occasionally by car if I have errands to run or if it is raining heavily or in the event of illness.
UoC (CUDO K38)	No suitable public transport
UoC (CUDO K38)	Please note, I work part-time, so do not work on Weds or Fris, but the survey doesn't have this option.
UoC (CUFS/Astronomy/CDT)	Car Share with two other people
UoC (CUFS/Astronomy/CDT)	I like turtles.
UoC (CUFS/Astronomy/CDT)	I live in an outlying village which has no direct public transport link with Cambridge and which is too far away to cycle! I use the UNi4 / CITi4 bus when I have to travel to the centre of Cambridge.
UoC (CUFS/Astronomy/CDT)	I would consider using trains/buses to get to work if the bus journey from Cambridge train station to west Cambridge was less inconvenient - the buses I would have to take at the Cambridge end make it an unacceptably long journey, especially

	from a time perspective. My hopes were raised when I saw the route of the new guided busway, but dashed again when I saw the apparent lack of stops anywhere near where I would want to get on and off.
UoC (CUFS/Astronomy/CDT)	The removal of the number 8 bus from Waterbeach to Cambridge will make my commute - which can already take as long as 90 minutes - much harder.
UoC (CUFS/Astronomy/CDT)	Using the X5 service is diabolic, the buses are full and passengers are left waiting for the next bus.
UoC (CUFS/Astronomy/CDT)	Usually work Monday to Friday. Once in Cambridge I walk to a bus stop and also use the Cit4 or Uni4.
UoC (CUFS/Astronomy/CDT)	Would like to see the cycle path between Cottenham and Histon improved. It is very narrow for 2 cycles/pedestrians to pass and runs over several driveways.
UoC (Department of Architecture)	Drive to outskirts and then walk or cycle (12 or 5 minutes)
UoC (Department of Architecture)	I have answered this for one workplace. I also work in Histon on a Thursday and travel by car. Can the questionnaire be adapted so people like me can answer more fully?
UoC (Department of Architecture)	I live less than a mile away
UoC (Department of Architecture)	I take a bus for 2 miles from home to station. Then a 40 mins train-ride. Then a 15 minute walk. Reverse in evening.
UoC (Department of Architecture)	I weekly commute (Sunday and Friday evenings) and walk daily to work from local temporary accommodation.
UoC (Department of Architecture)	Walk to+fro station at each end of journey
UoC (Department of Architecture, History of Art, Residential University Staff)	I travel to work on the train, but Car-Share home.
UoC (Department of Architecture, History of Art, Residential University Staff)	I'm currently on sabbatical leave and so my commute is irregular/sporadic.
UoC (Department of Architecture, History of Art, Residential University Staff)	train frequency reliability and timing especially in evening make it a very problematic option
UoC (Department of Astronomy)	Always walk.
UoC (Department of Astronomy)	For the 4-7th I was away at a conference. Normally I would drive monday to friday.
UoC (Department of Astronomy)	I use the longer route along the river, after daily exposure to the fumes from in particular local buses gave me serious breathing problems
UoC (Department of Astronomy)	I usually cycle, sometimes walk. I was on holiday the week of the pull-down menu.
UoC (Department of Astronomy)	The time saved by the excellent cycle bridge at Milton has more than been lost by long delays at the series of light controlled junctions which cyclists now have to cross at the Park and Ride entrances
UoC (Department of Astronomy)	There is no suitable bus for this route
UoC (Department of Astronomy)	Unfortunately due to my working hours & job activities using public transport, car sharing & cycling aren't reasonable propositions.

UoC (Department of Biochemistry)	Car to Park & Ride
UoC (Department of Biochemistry)	Cycle home
UoC (Department of Biochemistry)	I usually walk but also take a taxi quite often (that wasn't among the options). That's because there are few options for me to get to work: 1. Walking (25 minutes) 2. Walking + bus + walking (5+5+15 minutes, if the bus is on time) 3. Taxi (10 minutes) 4. Cycling (I prefer not cycling in the city) So if I don't feel well enough to walk for 20-25 minutes or the weather is very bad, I have to take a taxi.
UoC (Department of Biochemistry)	I was away (on work) this week - but normally I cycle every day
UoC (Department of Biochemistry)	In my opinion the public bus service is very inefficient, specifically the routes C1 and C3 which are the ones I use. Buses do not run in time especially the C3 service on Sundays.
UoC (Department of Biochemistry)	Monday 6th Oct - drove to park and ride, then public bus.
UoC (Department of Biochemistry)	Plus a c.30 min walk, Mon to Fri.
UoC (Department of Biochemistry)	The road from Hills Bridge all the way to Tennis Court Road is very cycle unfriendly with many holes and big bumps in the road. Some areas don't have a cycle lane either. These are hazards to cyclists. Also the busses often overtake you to just pull into a stop at the last minute in front of you - VERY dangerous! I made the same comment last year and there have been no improvements at all along Hills Road, Regent Street.
UoC (Department of Biochemistry)	Can be dangerous as cars try to overtake where there is not adequate room.
UoC (Department of Biochemistry)	Drive to drop off children at nursery and school (sharing with another child), then park at non-central college site and cycle to centre. Reversed in the evening.
UoC (Department of Biochemistry)	I use my bike to change workpla e duri g the day - college and department
UoC (Department of Biochemistry)	Roads could be a lot smoother, cars are not that considerate to cyclists and workmen often block the cycle paths. Otherwise it is all good.
UoC (Department of Biochemistry)	Usually give lift to 1 other person Daily
UoC (Department of Biochemistry)	re. contact information in my organization. I don't know because I don't need to know.
UoC (Department of Chemical Engineering)	Train involoes a short car journey then bus or walk
UoC (Department of Chemistry)	1. Why a roundabout could not be put in at Linton Village College on the A1307 instead of traffic lights that cause a complete bottle neck at rush hour and grid lock. 2. Why money was wasted on signs warning of the danger of the road of death (A1307)which could have been put to better use of reducing the speed limit and having proper filter lanes at Castle Camps. 3.Why when contractors were used for the traffic lights at Linton (A1307)in August were they not advised that the lights cannot be on red for 5 for minutes for the Cambridge to Haverhill route.
UoC (Department of Chemistry)	1.Why there seems to be NO co-ordintion of roadworks in central Cambridge. Approaching Lensfield road from Milton: works on

