

Produced by the Policy and Insight Team



# Addenbrooke's Roundabout Consultation: Summary Report of Consultation Findings

Version 1

November 2023

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<b>Document Details</b>	
Title:	Addenbrooke’s Roundabout Consultation: Summary Report of Consultation Findings
Date Created:	24/11/23
Produced by:	Cambridgeshire County Council Policy and Insight Team
On behalf of:	Greater Cambridge Partnership
Geographic Coverage:	Cambridge
Format:	PDF
Key Contact	<a href="mailto:Aaron.Rowinski@Cambridgeshire.gov.uk">Aaron.Rowinski@Cambridgeshire.gov.uk</a>
Status:	V.1
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## Executive Summary

Between 14 June and 24 July 2023, the Greater Cambridge Partnership (GCP) held a consultation on alterations to the design of Addenbrooke's roundabout.

The key findings of this piece of work are:

- Analysis of the geographical spread (see [Figure 6](#)) and the breadth of responses for different groups shows that GCP has delivered an effective and robust consultation.
- Over half of respondents **supported** the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout.
- Respondents were less clear on their support for converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing and the proposed changes at Addenbrooke's roundabout.
  - Under half of respondents **supported** converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing. Under two fifths of respondents **opposed** converting the two stage staggered crossing to a single stage crossing.
  - Just under half of respondents **supported** the proposed changes at Addenbrooke's roundabout. Over two fifths of respondents **opposed** the changes at Addenbrooke's roundabout, more respondents 'strongly opposed' the changes than 'strongly supported'.
- A significant number of detailed comments were received. From these it was clear that there were concerns about:
  - The impact the proposals would have on congestion and motorised traffic flow, particularly for larger vehicles such as buses and emergency vehicles.
  - The need for further improvements for safer cycle movements across the whole roundabout, particularly in making cycle journeys more consistent (less movement from off-road to on-road) so as to be less confusing for motorists.
  - The need for consideration of space for pedestrians, particularly those with mobility impairments, across the area but particularly at crossings.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

## Methodology Summary

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

Quantitative data was recorded through a formal consultation questionnaire (online) with 940 **(930 individual respondents and 10 stakeholder groups)** complete responses in total recorded. 15 additional written responses were also received. A significant amount of qualitative feedback was also gathered via the questionnaire and through emails/letters/social media. One online meeting was held. Press releases were issued to local newspapers. In addition, the consultation was advertised in local newspapers (Cambridge Independent and Cambridge News), as well as in the Addenbrooke's Staff Newsletter and Cambridge Biomedical Campus Newsletter. The consultation was publicised throughout using the Greater Cambridge Partnership social media channels. In addition, the website of every business or organisation along the route was visited and contact emails, if available, added to the GovDelivery mailout advertising the consultation.

The consultation was hosted online on ConsultCambs, with hard copies of the consultation materials sent out on request. Given that traffic using the Addenbrooke's roundabout comes from a wide area, there was no distribution of printed materials to local addresses, apart from a limited distribution to addresses on Fendon Road. However, the consultation was advertised at organisations on the Cambridge Biomedical Campus, to everyone on the GCP's GovDelivery mailing list and to residents' associations close to the roundabout. There was also an online event hosted on Teams on June 29, with leaflets also being handed out at Addenbrooke's concourse.

**This report summarises the core 940 online and written responses to the consultation survey and the 15 additional responses.**

## Key findings

### Proposals

#### *Quantitative*

- 938 respondents answered the question on how far they supported or opposed the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout.
  - Over half of respondents supported the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout (56%).
- 934 respondents answered the question on how far they supported or opposed converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing.

- Under half of respondents supported converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing (48%).
  - Under two fifths of respondents opposed converting the two stage staggered crossing to a single stage crossing (37%).
- 932 respondents answered the question on how far they supported or opposed the proposed changes at Addenbrooke's roundabout.
  - Just under half of respondents supported the proposed changes at Addenbrooke's roundabout (49%).
    - Over two fifths of respondents opposed the changes at Addenbrooke's roundabout (45%).
    - More respondents 'strongly opposed' the changes (26%) than 'strongly supported' (21%).

### *Qualitative*

- Question 7 asked respondents if they had any further comments on the proposed improvements to Addenbrooke's roundabout. 596 respondents left comments. The main themes were:
  - Concerns about the impacts on motorised traffic and subsequent congestion, particularly for larger vehicles such as buses and emergency vehicles.
  - The need for more consistent cycle routes from Fendon Road to allow for safer cycle travel and concerns about the proposed reduction of lanes approaching the roundabout from Fendon Road.
  - Concerns the single stage crossing on Babraham Road would negatively impact on motorised traffic and congestion, concerns the crossing location would result in a pinch-point for active travellers resulting in conflict between users, and the need for more cycle improvements from Babraham Road.
  - The need for further improvements to the cycle journey from Hills Road to exits other than Fendon Road.
  - That these proposed improvements weren't needed due to the recent improvements implemented, feeling the roundabout worked as is, and feeling the proposals didn't improve journeys for those using the roundabout.
  - Concerns about negative cyclist behaviour such as running red lights and pressuring pedestrian traffic.
  - The need for more continuous, consistent cycle routes on the roundabout.
  - Concerns about the proposals negatively impacting on the travel of emergency vehicles.
  - General negative comments.
  - The need for traffic light timings to be shortened or for traffic lights to be removed.
  - Concerns about the impact the construction work would have on the surrounding area.

- Concerns about the removal of trees and vegetation, particularly from the central island.
- General positive comments.
- Concerns about the consultation, including the lack of information on costings, predicted usage, forecasted impacts, and construction estimates.

# Introduction

## Background

Between 14 June and 24 July 2023, the Greater Cambridge Partnership (GCP) held a consultation on alterations to the design of the Addenbrooke's Roundabout.

The new design aims to:

- significantly widen the pedestrian and cycleway on both sides of Fendon Road.
- replace the staggered crossing on Babraham Road with a single crossing.
- reduce the roundabout's central island.

Further upgrades to the other arms of the roundabout may be delivered at a later stage, but were not proposed as part of this consultation.

The need to improve cycling infrastructure at Addenbrooke's roundabout was identified by Cambridgeshire County Council as a priority last year. Since this location falls within the GCP's Cycling Plus A1134 scheme, the GCP aimed to accelerated the delivery of this area's design and construction plans, following the outcome of this consultation.

# Consultation and Analysis Methodology

## Background

The consultation strategy for this stage of the Addenbrooke's Roundabout Consultation proposals was designed by GCP's communications team. During the design process reference was made to the County Council's Consultation Guidance, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage;
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans are in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

## Consultation Strategy

### Identification of the Audience

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

### Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. To support this, whilst the key consultation questions were relatively straightforward, maps of the schemes were provided and were available online and in hard copy on request. The key questions were: how far respondents supported or opposed the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout, how far respondents supported or opposed converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing, and how far respondents supported or opposed the proposed changes at Addenbrooke's roundabout.

## Design of Consultation Questions

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

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

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

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

## Diversity and Protected Characteristics

Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage. It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status, sex, gender, ethnicity and disability (although not the nature of disability).

## Analysis

The strategy for analysis of the consultation was as follows:

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

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

## Quality Assurance

### Data Integrity

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

## Survey findings

### Respondent Profile

In total, 930 respondents and 10 stakeholders responded to the consultation survey. These stakeholders were:

- Arm Cambridge Bicycle User Group
- Cambridge Living Streets
- Capri - Blinds LTD
- "East Cambs Councillor Cambs County Councillor"
- Fendon Road and Fendon Close Residents Association (FR&FCRA)
- MRC LMB
- S King Ltd
- Snap Exhibitions
- Sustrans
- UK Dementia Research Institute Cambridge.

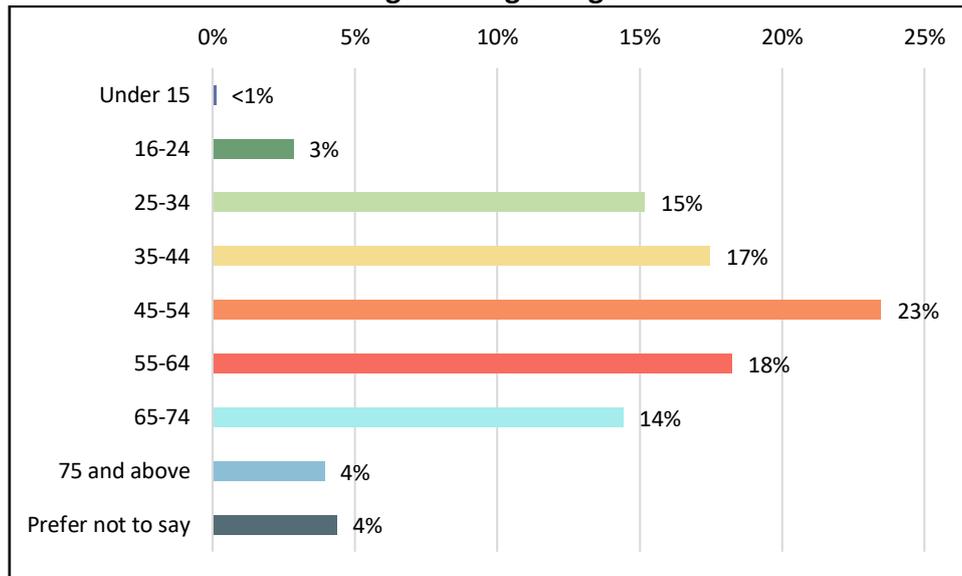
Six respondents answered question 1 "Are you responding as" as 'Other', where they were given the opportunity to write in a response. For the purposes of the report, and to protect anonymity as part of our GDPR policy, these responses have been considered "as an individual" however, details have been seen by GCP and considered alongside all other responses in the analysis.

