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Waterbeach to Cambridge: Summary Report of Consultation Findings

V3

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Executive Summary

Between 19th October and 14th December 2020 the Greater Cambridge Partnership (GCP) held a consultation on a new dedicated off-road public transport and active travel route between Waterbeach and Cambridge.

The key findings of this piece of work are:

- Just over half of respondents supported the proposal to build a new dedicated transport route and associated active travel route between the new town at Waterbeach and Cambridge.
- Three of the four proposed routing options were opposed by over two thirds of respondents.
- Just under half of respondents supported the western route.
- Around half of respondents indicated that Waterbeach village, Waterbeach new town and the relocated Waterbeach rail station should be given 'somewhat high' or 'very high' priority on the route.
- Respondents gave a low priority indication to the proposal of creating faster journeys by missing out locations between the Waterbeach new town and Cambridge.
- The majority of people thought that the scheme would have a negative environmental impact.
- A great deal of detailed comments were received, from which the most common areas of discussion were:
 - Concerns about the loss of housing/personal property
 - Concerns about negatively impacting the environment
 - Further improvements to active travel in the area
 - Use of existing infrastructure, and the linkages with the potential dualling of the A10 route
 - Concerns about connections to and for Waterbeach, and loss of existing bus services
- Responses were also received on behalf of 32 different groups or organisations. All of the responses from these groups will be made available to Board Members in full and will be published alongside the results of the public consultation survey.

A petition was received from the Cambridge Independent newspaper, that called on GCP not to demolish homes in Glebe Road/Cambridge Road in Waterbeach when establishing a new public transport route from Waterbeach to Cambridge. 1,661 signatures were received to this petition.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, and through the wide-spread distribution of around 6,000 consultation Booklets.

In light of coronavirus restrictions, 8 online briefings were held, 1 one to one session, 4 parish council meetings, 3 resident meetings and a pre-launch briefing with local district and county councillors. In addition, a social media campaign was undertaken, including a Facebook live session with over 50 questions submitted. There were over 3,000 visitors to the dedicated website and over 1,000 documents (maps, information, and copies of the booklet) downloaded. All parish councils and school in the study area were contacted. Adverts were placed in local newspapers including the Cambridge News, Cambridge Independent and Ely Standard. Adverts were also placed at the Milton Park and Ride site and on Ely, Cambridge North and Cambridge railway stations.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 571 complete responses recorded in total.

A large amount of qualitative feedback was also gathered via the questionnaire, via email and social media, all of which have also been analysed.

This report summarises the core 571 online and written responses to the consultation survey and the 72 additional written responses received.

Key findings

Support for the proposal

- **Just over half (52%) of respondents supported the proposals and 36% opposed.**
- Respondents who usually travel in the area by cycle were more supportive of the proposals (62% support, 29% oppose), along with those whose usual destination is North Cambridge (64% support, 29% oppose) or South Cambridge (62% support, 32% oppose).

Support for the four proposed options for the scheme

- **Three of the four proposed routing options were strongly opposed by over half of respondents.**
 - 75% strongly opposed or opposed the central route;
 - 70% strongly opposed or opposed the A10 route;
 - 71% strongly opposed or opposed the eastern route.
- **Just under half of respondents (48%) supported the western route.**

Priority of route

- Around half of respondents indicated that Waterbeach village (50%), Waterbeach new town (50%) and the relocated Waterbeach rail station (49%) should be given 'somewhat high' or 'very high' priority on the route.
- Just over a third of respondents (34%) indicated that Milton village should be given 'somewhat high' or 'very high' priority on the route.
- Over half of respondents (53%) indicated that low priority should be given to the proposal of creating faster journeys by missing out some locations between the Waterbeach new town and Cambridge.

Intention to use the route

- Just under a fifth (18%) indicated that they would use the route daily.
- A fifth of respondents (21%) said that they would never use the travel route, and a further fifth (20%) indicating that they would use the route less than once a month.
- Over two fifths of respondents indicated they would be cycling on the route (42%) and over a quarter indicated they would use a car (27%)

Environmental Impacts

- **The majority of people thought that the scheme would have a negative environmental impact.**
 - 76% thought that the Central route would have a negative impact
 - 73% thought that the Eastern route would have a negative impact
 - 67% thought that the A10 route would have a negative impact
 - 55% thought that the Western route would have a negative impact.

Introduction

Background

The Waterbeach and Cambridge project is a new public transport routes proposed by the Greater Cambridge Partnership. It will be one of four routes around the city linking Cambridge with the surrounding area. All have the same aim: to avoid congestion and provide more reliable journeys into and out of Cambridge by public transport, walking and cycling.

The Waterbeach to Cambridge project is looking at access to and from the city from the north. The A10 from Waterbeach to Cambridge suffers from significant congestion at peak times, particularly at the Cambridge end, meaning that people can be sitting in traffic for lengthy periods.