	East road, Histon rd, in several spots through Chesterton; works on Hills rd/Brooklands Avenue. 2. Would it be possible to have rubbish trucks on the streets of Cambridge either before or after morning and/or afternoon rush hours. Example: try navigating through Bateman street on the morning of rubbish collection whilst Botanic gardens new entrance is being erected and kids dropped off to schools.
UoC (Department of Chemistry)	Cycle routes/lanes are improving, but need to continue to further improve.
UoC (Department of Chemistry)	I am planning to use the University Park and Cycle scheme after I have healed from an operation that I am about to undergo.
UoC (Department of Chemistry)	I DRIVE TO WORK AND I HAVE ANOTHER JOB AFTER WORK AND I NEED TO COME BY CAR OTHERWISE I CAN NOT MAKE TO THE SECOND JOB IF I WERE TO DEPEND ON PUBLIC TRANSPORT.
UoC (Department of Chemistry)	I walk home
UoC (Department of Chemistry)	I would like to ask the University of Cambridge about any buy-back schemes for Annual Mega-Riders in Cambridge. At around £440 this is too expensive to come out of a single month's paycheck, but if the University were to buy it and I pay back the balance in monthly installments this would be a better incentive than 50p bus fares.
UoC (Department of Chemistry)	If the 10 Stagecoach service through my village were more reliable, i.e. punctual and convenient for commuters, then I would use it most days, as I used to when it was Cambus. On my return journey each evening I carried a passenger to my village.
UoC (Department of Chemistry)	Involves cycling to and from the train station at each end as well
UoC (Department of Chemistry)	It takes 20 minutes if I leave before 7.40am (I like to start at 8) and 35 minutes afterwards. If I take the bus it takes an hour, regardless of the time.
UoC (Department of Chemistry)	It would be better for cyclists if there were not so many potholes in the roads
UoC (Department of Chemistry)	It would help congestion/time travel if schools provided buses rather than 1 car per child!
UoC (Department of Chemistry)	Mostly cycle - sometimes walk.
UoC (Department of Chemistry)	There is an urgent need to re-educate taxi and bus drivers as they frequently intimidate and place cyclists in danger due to their need to i.e. overtake, go first, and generally cut-up cyclists. Magdalene Bridge is a prime example
UoC (Department of Chemistry)	There is no other alternative at the times I travel.
UoC (Department of Earth Sciences)	bus times are bad
UoC (Department of Earth Sciences)	Cycling in Cambridge is great except for when car / bus drivers deliberately block cyclists from passing when traffic is slow-moving or stationary.
UoC (Department of Earth Sciences)	Cycling in Cambridge is very pleasant except for aggressive taxis and buses - which speed up to overtake and then brake hard or turn left in front of cyclists. It happens quite often.
UoC (Department of Earth Sciences)	I also work at CB3 0BN and I travel there by bike as well!

UoC (Department of Earth Sciences)	Occasionally, I cycle from Cambridge city centre to Addenbrooke's Hospital, and catch my usual bus from there, or vice versa
UoC (Department of Earth Sciences)	I worked at CB2 3EQ also this week
UoC (Department of Earth Sciences)	Improve cycle provision and urban cycle parking.
UoC (Department of Earth Sciences)	My journey goes via CB1 2ET to drop off and pick up toddler at nursery. I take the car 2 days a week because we then go on to swimming classes etc.
UoC (Department of Engineering)	Bus service is TERRIBLE - it takes more than 50 minutes to make a 5 mile journey
UoC (Department of Engineering)	If I were to use the citi7 bus I would also have a short walk, unless I changed onto a Uni4 at Addenbrookes. If I were to use the train I'd have to walk further, or get a bus and walk. I don't own a car. Cycling takes approximately 25 minutes, over 4.4 miles.
UoC (Department of Engineering)	If there were less cars in the city centre my journey would be safer and quicker as most of them are unaware and very inconsiderate of cyclists.
UoC (Department of Engineering)	Use Citi 3 service
UoC (Department of Experimental Psychology)	during the summer months I use the park and cycle as much as possible but once it starts getting dark earlier I find the lanes near the park and cycle are too lonely and therefore I feel a bit uneasy.
UoC (Department of Experimental Psychology)	I always cycle to work. It's too far to walk, and cycling is quicker, cheaper, and more flexible than the bus. One thing I think would be great would be if the university could provide access to cycle training, e.g. perhaps negotiating reduced rates for classes by booking them in large slots. Although I learned to ride a bike as a kid, it's taken me a good few months and an accident to teach me how to ride safely in town/at night/with luggage/in all weather conditions. I lived in Cambridge for four years without a bike because I didn't feel confident enough to cycle, and it was only when I located further out of town that I started cycling. Providing cycle training or maybe a one-off grant to buy lights and reflective belts would really have helped me get on my bike sooner. As a large employer, if the university could increase the cycling competence of its members, not only would they be safer but cycling in general would be safer, because there would be fewer cyclists without lights cycling like they and all around them are immortal!
UoC (Department of Experimental Psychology)	I use both TRAIN and CYCLE. I take my bicycle with me on the train.
UoC (Department of Genetics)	I drive on my own and park my car at the park and cycle park. then cycle to work.
UoC (Department of Genetics)	I usually work 5 days per week. There is no public transport available. i am often in the office for 10 hours + per day.
UoC (Department of Genetics)	On Friday I worked at EBI (genome campus, Hinxton) - they provide a free bus
UoC (Department of Genetics)	There is no viable public transport option from where I live and I have a very young child in childcare so I have to be able to get to her as and when required. Taking the P&R bus instead of driving direct to the site adds at least another 30 minutes, and often