## Age range

For the responses received from individuals, 916 respondents answered the question on their age range.

Most ages were well represented when compared to the general Cambridgeshire population, however, those 'under 15' (<1%) and those aged '75 and above' (4%) were under-represented compared to the general Cambridgeshire population.

**Figure 1: Age range**



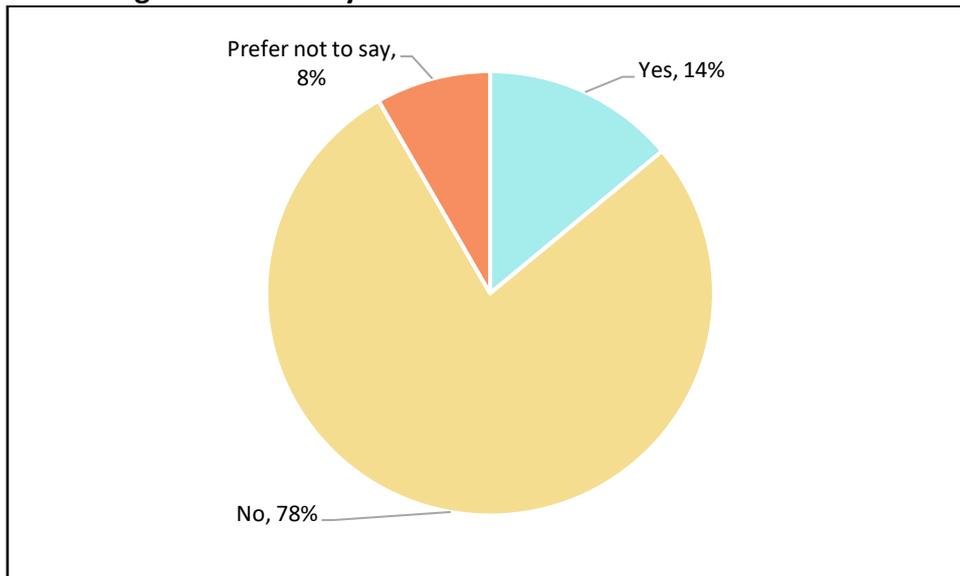
\*Options for age range in the survey was missing an option for those aged '15'.

## Disability or health condition that affects travel

For the responses received from individuals, 904 respondents answered the question on whether they have a disability or health condition that limits or affects the way they travel.

- **14% of respondents indicated they have a disability or health condition that affects travel.**
  - 8% indicated they would 'prefer not to say'.

**Figure 2: Disability or health condition that affects travel**

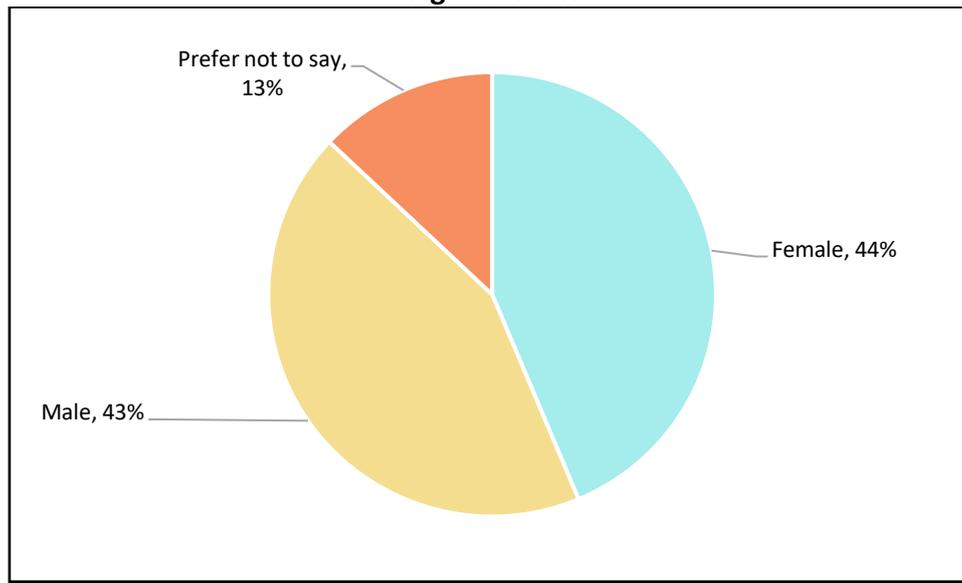


## Sex

For the responses received from individuals, 911 respondents answered the question on whether their sex was 'female' or 'male'.

- **A similar number of respondents indicated they were 'female' (44%) and 'male' (43%).**

**Figure 3: Sex**

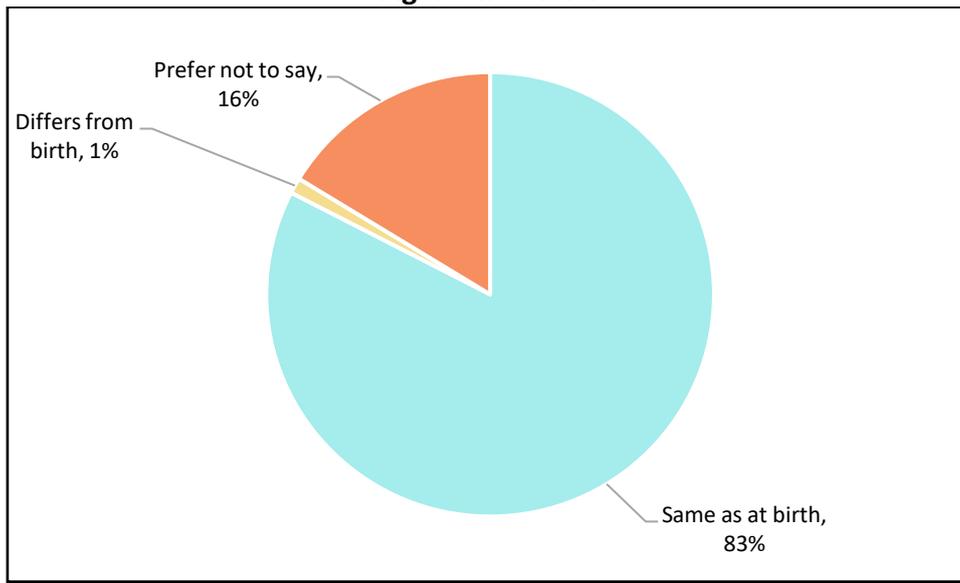


## Gender

For the responses received from individuals, 872 respondents answered the question on whether their gender identity was the same as their sex registered at birth.

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

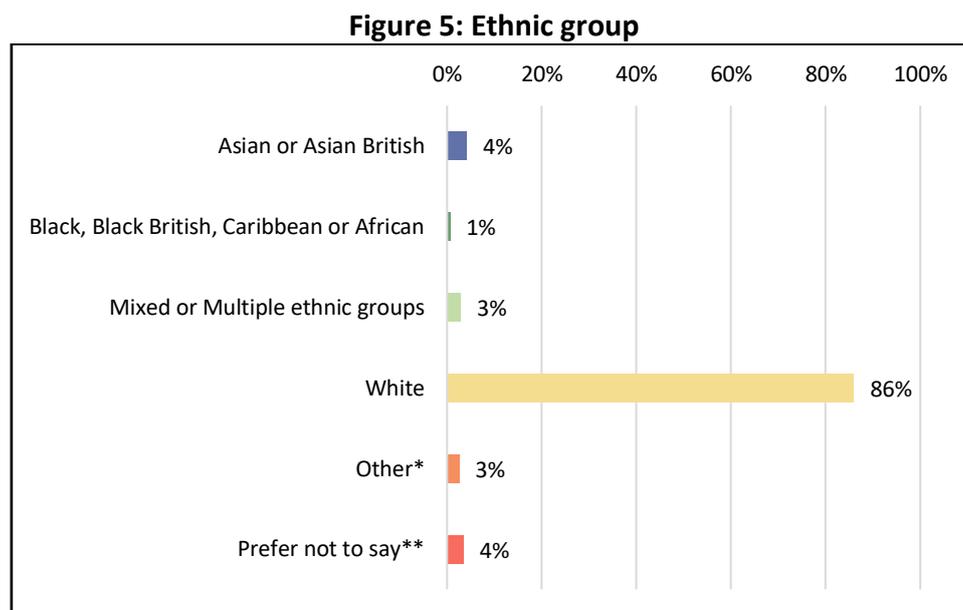
**Figure 4: Gender**



## Ethnic group

For the responses received from individuals, 876 respondents answered the question on their ethnicity.