Planned or potential large developments in the area, such as Waterbeach New Town and Science Park/North East Cambridge expansion, will place considerable additional pressure on the corridor causing further congestion.

The Waterbeach to Cambridge project manages this with a new public transport route to avoid congestion and make quicker journeys, into and out of Cambridge from the north of the county by public transport, walking and cycling.

Features being considered include:

- Segregated high quality public transport options;
- On road public transport priority options including bus lanes;
- Integration with the CAM;
- Use of technology to better manage traffic;
- Connections for sustainable modes across and between existing commercial properties and developments as well as to, from and between new developments;
- Additional or relocated Park & Ride / interchange capacity;
- Cycle and pedestrian links including both strategic and local options (and consideration of other non-motorised users);
- Measures to physically integrate into other proposals such as the Milton Road project, the Chisholm Trail and the Waterbeach Greenways
- Co-ordination with GCP's City Access Project – which builds on the recommendations of the Greater Cambridge Citizen's Assembly to develop measures to step-up sustainable transport connections through Cambridge's historic heart.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Waterbeach to Cambridge proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- 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 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 were individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups.

Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

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. So whilst the key consultation questions were relatively straight forward (people were asked to express how far they supported the proposals to build a new dedicated public transport route and associated active travel route between the new town at Waterbeach and Cambridge, how far they supported each of the four proposed routing options, how high a priority a range of options for the routes were, how often they would use any part of the dedicated off-road public transport and active

travel route, and what they felt the environmental impact of each of the four proposed routing options were) a 7 page information document was produced and supplemented with additional information available online.

This document explained the Greater Cambridge Partnership's strategy and the time-scales to which it was working and discussed the reasons why a new public transport and active travel route was being developed between Waterbeach and Cambridge. It also provided detailed maps and information on each of the options to enable residents to compare the pros and cons for each element.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on both the Greater Cambridge Partnership'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 options for the Waterbeach to Cambridge scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Waterbeach to Cambridge scheme on various groups.

The main tools for gathering comments were an online survey and a paper return survey. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore the paper copies of the questions 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

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. 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 and employment status. A free text option provided opportunity for respondents to feedback on any issues they felt may impact on protected groups.

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 were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic 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, login details (where a respondent has chosen to sign up to the online survey platform), and a unique user number for anonymous respondents based on cookie data 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 are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then 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) are then analysed using quantitative methods which are then 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. Characteristic data was then used to provide a general over-view 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). At this stage totals of tagged themes are 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 over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

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

Quality Assurance

Data Integrity

- A visual check of the raw data show 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 no submissions of duplicate text.