	more like an hour, to an already very long day.
UoC (Department of Genetics)	Travel to work at 5.30am.
UoC (Department of Geography)	Impossible to answer above correctly Usually Train & walk to work and Public bus & walk home
UoC (Department of Pathology)	On these days I drove to park and ride and cycled from there
UoC (Department of Physics)	A1198, A428 - fast commute. I am generally at my desk 25 mins after leaving home.
UoC (Department of Physics)	Am planning to cycle rather than take car, but not yet got into that rhythm
UoC (Department of Physics)	Disappointed that the University of Cambridge does not offer a tax incentive cycle purchase scheme.
UoC (Department of Physics)	Got held up on Wednesday for five minutes by vehicles unloading on Garret Hostel Lane.
UoC (Department of Physics)	I also cycled between sites during the day on Wed and Friday
UoC (Department of Physics)	I am retired and work much of the time at home.
UoC (Department of Physics)	I note the University does not participate in the Cycle to Work benefit scheme.
UoC (Department of Physics)	I usually either cycle or walk to work
UoC (Department of Physics)	I work odd hours so car sharing is difficult. For the same reason, the bus is difficult (no. 10) because, in the evening, services are relatively sparse and I might get stranded in Cambridge.
UoC (Department of Physics)	I would use a bus rather than drive but there are no direct routes from Mill Road to Madingley Road and the overall journey time would be 45mins to an hour each way depending on connections (I could walk it in that time).
UoC (Department of Physics)	My workplace is just across the street
UoC (Department of Physics)	Sunday 5th: Bus to office, walked back.
UoC (Department of Physics)	The best thing for Cambridge would be to ensure that all buses are clean burn (eg. gas). Exhaust emissions are terrible, and this is bad for health.
UoC (Department of Physics)	The Madingley Road Park & Ride bus doesn't stop near the West Cambridge site any more.
UoC (Department of Physics)	Usually my husband and I commute together, but recently he has been working from home, so I am driving alone one or two days a week.
UoC (Department of Physics)	Would be great to get direct public transport to rail station from Girton: Wed-Fri I currently need to get to station to work in London.
UoC (Department of Zoology)	I drive to the park and ride (about 30 mins) then I cycle the last 2 miles into the city centre.
UoC (Department of Zoology)	It's 'motorcycle' not 'motorbike' please - latter much too juvenile.
UoC (Department of Zoology)	Monday 6th October - Driven by husband to work Tuesday to Friday walk to train and walk from train to work
UoC (Department of Chemistry)	always cycle
UoC (EMBS)	Although I drive part way on my own I always use park and cycle or occasionally park and ride on Uni 4
UoC (EMBS)	cycling is the most convenient way to travel but also the most dangerous.

UoC (EMBS)	I also cycle to and from the station
UoC (EMBS)	I drive my car to the "right" side of Cambridge (outside the ring road) in order to leave directly from work to evening activities
UoC (EMBS)	I drive to the University's 'park and cycle' facility then cycle into the city
UoC (EMBS)	I feel the roads are becoming more treacherous for the cyclist. Motor vehicle drivers (all types) seem to be driving with less care and consideration for us cyclists. I have had more near misses this year than any other, and I have been cycling for the last five years. Drivers park in cycle lanes forcing the cyclist out of lane onto oncoming traffic, especially around the Universities. You really do need to be on your guard at all times, if it wasn't for the fact I love cycling so much I would really consider driving into work-which is not good for the environment.
UoC (EMBS)	I park at the Park & Cycle on Madingley Road and cycle the rest of the way.
UoC (EMBS)	It would be great that we can have the Uni 4 bus every 10 minutes. This will encourage more staff to use the public vehicles.
UoC (EMBS)	On average the bus took 50 minutes to get from Cherry Hinton to Cambridge due to traffic congestion and new student year.
UoC (EMBS)	Public Bus after having driven to a Park & Ride Site
UoC (EMBS)	would prefer to use public transport but there is no east-west option for me
UoC (EMBS)	For the days traveled by car the journey time doubled from 25 mins to 50 mins at best. No public transport links available in village until 10.30hrs, last return public transport to village at 13.30hrs.
UoC (EMBS)	i part cycle and part train
UoC (EMBS)	I was annual leave so did not make it into work that week.
UoC (EMBS)	The potholes are a pain in the....
UoC (EMBS)	There are no bus routes or any other type of public transport convenient to my place of work.
UoC (EMBS)	Why has cambridge opted for a guided bus over a tram network?
UoC (EMBS/Security)	I drop my partner at St Neot's train station and pick him up on my return so that he does not have to use his car.
UoC (Faculty of Archeology & Anthropology)	Beautiful walk across the city fens!
UoC (Faculty of Classics)	Although the bus usually runs to time, the bus (single decker) is very crowded and alot of people have to stand each day all the way from Newmarket. Cambridge Bus Station is a disgrace. For such a busy city it is dirty, and lacking in information or an information booth (or at least someone to ask!). Bury Bus Station has far superior facilities, why?
UoC (Faculty of Classics)	I drive on days when I need to use my car either for work (25% of car days) or when I have personal activities after work that require me to drive to them straight from the office (75% of car days)
UoC (Faculty of Classics)	I had to drive to work on Thursday because I was lecturing until 3 but had to pick up my kids from school at 3.20 and could not get there quickly enough by bicycle. I always cycle when I can.