- **The majority of respondents were 'White' (86%), indicating an underrepresentation of ethnic groups apart from 'White' compared to the Cambridgeshire population.**



\*In the survey the option for 'Other ethnic group: includes Arab or any other ethnic group' option was missing, and was replaced with the option 'Other (please specify)'.

\*\*In the survey there was not an option for 'prefer not to say'. In the analysis, "Prefer not to say" results have been derived from respondents who selected 'Other (please specify)' and entered in a response that inferred they would prefer not to say.

Respondents selecting 'Other' were also able to write in a response. Responses provided here included:

- Arab
- Black russian roma
- British
- Brown
- English
- European
- Greek Cypriot
- Hispanic
- Latin
- Mauritian
- Mixed
- Persian
- Persian British
- Polish
- Romanian - Chinese
- Scots-Irish
- Slavic Black Caribbean
- South east Asian
- White American.

Ethnic groups were defined as following:

- Asian or Asian British: includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background.

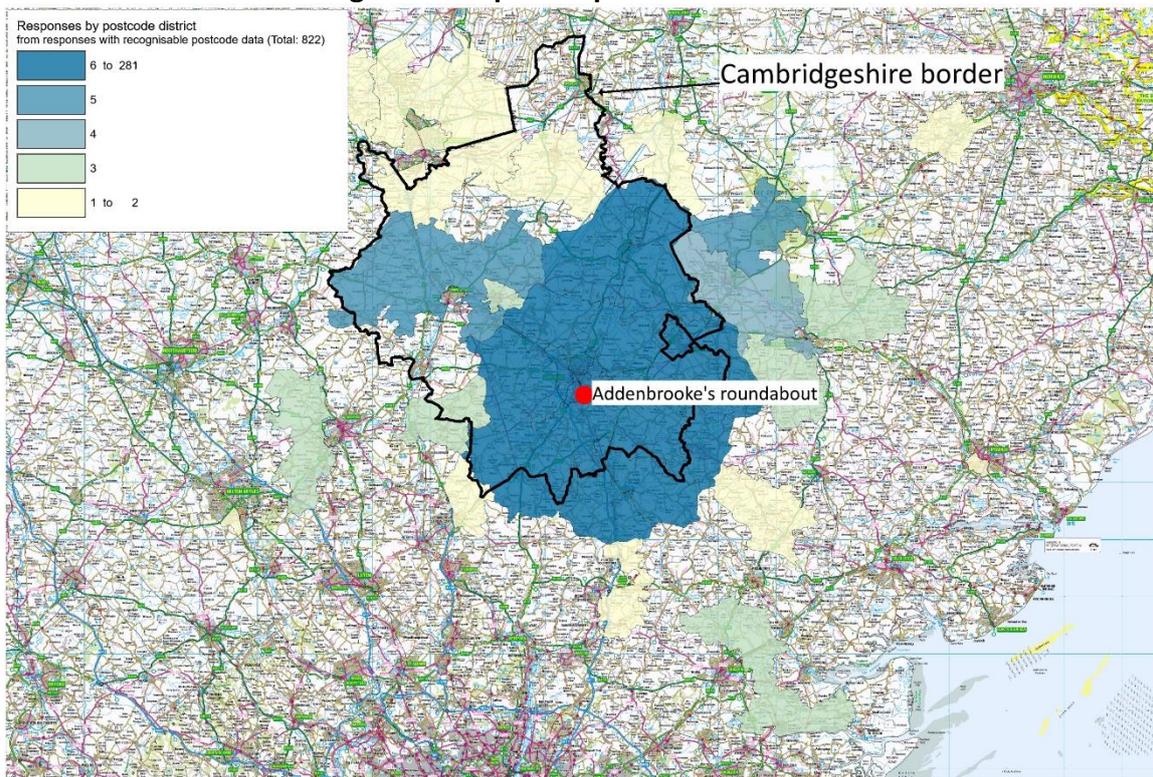
- Black, Black British, Caribbean or African: includes Black British, Caribbean, African or any other Black background.
- Mixed or Multiple ethnic groups: includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background.
- Other ethnic group: includes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

## Location

For the responses received from individuals, 822 respondents provided the first three or four digits of their location postcode in a recognisable format. The spread of respondents can be seen in **Figure 6**. The areas shaded represent postcode districts with respondent representation.

Respondents within the postcode districts CB1, CB2, and CB3 (covering 48% of respondents with recognisable postcode districts), were classified as “near to Addenbrooke’s roundabout”.

**Figure 6: Map of respondent locations**

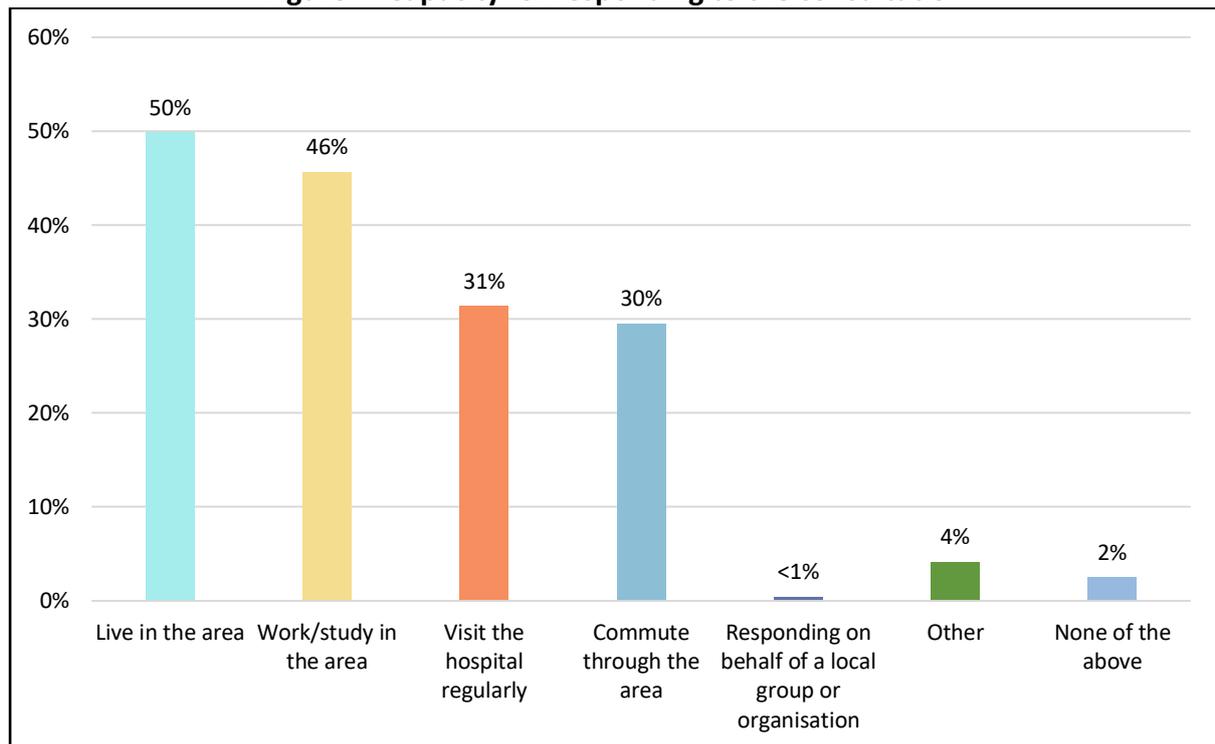


## Capacity for responding to the consultation

925 respondents answered the question as to what capacity they were responding to the survey as. Respondents could select multiple answers to this question.

- **Half of respondents indicated their capacity for responding to the survey was 'I live in the area' (50%).**
  - Under half of respondents indicated 'I work/study in the local area' (46%).

**Figure 7: Capacity for responding to the consultation**



Respondents who selected 'Other' could specify their reason, these responses included:

- Visit nearby areas or otherwise travel through the area for non-work/school reasons.
- Desire for safe active travel in the area.
- Concern for those needing to drive to Addenbrooke's or nearby areas.
- Visit the hospital less than regularly.
- Detail regarding work in the area.
- Resident of Cambridge.
- Working on projects nearby that could be impacted by the consultation.