Survey Findings

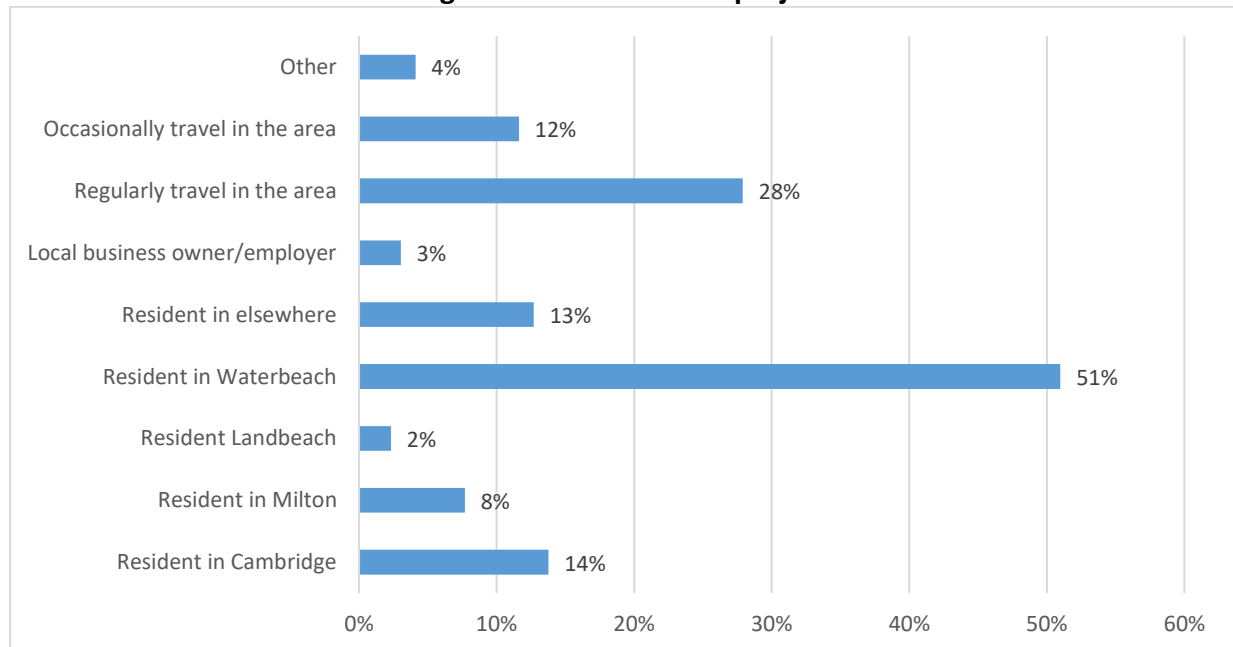
Respondent Profile

In total, 579 responses were received via the online consultation survey. Two of these were made by district councillors, one county councillor and one parish/town councillor. There were also three responses from groups or companies made via the survey: East Cambridgeshire Access Group, Orchestra Land and Southern and Regional Developments.

Respondent's interest in the project

560 respondents answered this question indicating their interest in the project. Respondents could select multiple answers for this question.

Figure 1: Interest in the project

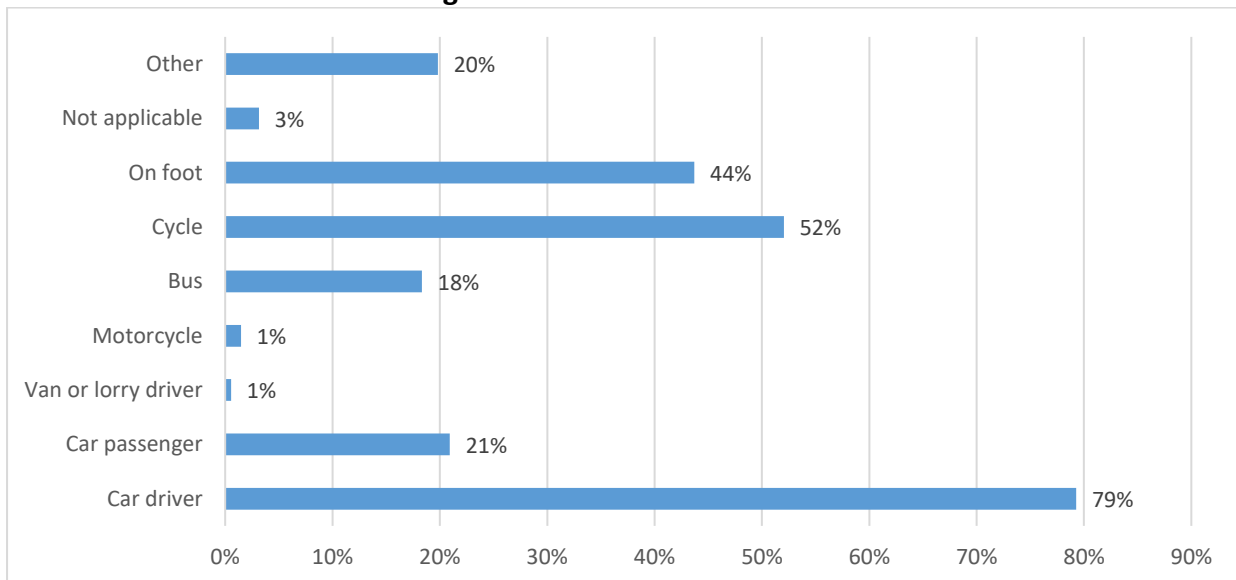


- Just over half (51%) indicated that they were a resident of Waterbeach.
- Other respondents indicated that they:
 - Were a resident of Cambridge (14%)
 - Were a resident of Milton (8%)
 - Were a resident of Landbeach (2%).
- Over a quarter of respondents indicated that they had an interest in the project because they regularly travelled in the area (28%).
- Other respondents indicated that they:
 - Occasionally travelled in the area (12%)
 - Were a local business owner or employer (3%).

Usual mode of travel

541 respondents answered the question on how, if they do, they usually travel in the area. Respondents could select multiple answers to this question.