UoC (Faculty of Classics)	I usually cycle 2-3 times a week, but this happened to be a week when I didn't
UoC (Faculty of Classics)	I would love to use public transport, car share or Park and Ride. However, I have looked into all these options and none is feasible. Car share - I need to be flexible in my working times as I am a PA and my boss often needs me to work later which then means I am supposed to start slightly later so I cannot arrange a regular commute time. If I used public transport, it would take me about 2 hours to travel each way and would be expensive. If I use Park & Ride, it takes me as long to drive to one of the car parks as it does to drive directly to work. (I did this for several weeks.) I find it extremely frustrating when it is suggested that to drive alone in one's own car is wrong despite no alternatives being available. Car parking on site is limited which is fair enough, but several of my colleagues have parking permits despite living much closer than me in places where there are probably more transport links. I do not live in a tiny village; it's just that the bus service has been stopped and the rail route is triangular rather than direct. If there were a car park somewhere about Barton, much congestion on the Barton Road (A603) between the M11 and the centre could perhaps be avoided. There are good cycle routes for the last few miles of my journey, I notice, but there is nowhere for me to park and cycle.
UoC (Faculty of Classics)	If I drive to work at 7.30am it takes 20 mins. If I had to use a bus, I would leave at the same time, it would take me 1.5 hours and I would not get home until 7.30pm, which would not make it possible for me to stay in my job.
UoC (Faculty of Classics)	Working full-time. Driving children before and after work to and from school/nursery. Family responsibilities and school/nursery runs to different locations prevent me from being able to use any other form of transport.
UoC (Faculty of Divinity)	I use Uni4 to get from the Faculty to other places for meetings etc
UoC (Faculty of Divinity)	My commute involves a 5 minute train journey (Shelford to Cambridge) followed by a half hour walk to west Cambridge.
UoC (Faculty of Divinity)	Peaceful
UoC (Faculty of Divinity)	the local bus citi6 does not come near my workplace: I use a smart car for the commute, to lessen my impact on the environment(and I am a great distance from the beginning of the citi4 route)
UoC (Faculty of English)	daily commute includes school drop-off
UoC (Faculty of English)	Each day I drove to the Park & Cycle and cycled from there (I think you should allow this option in the above, or at least combinations of modes of transport).
UoC (Faculty of English)	No public transport available at the time I need it in the morning. I have a parking permit at the University because of this, so don't need to park and ride.
UoC (Faculty of English)	On most days, I get a car ride to centre of Cambridge and then walk to place of work (20 min. walk).
UoC (Faculty of English)	That week I cycled every day, but sometimes I do use the bus. I start work on some days at 7.30 and cannot get to work on time even on the earliest bus, so I have to cycle. I only use the car if I am ill and cannot manage the cycling. There is no parking space for me where I work. There is meter parking outside which I

	consider too expensive. So, if I do take the car I park in a street ten minute walk away. But it is rare for me to take the car. I would like the buses to run earlier and later than they do.
UoC (Faculty of History)	I cycle to work every day.
UoC (Faculty of Law)	I drove to the University nursery and dropped my son off. I then drove by my self to the University park and cycle site at which point I got on my bike to cycle the rest of the journey to work
UoC (Faculty of Law)	I normally cycle. Otherwise I use public transport
UoC (Faculty of Law)	I travel on the uni 4 which is generally very good despite the roadworks on the railway bridge. In general though I think Stagecoach charge city residents too much for their busfares. I'm sure more people would leave their cars at home if there was a basic £1 fee (50p for children) for any journey within the city.
UoC (Finance Division)	Drivers in Cambridge seem to be generally less considerate towards and less aware of cyclists recently.
UoC (Finance Division)	I hope that now the money has been allocated to Cambridge to improve cycling, that representative users will be consulted about the improvements to avoid wasting it on poor design.
UoC (Finance Division)	On A/L Mon & Tues. Cycle from Station as travel with bike on train from Shelford
UoC (Finance Division)	Takes about 1 hour each day, and involves car to the station, train to Cambridge and bus into town.
UoC (Finance Division)	Train into Cambridge and then bus to City Centre. Walk back to train station in evenings
UoC (Finance Division)	In Winter I walk, in Summer I ride.
UoC (Fitzwilliam Museum)	Have to make a stop to bring kids to / collect kids from school.
UoC (Fitzwilliam Museum)	I use the bus for half the journey and have to walk the other half.
UoC (Fitzwilliam Museum)	If housing wasn't so expensive here, I'd be living in Cambridge and therefore not commuting in everyday. Consequently, other locations in the country and abroad are looking very appealing, which is anoying because I really like my job here.
UoC (Fitzwilliam Museum)	Inadequate public transport, which I would use if available! Feel University staff from the esat of Cambridge should be offered the same as staff from the west - the Uni 4 should go to Babraham P&R, just as it gois to Madingly P&R!
UoC (Fitzwilliam Museum)	'Other' is NOT an option so could not selected. Forcing the selection of only one method of transport would seem to de-value the survey.
UoC (Fitzwilliam Museum)	Please can the council work towards removing the very heavy Bus, Taxi and Goods Vehicle traffic that make my journey through town (Castle Hill to King's Parade) the most dangerous and congested part. This becomes even more chaotic once the University term starts and cycle traffic explodes on this route.
UoC (Fitzwilliam Museum)	The bus that I catch is due at Bourn at 7.43am, if I miss this, there is no bus until 9.00am, and that one is usually up to 10 minutes late. At such a busy time in the morning I can't get over the fact that there is no bus into town between 8.00am and 9.00am! This is a well used route during the rush hours, surely an extra bus at around 8.15am at Bourn would make sense and be well used. The bus I catch is supposed to get to Drummer street at 8.20am, this is a joke, due to traffic it couldn't possibly get there before 8.40am, so the time table really should be