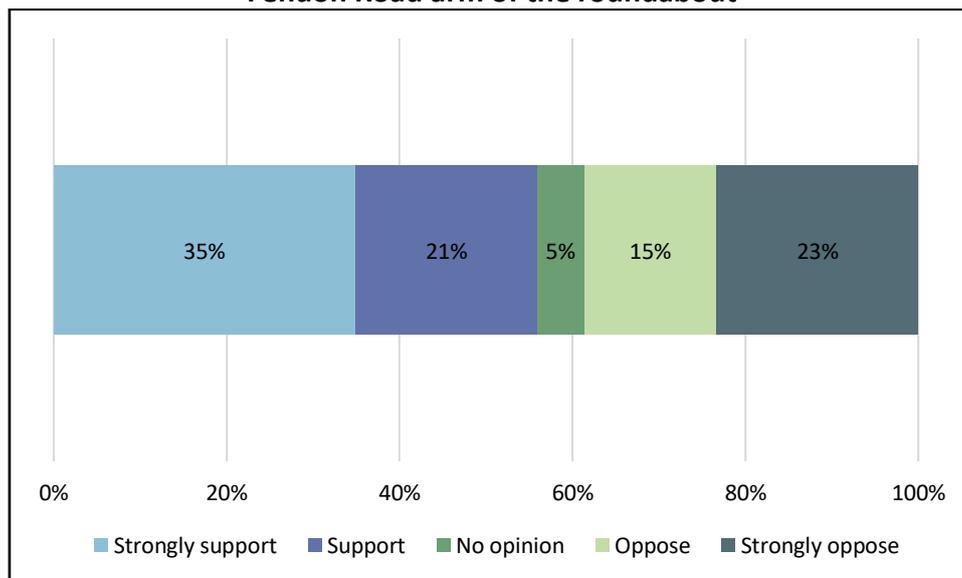
\*Questions 1 to 3 asked respondents whether they were responding as an individual, on behalf of a group or business, as an elected representative, or other, which has been outlined in the respondent profile above.

Question 4: How far do you support or oppose the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout? The new cycle lanes and footpaths will provide direct and continuous facilities for cyclists and pedestrians, separated from the high vehicle flows using the roundabout.

938 respondents answered the question on how far they supported or opposed the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout.

- **Over half of respondents supported the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout (56%).**

**Figure 8: Support widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout**



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

#### Stakeholder response to Question 4

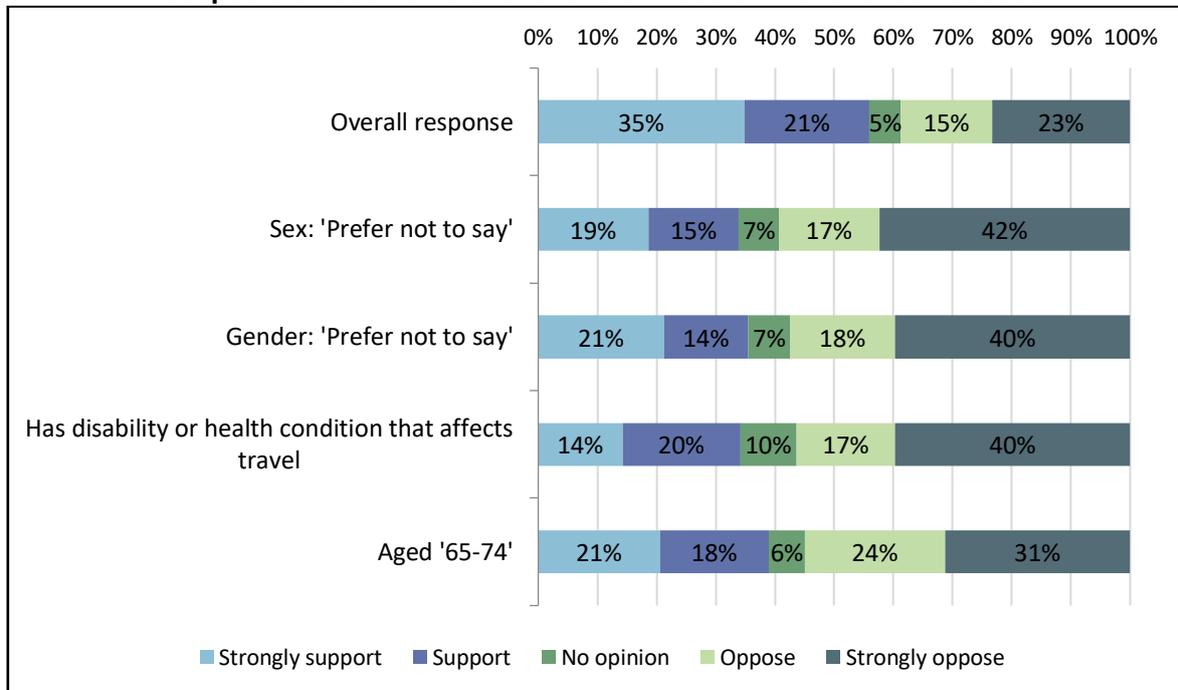
10 of the above respondents had indicated they were stakeholders.

- **Half of the stakeholders supported the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout (2 'strongly supported' and 3 'supported') and half opposed (4 'opposed' and 1 'strongly opposed').**

#### Differences in response to Question 4

Respondents were more likely to oppose the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout when they indicated they would 'prefer not to say' their sex (59%), they would 'prefer not to say' their gender (57%), they had a disability or health condition that affects travel (56%), or they were aged '65-74' (55%).

**Figure 9: Differences in support to the proposed widened segregated cycle lanes and footpaths on each side of the Fendon Road arm of the roundabout**



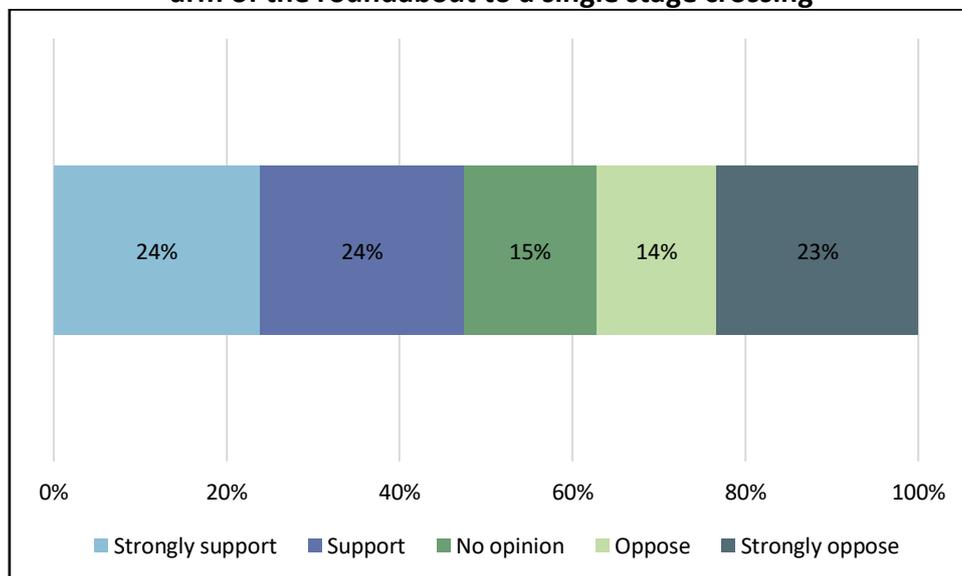
*\*N.B. Figures in the graph may not exactly match the text in the report due to rounding*

## Question 5: How far do you support or oppose converting the current two stage staggered crossing on Babraham Road arm of the roundabout to a single stage Toucan crossing?

934 respondents answered the question on how far they supported or opposed converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing.

- **Under half of respondents supported converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing (47%).**
  - Under two fifths of respondents opposed converting the two stage staggered crossing to a single stage crossing (37%).

**Figure 10: Support for converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing**



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

### Stakeholder response to Question 5

10 of the above respondents had indicated they were stakeholders.

- **Half of the stakeholders supported converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing (2 'strongly supported' and 3 'supported') and half opposed it (3 'opposed' and 2 'strongly opposed').**

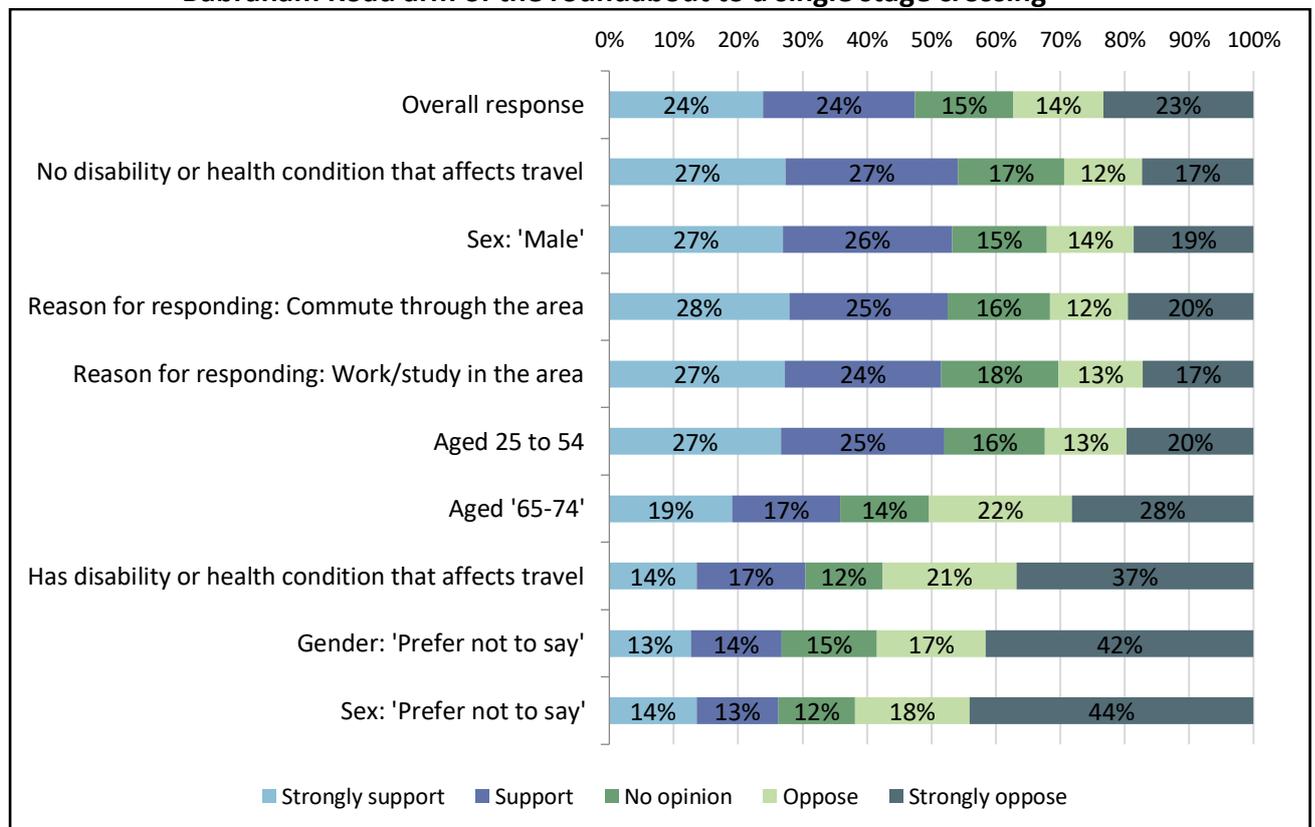
### Differences in response to Question 5

Respondents were more likely to support converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing than the overall response when they indicated they didn't have a disability or health condition that affects travel (54%), their sex was 'male' (53%), their reason for responding to the survey was because they 'commute through the area' (53%), their reason for responding to the survey

was because they 'work/study in the area' (52%), or they were aged from 25 to 54 (52%). However, none of these groups showed majority support, with around a third of respondents from each group opposing the single stage crossing.

Respondents were more likely to oppose converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing than the overall response when they indicated they would 'prefer not to say' their sex (62%), they would 'prefer not to say' their gender (58%), they had a disability or health condition that affects travel (58%). Although respondents who were aged '65-74' had a higher level of opposition (50%), over a third of these respondents supported the single stage crossing.

**Figure 11: Differences in support for converting the two stage staggered crossing on the Babraham Road arm of the roundabout to a single stage crossing**



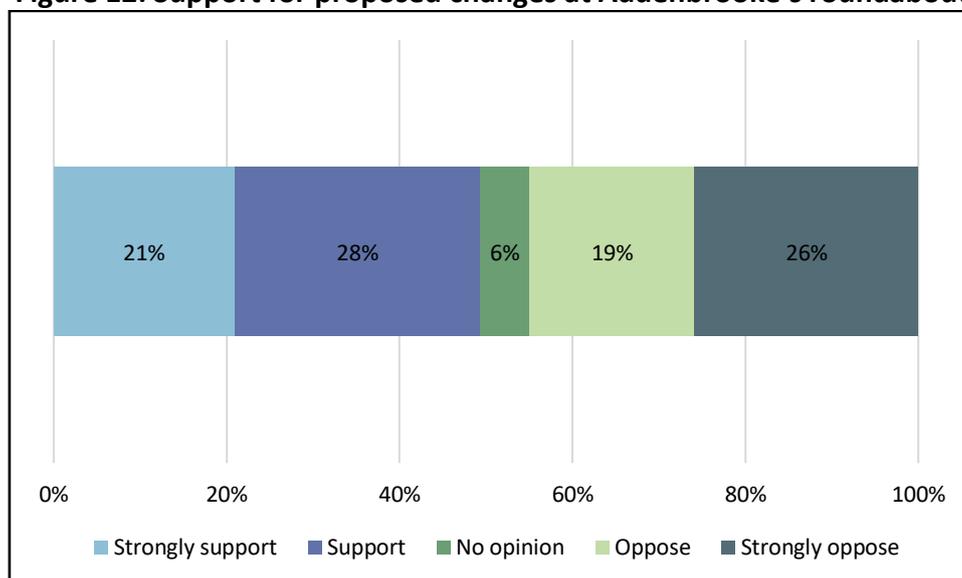
*\*N.B. Figures in the graph may not exactly match the text in the report due to rounding*

## Question 6: Having reviewed the proposals overall, how far do you support or oppose the proposed changes at Addenbrooke's roundabout?

932 respondents answered the question on how far they supported or opposed the proposed changes at Addenbrooke's roundabout.

- **Just under half of respondents supported the proposed changes at Addenbrooke's roundabout (49%).**
  - Over two fifths of respondents opposed the changes at Addenbrooke's roundabout (45%).
  - More respondents 'strongly opposed' the changes (26%) than 'strongly supported' (21%).

**Figure 12: Support for proposed changes at Addenbrooke's roundabout**



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

### Stakeholder response to Question 6

10 of the above respondents had indicated they were stakeholders.

- **The majority of stakeholders opposed the proposed changes at Addenbrooke's roundabout (4 'opposed' and 2 'strongly opposed').**
  - 2 stakeholders 'strongly supported' the changes and 1 stakeholder 'supported' them.
  - 1 stakeholder had 'no opinion' on the changes.

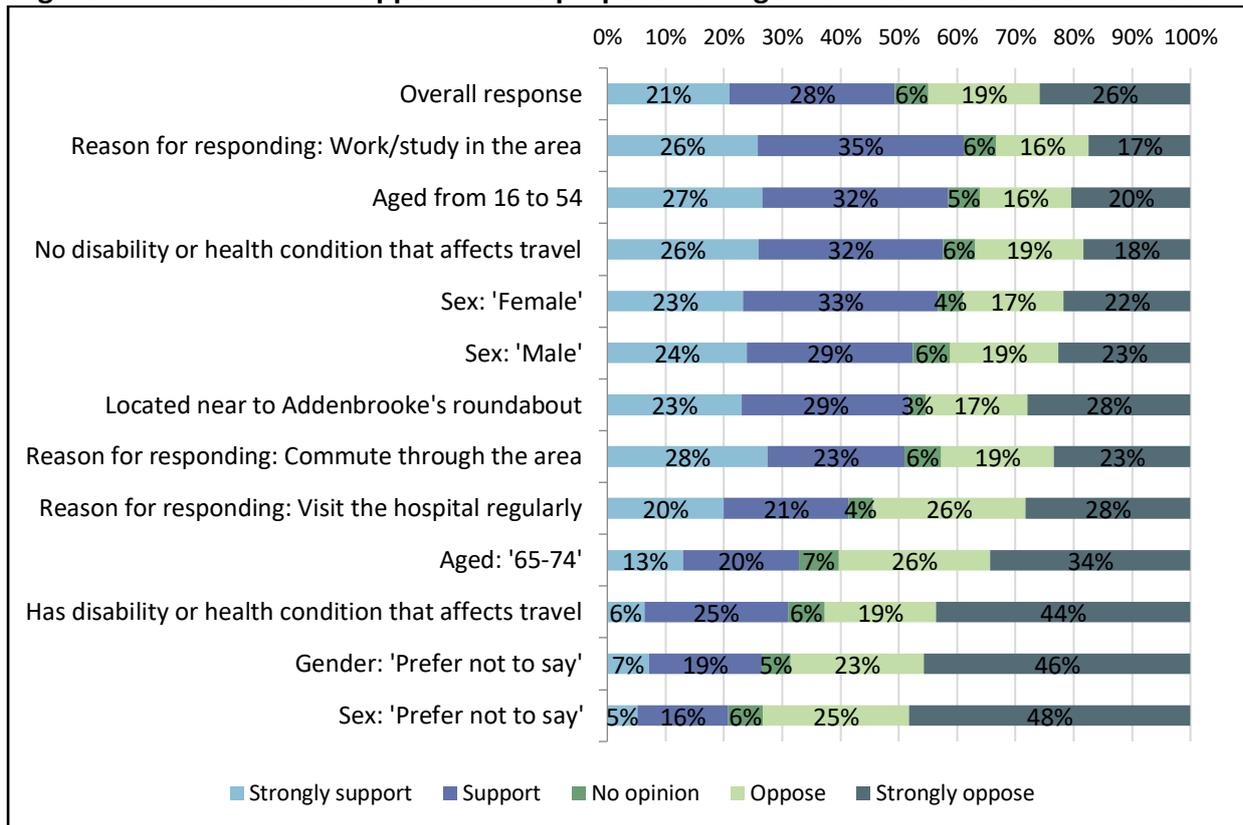
### Differences in response to Question 6