	updated!
UoC (Fitzwilliam Museum)	This is unusual - I usually cycle in more, but I had a puncture and didn't get it fixed at the weekend. I had to drive in on Friday because I went out after work and didn't want to catch the late bus back to Comberton. The bus service (18 bus) isn't adequate enough. The last bus every day except Friday and Saturday is 6.45, which is too early, and doesn't give you enough time to stay out after work. I have logged into a car sharing network, but it seems that only people seeking lifts have joined the scheme, which is disappointing because I would rather not use my car during the week.
UoC (Fitzwilliam Museum)	The X5 Stagecoach bus is ALWAYS late, this varies between 5-30 minutes late because of the congestion in Cambridge city centre. I am always late to work because of this.
UoC (Fitzwilliam Museum)	there are not enough dedicated cycle lanes, and pedestrians and other road users are terribly inconsiderate towards cyclists, also many cyclists seem to have no road skills
UoC (Institute of Biotechnology)	I use the Madingley Road park and ride service.
UoC (Institute of Biotechnology)	Now that the days are getting shorter I travel by car to park and ride and do the rest of the journey by bicycle. I also find the Uni4 bus very useful when I need to go to meetings...
UoC (Institute of Metabolic Science)	By bus: 1hr 17mins. By car 45mins. And Cambridge County Council have just torn up the railway track that I might otherwise have used.
UoC (Institute of Metabolic Science)	I drive alone to the Babraham Road P&R site & either catch the bus or walk to the Addenbrooke's site dependng on the weather
UoC (Institute of Metabolic Science)	I drive and walk approx. 1.5 miles to work. There is no direct bus and I have tried the Park and Rides. I arrive at work at approx. 9.30 each day but the traffic is less if I leave later, rather than earlier. So it takes less time to get to work - but I should start at 9 am
UoC (Institute of Metabolic Science)	there aren't enough cycle racks at addenbrooke's
UoC (Institute of Metabolic Studies)	Do not use the Trumpington P&R due to the safety implications and delays of queuing on the M11 slip road to get off the motorway at J11. Even though delays through Grantchester are getting worse.
UoC (Institute of Metabolic Studies)	Due to a recent move from Stapleford to Burwell my son has not yet a place at Burwell school so I have to drive him to Stapleford school before coming onto work. I don't have time to park and ride/cycle.
UoC (Institute of Metabolic Studies)	Have to catch 2 buses, when a more direct route would take 10 minutes. At present I have to go into town and catch a 2nd bus. also only one choice of bus to town (C3)
UoC (Institute of Metabolic Studies)	I cycle from Cambridge Rail Station to the Addenbrooke's site. At boh of these locations faciloities for securing cycle is completely inadequate.
UoC (Institute of Metabolic Studies)	I usually come in with my husband then take the Park and Ride Bus home.
UoC (Institute of Metabolic Studies)	I usually work one day per week, half at home & half in the office. I bike to & from the office. I was on leave during the week in question.
UoC (Institute of Metabolic	I was on leave during this week, but had to finish some work on

Studies)	the Saturday. I actually received a lift to work from my wife who was not working. However your drop down list did not give me the option to choose 'Lift in car to work (not car share to work)'. My normal mode of transport is the bicycle, which I use about 90% of the time. On other days I take the car, either driving myself or as a car share to work with my wife.
UoC (Institute of Metabolic Studies)	Impossible for me to travel to work any other way but car or motorcycle (not in icy weather) from where I live. Start work at 8 and work until 4. A 33 mile journey and have a child to drop off/collect from childcare. Bus and/or train are not viable options, even park and ride as I would not be able to get here on time/get home on time to collect child from childcare.
UoC (Institute of Metabolic Studies)	it is quick, easy and enjoyable
UoC (Institute of Metabolic Studies)	Motorcycling is becoming an every more popular way of travelling to Addrenbrookes. An insufficiency of covered motorcycle parking has led to the blocking of many walkways and cyclepaths. Whilst the Trust has made significant improvements to car and cycle parking, this hasn't been the case for motorcycles.
UoC (Institute of Metabolic Studies)	My journey is part by bike, part by bicycle. Although I find the bus very useful, I find buses are my greatest threat when on a bike. They don't respect the space for cyclists on the road (i.e. often invade bus lanes, don't give space to bikes when stopping at intersections), they don't slow down when edging you (particular when two buses going in opposite directions meet to the side of a cyclist). I would really like to see cycle paths that are separate from the road. And when these are to be shared by pedestrians, I'd like that to be clearly marked (I get a lot of abuse by pedestrians walking on cycle paths who think they are pedestrian only). Also, at work there is little or insufficient provision for bike storage.
UoC (Institute of Metabolic Studies)	My working hours are very erratic & usage of public transport is not possible.
UoC (Institute of Metabolic Studies)	The cycle route I use daily is not completely ideal for cycling.
UoC (Institute of Metabolic Studies)	the journey is train then bus, and vice versa.
UoC (Institute of Metabolic Studies)	There are a very limited number of cycle racks at Addenbrooke's and it can be extremely difficult to lock the bike securely to an immovable object.
UoC (Institute of Metabolic Studies)	Try to walk at least one way if not both ways every day - about 4 miles each way. In normal rush-hour traffic it takes 1 hour 10 minutes to come on the bus and 1 hour 20 minutes to walk.
UoC (Institute of Metabolic Studies)	Would prefer public transport but bus service infrequent, completely unreliable and longer. Would also necessitate use of park and ride which is same price as parking but commute takes longer because no bus lanes in Cambridge. Train service is not direct and very expensive. House prices too expensive to live close enough to walk or cycle.
UoC (Judge Business School, Centre for Business Research)	Always car share home - inward journey time varies too much to share
UoC (Judge Business School, Centre for Business)	Car share and then park and ride bus then 10 minute walk

Research)	
UoC (Judge Business School, Centre for Business Research)	Decided to walk the 3 miles to work every day in order to keep fit. Used to take the bus.
UoC (Judge Business School, Centre for Business Research)	Driving would be more convenient if we had a parking space available because trains get delayed (like today it was delayed for 20 min)
UoC (Judge Business School, Centre for Business Research)	I always drive to the Trumpington Park and Ride and cycle from there
UoC (Judge Business School, Centre for Business Research)	I did NOT use a car share, I just drove myself but "Car" was not an option in the list. I drive as near to work as I can get without paying for parking then walk the last part for 15 minutes. I cannot cycle the full distance as it is too far in a suit (I did give it a go for 6 months), I used to use a scooter but the local kids wrote two of them off, I used the bus for 6 months and it took the best part of an hour each way because Stagecoach don't make provisions for rush hour. Driving and walking is the best solution I can come up with - it takes 35 minutes to do a journey of 3.4 miles
UoC (Judge Business School, Centre for Business Research)	I don't have a car, thus I either cycle (during good weather) or walk (during bad weather).
UoC (Judge Business School, Centre for Business Research)	I use several modes of transport for each journey - train, bike and car!
UoC (Judge Business School, Centre for Business Research)	I use the park and ride 3 days a week so drive on my own part way and then park and ride
UoC (Judge Business School, Centre for Business Research)	I used the bus from Hills Road (Catholic Church) to the Railway station once
UoC (Judge Business School, Centre for Business Research)	I was travelling to Moscow for work on the 8th, 9th and 10th of October. I usually use a taxi to go to the airport or a train. I travel 30% of the time
UoC (Judge Business School, Centre for Business Research)	I wish I could rely more on public transport (especially on rainy days when cycling is not easy), but from previous experience, buses in Cambridge are a big disappointment. I'm pregnant and will have to stop cycling in the following months, but I'm very worried and stressed that I'll have to use the buses to come to work... I hope something can be done to improve the service.
UoC (Judge Business School, Centre for Business Research)	Mill Road can get quiet dangerous in the morning also Lentsfield Road.
UoC (Judge Business School, Centre for Business Research)	my normal route is C4 (from north of city);however lately the C4 route (into the city centre) has become quite erratic
UoC (Judge Business School, Centre for Business Research)	Only walk on wet days.
UoC (Learning Disabilities Research Group)	No direct bus and I have some mobility problems
UoC (Learning Disabilities Research Group)	Thursday had a meeting in colchester so had to drive into work
UoC (Learning Disabilities Research Group)	Walk, train & cycle

Research Group)	
UoC (Materials Sciences & Metallurgy)	The above commute was not the norm where I usually cycle to work.
UoC (Materials Sciences & Metallurgy)	Train first, then walk 1 mile from the station to office
UoC (Materials Sciences & Metallurgy)	Turning into Downing Street outside John Lewis' is always very dangerous for cyclists. Pedestrians start to cross as soon as Cars stop rather than following the traffic system. There is very little room in the junction. Buses turning right from Downing street can't get past the area for the cyclists. Lots of problems. Please consider revising the order of the lights. (e.g. to let cyclists turn before allowing oncoming traffic to start). Another problem is the delivery of goods to the Revolution Bar- often there are vehicles stopped outside the bar forcing cyclists into the oncoming traffic.
UoC (Mill Lane)	Also drive to Cambourne to pick up Citi4 public bus
UoC (Mill Lane)	Bus usually v.good but have complained twice when buses left BEFORE scheduled time resulting in the next one being too full up to get on (therefore took 2 hours to do 40 mins journey)
UoC (Mill Lane)	Catch any of the buses travelling along Huntingdon Rd. I do not take a weekly ticket as they never seem to be on time (particularly Stagecoach), so just catch the first bus that comes along.
UoC (Mill Lane)	Drove (on my own) to the park and cycle, and cycled to work. Reverse of this on return
UoC (Mill Lane)	I bring cycle on the train with me as I have a distance to travel at each end of the train journey. I hope that rail companies will continue to allow the carriage of bikes on trains as otherwise I might have to resort to using my car.
UoC (Mill Lane)	I drive from home to Madingly Park & Ride where I then pick up the UNI4 to Silver Street (and return)
UoC (Mill Lane)	I have been cycling but was ill the week before and wanted to recover fully this week so came by car.
UoC (Mill Lane)	I work at three different places about 0.5 miles apart around the city, so most days I travel between at least two of these.
UoC (Mill Lane)	Off sick on those 3 days but normally would cycle to work
UoC (Mill Lane)	On 8th and 10th also had to drive to Lichfield and Dunton from Cambridge
UoC (Mill Lane)	The provision of cycle paths in Cambridge is good, but could be improved. There should be further removal of on-road cycle paths in favour of shared pavements, specifically in Trumpington and Cambridge Road Great Shelford. Cambridge Road should be 30mph, as is Shelford Road.
UoC (Mill Lane)	There is not enough places to park the bike in front of the IfM
UoC (Mill Lane)	Use car during the day to travel to other work sites as part of my job
UoC (Mill Lane)	via Nursery/School run
UoC (Motor Proctors)	I only live 2.5 miles out of Cambs so Use my Motorbike every day
UoC (North City) - Old	I am currently recovering from a fractured fibula and dislocated ankle with ruptured ligaments, so most of my journeys have (of necessity) to be by taxi. Ordinarily, I would walk to work or take a public bus.

UoC (Other) - Old	Equivalent journey by bus/walking takes more than twice as long (assuming no delays in the bus timetable); as a full time working mother time is expectedly tight.
UoC (Photographic Illustration Service)	I drive in before the rush hour begins
UoC (Physical Education & University Sports Facilities)	Have to drive to achieve dropping off 2 children under 5 for childcare/school
UoC (Physiology, Development & Neuroscience)	Cambridge is a mess if you want to cycle in during the morning, too many white vans
UoC (Physiology, Development & Neuroscience)	Drive to Park and Ride then cycle
UoC (Physiology, Development & Neuroscience)	I drive to the University park and Cycle park then cycle into Cambridge.
UoC (Physiology, Development & Neuroscience)	I take the bus when it rains or I have to get the children out of nursery. If the road to Babraham nursery (to and from Sawston) wasn't so bloody dangerous, I'd buy a trailer and cycle.
UoC (Physiology, Development & Neuroscience)	Cycle path over Lammas Land needs remarking. Bridge over weir by Mill Pool near rollers has a very bad lip and needs concreting or macadamising to smooth it out. Cycle/pedestrian crossing over Fen Causway needs crosshatching as drivers often stop across the crossing and block it when the lights change. This is very dangerous.
UoC (Physiology, Development & Neuroscience)	Having injured my knee, some of the 'walk' entries above were actually taxi, which for some reason does not appear on your list
UoC (Physiology, Development & Neuroscience)	I travel by car only when I have to go to another town for an evening meeting or some similar reason
UoC (Physiology, Development & Neuroscience)	I travel in with my husband in our car every day as using the bus would double our travel costs.
UoC (Physiology, Development & Neuroscience)	Priority at too many junctions, and traffic lights, is given to motorists. Pedestrians and cyclists need to be made the primary road users if more people are to be encouraged to get out of their cars and use sustainable forms of transport.
UoC (Physiology, Development & Neuroscience)	Very limited public transport in home village
UoC (Security Office)	Days worked were 06.00 start
UoC (Security Office)	I am close enough to either cycle, run or walk and do not need a car other than for personal use
UoC (Security Office)	I enjoy a brisk stroll in the morning and it's nice for unwinding at the end of the days work
UoC (Security Office)	I have very little choice as public transport is over-priced and currently subject to cut-backs with the proposal of services to outlying villages being cut back in the evenings - buses to my village are currently only every 2 hours from 7pm and stop at 11pm and this is probably going to be cut. As both my wife and I work in central Cambridge all public-transport options are considerably more expensive than the two of us sharing a car.
UoC (Security Office)	I live in a small village where buses are few and far between. It