Respondents were more likely to support the proposed changes at Addenbrooke's roundabout than the overall response when they indicated their reason for responding to the survey was because they 'work/study in the area' (61%), they were aged from 16 to 54 (58%), they didn't have a disability or health condition that affects travel (58%), their sex was 'female' (57%), their sex was 'male' (52%), they were located 'near to Addenbrooke's

roundabout' (52%), or their reason for responding to the survey was because they 'commute through the area' (51%).

Respondents were more likely to oppose the proposed changes at Addenbrooke's roundabout than the overall response when they indicated they would 'prefer not to say' their sex (73%), they would 'prefer not to say' their gender (69%), they had a disability or health condition that affects travel (63%), they were aged '65-74' (60%), or their reason for responding to the survey was because they 'visit the hospital regularly' (54%).

**Figure 13: Differences in support for the proposed changes at Addenbrooke's roundabout**



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

## Question 7: Do you have any further comments about the proposed improvements to Addenbrooke's roundabout?

596 respondents left comments on the question asking if they had any further comments on the proposed improvements to Addenbrooke's roundabout.

### Summary of main themes

Theme	Description
<b>Impact on motorised traffic</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme were concerned the proposals would negatively impact on motorised traffic, causing more congestion, from both the construction and elements of the proposals, such as the single stage crossing. These respondents were concerned there would be a reduction of road space for motorised traffic from increased cycle lanes particularly for larger vehicles such as buses/emergency vehicles. They were concerned the single stage crossing for Barbraham Road would cause longer wait times. These respondents were also concerned about the impact this would have on emergency vehicles.               <ul style="list-style-type: none"> <li>○ Some of these respondents were particularly concerned about the Fendon Road approach, as current arrangements gave two lanes to enter the roundabout and maps of the proposals only showed one.</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt the proposals needed to do more to address congestion issues for motorised traffic on the roundabout. These respondents highlighted the small size of the roundabout (including the difficulties navigating it for larger vehicles) and volume of traffic using it, alongside issues with traffic light timings (that they stopped traffic for too long and didn't adapt to differing traffic levels, particularly outside rush hour).</li> </ul>
<b>Fendon Road</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme indicated that, while they welcomed the improved cycle lane on Fendon Road, they didn't feel the proposals improved the safety of navigating the roundabout for cyclists. These respondents were concerned about cyclists coming from Fendon Road needing to exit at Addenbrooke's or Hills Road, as the proposals would either need a cyclist to exit the cycle lane to travel on the main road of the roundabout (which they felt was unprotected and dangerous) or continue onto Babraham Road via the crossings before possibly re-entering the</li> </ul>

	<p>main roads (which they felt would increase travel times for cyclists, go against paths of desire, and not be clear for motorists).</p> <ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme were concerned about the approach to the roundabout from Fendon Road for motorised traffic as current arrangements give two lanes to enter the roundabout, however maps of the proposals only showed one. These respondents were concerned this would increase congestion and the risk of conflict between road users.</li> <li>• A few of the respondents who discussed this theme felt the cycle lane on Fendon Road should be a two-way cycle lane going from Fendon Road to Hills Road, with space being taken from the central island. These respondents felt this would create safe desire line travel for cyclists across the roundabout. These respondents also felt a crossing point for pedestrians and cyclists across Fendon Road was needed, ideally as a toucan crossing. They felt that the proposals would result in a significant detour that would be undesirable/difficult for users, increasing the likelihood of crossing at uncontrolled locations.</li> </ul>
<p><b>Babraham Road</b></p>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme were concerned the single stage crossing for Babraham Road would result in longer waiting times for motorised traffic and increase congestion. <ul style="list-style-type: none"> <li>○ Some of these respondents also felt losing the central refuge would make the crossing more difficult for those with mobility impairments (such as those with disabilities, older users, and those travelling with children), who may not be able to cross quickly enough.</li> <li>○ Some of these respondents were concerned there was not enough space at the crossing points for both cyclists and pedestrians, as it was already a very busy crossing and more users could result in higher conflict between users, particularly those with disabilities.</li> </ul> </li> <li>• Some of the respondents who discussed this theme felt the proposals didn't do enough to help cyclists travelling from Babraham Road to Hills Road and vice versa. These respondents felt a clear cycle route was needed across the whole roundabout.</li> <li>• A few of the respondents who discussed this theme felt that, although a single stage crossing on Babraham Road would be beneficial, the crossing itself needed to be moved closer to the roundabout to avoid creating a</li> </ul>

	<p>pinch-point where the path narrows, allowing room for the increase in users.</p> <ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme felt the on road approach to the roundabout at Babraham Road needed to be widened, as larger vehicles were unable to fit in the appropriate lanes, causing congestion and confusion as to where users would be going.</li> </ul>
<b>Hills Road</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme indicated that, while they welcomed the improved cycle lane for those turning off Hills Road towards Fendon Road, they didn't feel the proposals improved the safety of navigating the roundabout for cyclists. These respondents were particularly concerned about the journey from Hills Road to Babraham Road and vice versa (although all other possibilities were mentioned) and wanted to see more on-road protection, such as the Hills Road cycle lane becoming two-way. These respondents felt using the crossings went against paths of desire and increased journey times but they were also concerned this could be confusing for motorised traffic, who may not be aware of where cyclists would be exiting/entering the main road.</li> </ul>
<b>Not needed</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt the proposals weren't needed, highlighting that there had only recently been changes, that they felt it worked well as is, and that they felt the proposals didn't significantly improve journeys for those using the roundabout. Most of these respondents felt the cost of the proposals should instead be spent on improving the condition of the roads and paths, which they felt would have a greater impact. <ul style="list-style-type: none"> <li>○ Some of these respondents discussed the traffic light timings on the roundabout, feeling that traffic had flowed better when the traffic lights went down.</li> </ul> </li> </ul>
<b>Negative cyclist behaviour</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated that they felt adding cycle lanes and other cycle infrastructure was not worth doing unless cyclists were made to use them. These respondents cited concerns about negative behaviour from cyclists, such as running red lights, weaving in and out of other traffic, and pressuring pedestrian traffic. <ul style="list-style-type: none"> <li>○ Some of these respondents were particularly concerned about negative cyclist behaviour on shared-use paths and were concerned about the risk of increased conflict at the toucan crossing, particularly for those with disabilities.</li> </ul> </li> </ul>

<p><b>Continuous cycle routes</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated they wanted to see more continuous cycle routes, feeling that the proposals didn't improve enough routes and required changing from on-road to off-road routes too often. These respondents felt this could be dangerous for pedestrians, from cyclists travelling at speed being unsure where to go next, and dangerous for cyclists as motorised traffic may not be aware of where cyclists enter/exit the road. These respondents also felt the proposed routes ignored paths of desire and increased journey times for cyclists.</li> </ul>
<p><b>Impact on emergency vehicles</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the proposals' impact on emergency vehicle travel times and access, both from the improvements and the disruption from construction. These respondents felt narrowing road space for motorised traffic and increased congestion from longer crossing wait times would impede access for emergency vehicles. Some of these respondents suggested adding an emergency vehicle lane.</li> </ul>
<p><b>General negative comments</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme left general negative comments, citing dissatisfaction with GCP and concerns the proposals were a waste of money.</li> </ul>
<p><b>Traffic lights</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that more should be done to improve the timings on non-crossing related traffic lights. These respondents felt that traffic flowed better when the traffic lights were down, that timings should be "smarter", that they should only run on peak, and that emergency vehicles should trigger a green light to improve response times.</li> </ul>
<p><b>Construction disruption</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the disruption caused by constructing the improvements. Some of these respondents were particularly concerned about the possibility of further upgrades and felt it would be better to do it all at once to minimise the impact on congestion and hospital traffic.</li> </ul>
<p><b>Environmental impact</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the removal of trees and loss of vegetation on the roundabout from the reduction to the central island. These respondents felt this loss should be further minimised and replacements planted for any lost planting.</li> </ul>
<p><b>General positive comments</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme left general positive comments, indicating they approved of the improvements for cyclists and pedestrians which they felt were much needed.</li> </ul>