	would be impossible to get to work and back using public transport. By the time I got to work it would be time to leave....
UoC (Security Office)	Luton to Cambridge is a 75 mile round trip. It is the only viable method of getting to work for around 7:30 am.
UoC (Security Office)	Mon-thur: drive to newmarket road park&ride, then cycle to centre of town. Friday: use Newmarket road park&ride bus
UoC (Security Office)	Park on outskirts of town and walk
UoC (Security Office)	The state of Cambridge roads is appalling. Potholes and broken glass everywhere
UoC (Security Office)	There is no public transport solution that is cost effective for me to get to/from work/home
UoC (Sidgwick Avenue Site) - Old	inadequate cycle parking facilities at station and workplace, poorly maintained roads make cycling difficult and dangerous.
UoC (South City) - Old	The trains are very expensive, but run to time.
UoC (Trumpington Street)	Bus sits in traffic jam and takes twice the timetable time to reach destination (1:15 hrs)
UoC (Trumpington Street)	Cycle = lift to Motorway roundabout and cycle in form there and vica versa on the way home
UoC (Trumpington Street)	Drive to Madingley Park and Ride and take the Uni 4
UoC (Trumpington Street)	Drove to Madingley park and ride then used Uni 4.
UoC (Trumpington Street)	I also walk from where I have parked and sometimes this is quite a long way. I wouldn't mind sharing the car journey.
UoC (Trumpington Street)	I bring my two children into school, so do not really drive on my own.
UoC (Trumpington Street)	I drive my son to the railway station, then after parking walk the remainder of the way to to the office, about .75 of a mile
UoC (Trumpington Street)	I drive to the Cowley Road Park and Ride and then get the bus into the centre of Cambridge and then walk to work.
UoC (Trumpington Street)	I drive to the park and ride and then take the bus in.
UoC (Trumpington Street)	I sometime travel by bus, but the journey by bus takes at least 20 minutes longer and stops everywhere which makes it a lot less convenient. I also sometimes give lifts to neighbours into work and would consider car sharing.
UoC (Trumpington Street)	I work in London about 5 - 7 times a month and always travel by train
UoC (Trumpington Street)	My car share arrangements are informal and take place 4 days per week
UoC (Trumpington Street)	There are so many simple things that could be done to make cycling even easier and safer in Cambridge. And there is a desperate need for more cycle parking (especially at the train station).
UoC (Trumpington Street)	very easy journey apart from last 1/4 mile. We badly need better cycle lane facilities along Gonville Place/Lensfield Road
UoC (Trumpington Street)	We need more safe cycle routes throughout Cambridge
UoC (University Library)	Also use a folding bike
UoC (University Library)	I always cycle on Saturdays as I do not have to collect children from school. During the week I would not get back in time to collect the children if I used any other form of transport than the car (it takes 40 mins to cycle).
UoC (University Library)	I get the train from Ely to Cambridge and then walk to my place of work from the railway station. Reverse this for journey home.

UoC (University Library)	I live in the middle of the Fens - there is no public transport where I live so driving to work is essential.
UoC (University Library)	I normally cycle but am currently driving because of ill health
UoC (University Library)	I take the train to Cambridge from Ely, then cycle from Cambridge station to the UL.
UoC (University Library)	I work part-time (4 hours) during the school day so need the fastest commute which is why I don't use park and ride or park and cycle
UoC (University Library)	I WORK PART-TIME SO DIFFICULT TO SHARE LIFTS AND NO BUSES TO VILLAGE
UoC (University Library)	I would be interested in using park & Ride, especially in winter when I always drive, IF THERE WERE A PARK & RIDE ON BARTON ROAD. A VERY LARGE AMOUNT OF TRAFFIC COMES INTO CAMBRIDGE ON THIS ROUTE, BUT CTHE COUNCIL WON'T EVEN CONSIDER SETTING UP A P&R ON THIS ROUTE - IT IS UNFAIR AND SHORT-SIGHTED. NO WAY AM I, OR MOST OTHER COMMUTERS COMING IN ON THE A603 GOING TO GET ONTO THE (ALREADY CONGESTED) M11 IN ORDER TO DRIVE TO A P&R IN TRUMPINGTON OR ON THE MADINGLEY ROAD. IT TAKES LONGER TO DRIVE, USES UP MORE FUEL, INCREASES TRAFFCI CONGESTION ON THE M11, AND THE JOURNEY TIME FOR MOST COMMUTERS FROM THIS DIRECTION INCREASES CONSIDERABLY.
UoC (University Library)	Is the question really only interested in travel TO work? I walk to work but travel home by bus (my free pass is valid then). If the question means "to or from work" the answer to the next question is "yes", not "no".
UoC (University Library)	My walk is made quicker and nicer by being able to walk through the colleges.
UoC (University Library)	Not exactly "on my own" - with 2 little children who I drop off at nursery on the way
UoC (University Library)	Saturday is slightly uncharacteristic. We do either a morning every 4 weeks or a full day every 8 weeks. Car share is with my wife who also works here.
UoC (University Library)	Short and easy
UoC (University Library)	start 0715 home 1800/1900
UoC (University Library)	The nearest bus stops from the Histon area, both involve a 20 min. walk. Not good for someone with a hip problem.
UoC (University Library)	The roads into work are dotted with pot holes. My journey can never be a straight one as I have to dodge into the car zone to avoid damaging my bike. The zebra crossing on Chesterton Road (Mitchams corner and Castle Hill) can be ridiculous. As soon as 1 person is across there's someone on a bike waiting to go the other way. It can be non-stop and drivers/cyclists can get frustrated. I once saw a cyclist go from the bridge straight to the crossing without checking for traffic. The bus I was on had to make an emergency stop. It's unacceptable. Why not have a crossing with lights to give the traffic a chance?
UoC (University Library)	Traffic is always very bad on a Tuesday
UoC (University Library)	Walked home most or all evenings, so this response only indicates part of the commute.
UoC (University Library)	We need more buses for the route, it gets very crowded in peak