<b>Consultation issues</b>	<ul style="list-style-type: none"><li>• Respondents who discussed this theme indicated they had issues with some elements of the consultation. In particular they felt there was a lack of information provided on the costings, predicted usage, forecast impacts on different modes of travel, and time estimated for construction.</li></ul>
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## Stakeholders responses

### Background

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

- Arm Cambridge Bicycle User Group
- Babraham Road Residents' Association
- Cambridge Biomedical Campus
- Cambridge Living Streets
- Cambridge University Hospitals
- Camcycle
- Capri Blinds LTD
- Fendon Road and Fendon Close Residents Association
- East Cambs Councillor/Cambs County Councillor
- Historic England
- MRC LMB
- Natural England
- Pidley-cum-Fenton Parish Council
- RedCross Areas Residents Association (RARA)
- S King Ltd
- Snap Exhibitions
- Sustrans
- UK Dementia Research Institute Cambridge

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

- There were concerns about moving the crossing on Fendon Road further into Fendon Road as this was felt to go against paths of desire, particularly for pedestrians, and slow active travel journeys down. Stakeholders were concerned this could result in pedestrians and cyclists "crossing early" and getting put in danger.
- Although most stakeholders indicated support for the single stage crossing on Babraham Road (stakeholders that didn't support it were concerned about increased congestion for motorised traffic and subsequent pollution) they felt it was located too close to a pinch point on the paths, which, with increased pedestrian and cyclist traffic, could result in higher conflict between users.
- It was felt the cycle path between Hills Road and Fendon Road should also be two-way in order to aid in a more continuous route across the roundabout.
- There were concerns about the long-term plan for Addenbrooke's Roundabout, with the stakeholders that discussed it concerned these changes could be made redundant by any future changes in the area.
- There were concerns that the proposals and subsequent road works could result in limited access for motorised traffic and negatively impact on surrounding areas with increased congestion.
- There were concerns about the lack of information provided alongside the consultation including the cost of development, predicted usage, forecast impacts, and time for construction.

## Email and social media responses

4 responses from 4 respondents were received regarding the consultation through emails. Responses were too disparate for a full thematic analysis, however generally followed the same points mentioned in the survey. Where they differed respondents:

- Discussed the need for the cycle path to be coloured differently to help differentiate it.
- Discussed the possibility of using nearby space to improve the layout, lower traffic speeds, add greenery, improve public transport routing, and add cycle parking.

## Appendices

### Appendix 1: Survey results

#### Respondent profile

Respondent type		Figure	% of total respondents
<b>Total respondents:</b>		940	100.00%
<b>Age range:</b>			
	Under 15	1	0.1%
	16-24	26	2.8%
	25-34	139	15.2%
	35-44	160	17.5%
	45-54	215	23.5%
	55-64	167	18.2%
	65-74	132	14.4%
	75 and above	36	3.9%
	Prefer not to say	40	4.4%
		<b>Total</b>	<b>916</b>
<b>Do you consider yourself to have a disability or health condition that affects the way you travel?</b>			
	Yes	126	13.9%
	No	703	77.8%
	Prefer not to say	75	8.3%
		<b>Total</b>	<b>904</b>
<b>Sex</b>			

	Female	398	43.7%
	Male	395	43.4%
	Prefer not to say	118	13.0%
	<b>Total</b>	<b>911</b>	
<b>Gender</b>			
	Same as at birth	720	82.6%
	Differs from birth	10	1.1%
	Prefer not to say	142	16.3%
	<b>Total</b>	<b>872</b>	
<b>Ethnic group</b>			
	Asian or Asian British: includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	37	4.2%
	Black, Black British, Caribbean or African: includes Black British, Caribbean, African or any other Black background	6	0.7%
	Mixed or Multiple ethnic groups: includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	26	3.0%
	White: includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	753	86.0%
	Other	23	2.6%
	Prefer not to say	31	3.5%
	<b>Total</b>	<b>876</b>	
<b>Reason for responding to survey</b>			
	Live in the area	461	49.8%
	Work/study in the area	422	45.6%
	Visit the hospital regularly	290	31.4%
	Commute through the area	273	29.5%

	Responding on behalf of a local group or organisation	4	0.4%
	Other	38	4.1%
	None of the above	23	2.5%
	<b>Total</b>		925
<b>Location</b>			
	Near to Addenbrooke's roundabout	392	48%
	<b>Total</b>		822
<b>Stakeholder</b>		10	1.1%

Question 4

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
<b>Total</b>	327 (34.9%)	198 (21.1%)	50 (5.3%)	144 (15.4%)	219 (23.3%)	938
<b>Age range:</b>						
Under 15	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
16-24	13 (50%)	7 (26.9%)	0 (0%)	3 (11.5%)	3 (11.5%)	26
25-34	66 (47.5%)	34 (24.5%)	4 (2.9%)	14 (10.1%)	21 (15.1%)	139
35-44	72 (45%)	37 (23.1%)	6 (3.8%)	16 (10%)	29 (18.1%)	160
45-54	87 (40.7%)	42 (19.6%)	12 (5.6%)	28 (13.1%)	45 (21%)	214
55-64	49 (29.3%)	40 (24%)	10 (6%)	33 (19.8%)	35 (21%)	167
65-74	27 (20.6%)	24 (18.3%)	8 (6.1%)	31 (23.7%)	41 (31.3%)	131
75 and above	9 (25%)	10 (27.8%)	3 (8.3%)	7 (19.4%)	7 (19.4%)	36
Prefer not to say	1 (2.5%)	1 (2.5%)	3 (7.5%)	5 (12.5%)	30 (75%)	40
<b>Disability or health condition that affects travel</b>						
Yes	18 (14.3%)	25 (19.8%)	12 (9.5%)	21 (16.7%)	50 (39.7%)	126
No	293 (41.8%)	158 (22.5%)	33 (4.7%)	101 (14.4%)	116 (16.5%)	701
Prefer not to say	4 (5.3%)	9 (12%)	2 (2.7%)	14 (18.7%)	46 (61.3%)	75
<b>Sex</b>						
Female	150 (37.8%)	92 (23.2%)	14 (3.5%)	63 (15.9%)	78 (19.6%)	397
Male	151 (38.3%)	85 (21.6%)	23 (5.8%)	52 (13.2%)	83 (21.1%)	394
Prefer not to say	22 (18.6%)	18 (15.3%)	8 (6.8%)	20 (16.9%)	50 (42.4%)	118
<b>Gender</b>						
Same as at birth	278 (38.7%)	164 (22.8%)	35 (4.9%)	104 (14.5%)	138 (19.2%)	719
Differs from birth	2 (20%)	3 (30%)	0 (0%)	0 (0%)	5 (50%)	10

Prefer not to say	30 (21.3%)	20 (14.2%)	10 (7.1%)	25 (17.7%)	56 (39.7%)	141
<b>Ethnic Group</b>						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	16 (43.2%)	9 (24.3%)	0 (0%)	1 (2.7%)	11 (29.7%)	37
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	2 (33.3%)	0 (0%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	8 (30.8%)	5 (19.2%)	1 (3.8%)	1 (3.8%)	11 (42.3%)	26
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	275 (36.6%)	172 (22.9%)	39 (5.2%)	119 (15.8%)	146 (19.4%)	751
Other	12 (52.2%)	1 (4.3%)	1 (4.3%)	3 (13%)	6 (26.1%)	23
Prefer not to say	7 (22.6%)	4 (12.9%)	2 (6.5%)	5 (16.1%)	13 (41.9%)	31
<b>Location:</b>						
Near to Addenbrooke's roundabout	151 (38.7%)	74 (19%)	13 (3.3%)	53 (13.6%)	99 (25.4%)	390
<b>Reason for responding to survey</b>						
Live in the area	164 (35.7%)	83 (18.1%)	21 (4.6%)	64 (13.9%)	127 (27.7%)	459
Work/study in the area	180 (42.7%)	102 (24.2%)	16 (3.8%)	60 (14.2%)	64 (15.2%)	422
Visit the hospital regularly	86 (29.7%)	56 (19.3%)	13 (4.5%)	63 (21.7%)	72 (24.8%)	290
Commute through the area	117 (42.9%)	49 (17.9%)	13 (4.8%)	36 (13.2%)	58 (21.2%)	273
Responding on behalf of a local group or organisation	1 (25%)	0 (0%)	0 (0%)	1 (25%)	2 (50%)	4
Other	9 (23.7%)	8 (21.1%)	3 (7.9%)	8 (21.1%)	10 (26.3%)	38
None of the above	7 (30.4%)	4 (17.4%)	1 (4.3%)	3 (13%)	8 (34.8%)	23