	time.
UoC (University Library)	While I am happy to walk or cycle to work, I should register that I have little choice in the matter insofar as public transport goes: there is to my knowledge no bus that covers this route.
UoC (University Library)	Would use my local station if I knew I was guaranteed a place for my bicycle.
UoC (Wellcome CRC)	09/10 - Drive and walk
UoC (Wellcome CRC)	A cycle2 work scheme would be useful
UoC (Wellcome CRC)	As i live so far away, i have to drive to work, i also have a child which means if i use the park and ride my times do not co-ordinate with picking her up from the childminders. I do not find the ride to cambridge a hassle, its once i hit towards the centre, its not the amount of traffic that i find the problem, it is the roadworks that cause a hassle, as at the moment it seems they are doing it on every possible route to get into town which is causing hassle getting in and out of the town. I appreciate the fact they need to be done, but why can they not be co-ordinated with each other so it is done at different times and not rush hour, or where possible in the evening?
UoC (Wellcome CRC)	Bike paths on Fen Causeway are uneven, would benefit from resurfacing.
UoC (Wellcome CRC)	Drive from home to park and ride then public bus.
UoC (Wellcome CRC)	Each day I car share to edge of cambridge, then cycle in from Science Park to city centre.
UoC (Wellcome CRC)	Have to use a car, as my husband works early in the morning (car share) and no public transport for the time he's required to be at work.
UoC (Wellcome CRC)	I drive 9 miles and cycle the last three and a half into town.
UoC (Wellcome CRC)	I drive for 45mins to Downham Market train station and then get a train into Cambridge (35 mins) then walk to work (15mins). I attend a training course on a thurs so get the uni4 bus along madingley road and back
UoC (Wellcome CRC)	I enjoy the cycle ride to work and have been doing it for many years now, but during this time I have noticed an increase in traffic due to the new housing estates opposite the station and the cars that park around Davy Road to avoid paying for station parking, which has made the route more dangerous than it used to be.
UoC (Wellcome CRC)	No through public transport; no public transport for return journey; outward travel by public transport at a very early hour (and I leave before 7.30 am each day!)
UoC (Wellcome CRC)	NORMALLY, MONDAY WOULD BE CYCLE
UoC (Wellcome CRC)	The dedicated cyclepath from Trumpington to Cambridge is really useful. Lensfield Road is quite dangerous for cycles - a cycle lane would help.
UoC (Wellcome CRC)	We need more bicycle routes/lanes in Cambridge.
UoC (Wellcome CRC)	Willingham to Cambridge via the Longstanton to Oakington cut through. Very Enjoyable Ride. :-)
UoC (Wellcome Trust for Stem Cell Research)	cycle-train-cycle
UoC (Wellcome Trust for Stem Cell Research)	I use the Madingley Road Park and Ride, so drive to the P&R then bus from there. During any school holiday, total travel time

	from home to work is approx. 25mins. During any term time, total travel time is approx. 45mins - proving most traffic in Cambridge is parents on school runs. This issue needs to be addressed to improve traffic flow / lower car pollution in Cambridge City Centre.
UoC (Wellcome Trust for Stem Cell Research)	My bus route used to be direct (Earith-Cambridge) and was slow but reliable. It now involves a change of bus (Earith-St.Ives-Cambridge) and is awful. Problems include connecting buses leaving St.Ives early resulting in missed connections, buses not showing up at all (two or more in a row), the bus not following the correct route and the bus being overcrowded.
UoC (Wellcome Trust for Stem Cell Research)	The buses are very full at the times I travel due to the volume of sixth form students travelling into the city. It is usually standing room only.
UoC (Wellcome Trust for Stem Cell Research)	The University used to subsidise my bus trip (50p single) but they stopped that program unfortunately.
UoC (Wellcome Trust for Stem Cell Research)	There is barely any public transport to Boxworth and the buses which exist are incredibly slow getting into Cambridge. I work long and erratic hours (sometimes very late) and the park and ride system therefore wouldn't work for me and would add a considerable amount of extra time to my already long working day. The park and rides are also not in the right area of town for me to access them easily and the queues to get to them in the morning are awful.

Appendix D - Weather View for the Survey Week 2008

(Source: <http://www.bbc.co.uk/weather/>)

Saturday 4th October 2008

- Cloudy
- Dry
- Moderate Breeze (Southerly)
- Temp 6-11^oC

Sunday 5th October 2008

- Cloudy
- Rain
- Moderate Breeze (Southerly)
- Temp 9-15^oC

Monday 6th October 2008

- Cloudy
- Dry
- Gentle Breeze (Southerly)
- Temp 2-14^oC

Tuesday 7th October 2008

- Cloudy
- Rain
- Moderate Breeze (Southerly)
- Temp 6-14^oC

Wednesday 8th October 2008

- Patchy Cloudy
- Dry
- Moderate Breeze (Westerly)
- Temp 5-14^oC

Thursday 9th October 2008

- Sunny
- Dry
- Moderate Breeze (Northerly)
- Temp 10-19^oC

Friday 10th October 2008

- Sunny
- Dry
- Fresh Breeze (Northerly)
- Temp 9-18^oC