<b>Stakeholder</b>	2 (20%)	3 (30%)	0 (0%)	4 (40%)	1 (10%)	10
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Question 5

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
<b>Total</b>	223 (23.9%)	220 (23.6%)	143 (15.3%)	130 (13.9%)	218 (23.3%)	934
<b>Age range:</b>						
Under 15	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
16-24	6 (23.1%)	5 (19.2%)	6 (23.1%)	4 (15.4%)	5 (19.2%)	26
25-34	44 (31.9%)	35 (25.4%)	25 (18.1%)	11 (8%)	23 (16.7%)	138
35-44	47 (29.7%)	43 (27.2%)	24 (15.2%)	16 (10.1%)	28 (17.7%)	158
45-54	54 (25.2%)	58 (27.1%)	28 (13.1%)	26 (12.1%)	48 (22.4%)	214
55-64	35 (21.1%)	36 (21.7%)	28 (16.9%)	33 (19.9%)	34 (20.5%)	166
65-74	25 (19.1%)	22 (16.8%)	18 (13.7%)	29 (22.1%)	37 (28.2%)	131
75 and above	8 (22.2%)	13 (36.1%)	4 (11.1%)	5 (13.9%)	6 (16.7%)	36
Prefer not to say	1 (2.5%)	3 (7.5%)	6 (15%)	3 (7.5%)	27 (67.5%)	40
<b>Disability or health condition that affects travel</b>						
Yes	17 (13.6%)	21 (16.8%)	15 (12%)	26 (20.8%)	46 (36.8%)	125
No	191 (27.4%)	187 (26.8%)	115 (16.5%)	84 (12%)	121 (17.3%)	698
Prefer not to say	6 (8%)	6 (8%)	6 (8%)	15 (20%)	42 (56%)	75
<b>Sex</b>						
Female	97 (24.6%)	97 (24.6%)	66 (16.8%)	52 (13.2%)	82 (20.8%)	394
Male	106 (27%)	103 (26.2%)	58 (14.8%)	53 (13.5%)	73 (18.6%)	393
Prefer not to say	16 (13.6%)	15 (12.7%)	14 (11.9%)	21 (17.8%)	52 (44.1%)	118
<b>Gender</b>						
Same as at birth	192 (26.9%)	181 (25.3%)	112 (15.7%)	98 (13.7%)	132 (18.5%)	715
Differs from birth	1 (10%)	3 (30%)	0 (0%)	1 (10%)	5 (50%)	10

Prefer not to say	18 (12.7%)	20 (14.1%)	21 (14.8%)	24 (16.9%)	59 (41.5%)	142
<b>Ethnic Group</b>						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	6 (16.2%)	11 (29.7%)	5 (13.5%)	3 (8.1%)	12 (32.4%)	37
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (16.7%)	0 (0%)	1 (16.7%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	5 (19.2%)	3 (11.5%)	3 (11.5%)	4 (15.4%)	11 (42.3%)	26
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	193 (25.8%)	185 (24.8%)	120 (16.1%)	107 (14.3%)	142 (19%)	747
Other	9 (39.1%)	5 (21.7%)	1 (4.3%)	2 (8.7%)	6 (26.1%)	23
Prefer not to say	5 (16.1%)	2 (6.5%)	5 (16.1%)	6 (19.4%)	13 (41.9%)	31
<b>Location:</b>						
Near to Addenbrooke's roundabout	105 (26.9%)	85 (21.7%)	54 (13.8%)	44 (11.3%)	103 (26.3%)	391
<b>Reason for responding to survey</b>						
Live in the area	116 (25.3%)	101 (22%)	63 (13.7%)	55 (12%)	124 (27%)	459
Work/study in the area	114 (27.2%)	102 (24.3%)	76 (18.1%)	55 (13.1%)	72 (17.2%)	419
Visit the hospital regularly	73 (25.3%)	64 (22.2%)	45 (15.6%)	40 (13.9%)	66 (22.9%)	288
Commute through the area	76 (27.9%)	67 (24.6%)	43 (15.8%)	33 (12.1%)	53 (19.5%)	272
Responding on behalf of a local group or organisation	1 (25%)	1 (25%)	0 (0%)	1 (25%)	1 (25%)	4
Other	9 (23.7%)	10 (26.3%)	7 (18.4%)	6 (15.8%)	6 (15.8%)	38

None of the above	5 (21.7%)	5 (21.7%)	3 (13%)	3 (13%)	7 (30.4%)	23
<b>Stakeholder</b>	2 (20%)	3 (30%)	0 (0%)	3 (30%)	2 (20%)	10

Question 6

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
<b>Total</b>	195 (20.9%)	265 (28.4%)	53 (5.7%)	178 (19.1%)	241 (25.9%)	932
<b>Age range:</b>						
Under 15	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
16-24	8 (32%)	9 (36%)	0 (0%)	4 (16%)	4 (16%)	25
25-34	32 (23.4%)	54 (39.4%)	5 (3.6%)	22 (16.1%)	24 (17.5%)	137
35-44	47 (29.6%)	45 (28.3%)	9 (5.7%)	27 (17%)	31 (19.5%)	159
45-54	55 (25.8%)	62 (29.1%)	15 (7%)	31 (14.6%)	50 (23.5%)	213
55-64	29 (17.4%)	51 (30.5%)	8 (4.8%)	40 (24%)	39 (23.4%)	167
65-74	17 (13%)	26 (19.8%)	9 (6.9%)	34 (26%)	45 (34.4%)	131
75 and above	4 (11.1%)	13 (36.1%)	3 (8.3%)	8 (22.2%)	8 (22.2%)	36
Prefer not to say	0 (0%)	4 (10%)	0 (0%)	5 (12.5%)	31 (77.5%)	40
<b>Disability or health condition that affects travel</b>						
Yes	8 (6.3%)	31 (24.6%)	8 (6.3%)	24 (19%)	55 (43.7%)	126
No	180 (25.9%)	221 (31.8%)	38 (5.5%)	129 (18.5%)	128 (18.4%)	696
Prefer not to say	1 (1.3%)	6 (8%)	2 (2.7%)	17 (22.7%)	49 (65.3%)	75
<b>Sex</b>						
Female	92 (23.3%)	132 (33.4%)	17 (4.3%)	68 (17.2%)	86 (21.8%)	395
Male	94 (23.9%)	112 (28.5%)	25 (6.4%)	73 (18.6%)	89 (22.6%)	393
Prefer not to say	6 (5.2%)	18 (15.5%)	7 (6%)	29 (25%)	56 (48.3%)	116
<b>Gender</b>						
Same as at birth	172 (24%)	225 (31.4%)	43 (6%)	129 (18%)	147 (20.5%)	716
Differs from birth	2 (20%)	1 (10%)	0 (0%)	1 (10%)	6 (60%)	10
Prefer not to say	10 (7.1%)	27 (19.3%)	7 (5%)	32 (22.9%)	64 (45.7%)	140

<b>Ethnic Group</b>						
Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	8 (21.6%)	12 (32.4%)	1 (2.7%)	3 (8.1%)	13 (35.1%)	37
Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background	1 (16.7%)	1 (16.7%)	0 (0%)	0 (0%)	4 (66.7%)	6
Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	4 (15.4%)	7 (26.9%)	2 (7.7%)	1 (3.8%)	12 (46.2%)	26
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	166 (22.3%)	229 (30.7%)	42 (5.6%)	149 (20%)	160 (21.4%)	746
Other	9 (39.1%)	5 (21.7%)	0 (0%)	1 (4.3%)	8 (34.8%)	23
Prefer not to say	4 (12.9%)	3 (9.7%)	3 (9.7%)	6 (19.4%)	15 (48.4%)	31
<b>Location:</b>						
Near to Addenbrooke's roundabout	90 (23.1%)	112 (28.7%)	11 (2.8%)	68 (17.4%)	109 (27.9%)	390
<b>Reason for responding to survey</b>						
Live in the area	90 (19.7%)	131 (28.6%)	18 (3.9%)	88 (19.2%)	131 (28.6%)	458
Work/study in the area	108 (25.8%)	148 (35.3%)	23 (5.5%)	67 (16%)	73 (17.4%)	419
Visit the hospital regularly	58 (20%)	62 (21.4%)	12 (4.1%)	76 (26.2%)	82 (28.3%)	290
Commute through the area	74 (27.5%)	63 (23.4%)	17 (6.3%)	52 (19.3%)	63 (23.4%)	269

Responding on behalf of a local group or organisation	1 (25%)	0 (0%)	0 (0%)	1 (25%)	2 (50%)	4
Other	7 (18.4%)	6 (15.8%)	2 (5.3%)	10 (26.3%)	13 (34.2%)	38
None of the above	6 (26.1%)	3 (13%)	3 (13%)	3 (13%)	8 (34.8%)	23
<b>Stakeholder</b>	2 (20%)	1 (10%)	1 (10%)	4 (40%)	2 (20%)	10