Figure 2: Usual mode of travel

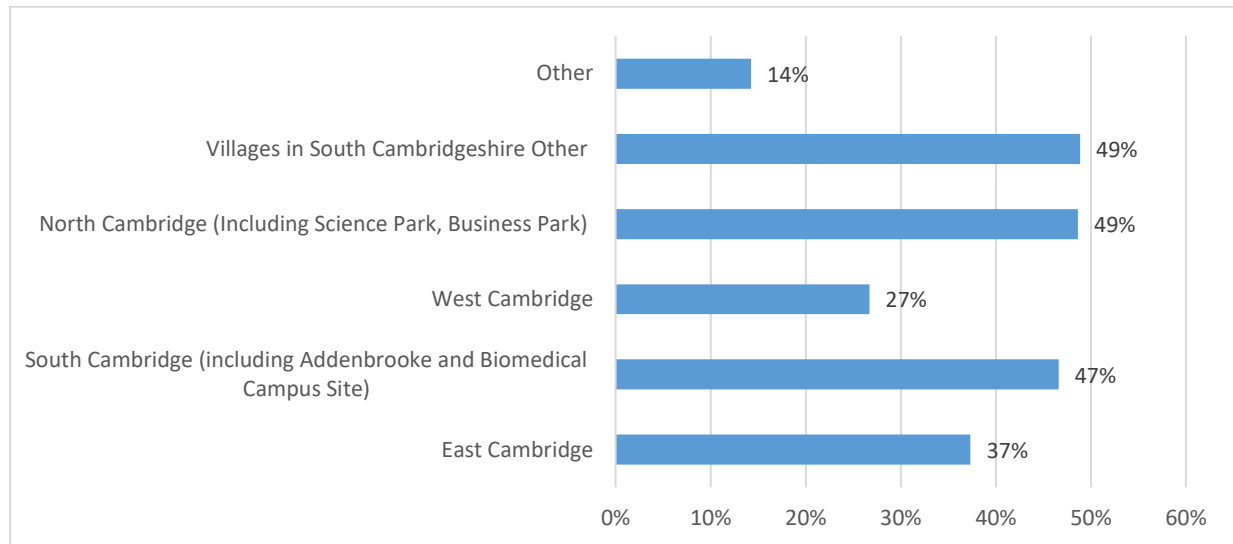


- **The majority of respondents indicated they usually travel as a 'car driver' (79%).**
- Just over half of respondents indicated that they usually travel by 'cycle' (52%).
- Over a third of respondents indicated that they travelled 'on foot' (44%).
- Other respondents indicated that they usually travel:
 - As a car passenger (21%)
 - By bus (18%)
 - By motorcycle (1%)
 - As a van or lorry driver (1%)
- Under a quarter of respondents (20%) selected 'other'. Most of these travelled by train. There was also mention of horse and also mobility scooter.
- 3% of respondents indicated that this question was not applicable to them.

Usual destination

Respondents were asked what their usual leisure or other destination was if they usually travelled in the area for this purpose. 442 respondents answered the question. Respondents could select multiple answers to this question.

Figure 3: Usual Destination

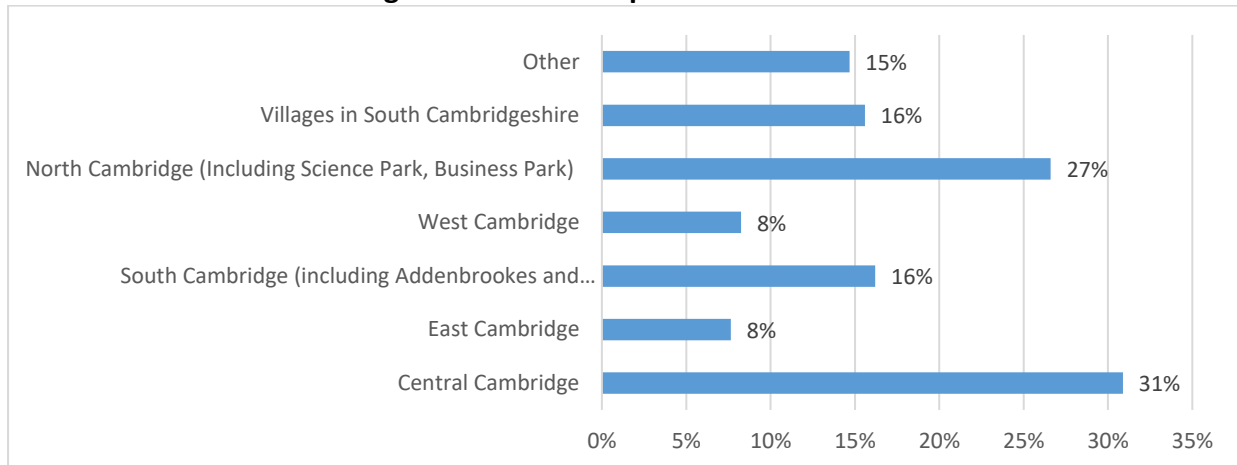


- The respondents indicated a broad range of destination.
- Just under half indicated that their destination was ‘Villages in South Cambridgeshire’ (49%), ‘North Cambridge’ (49%) and ‘South Cambridge’ (47%) if they usually travelled in the area for a leisure or other purpose.
- Over a third of respondents indicated that their destination was ‘East Cambridge’ (37%) and over a quarter of respondents indicated that their destination was ‘West Cambridge’ (27%).
- 14% of respondents indicated their usual destination was ‘other’. Respondents left comments detailing where this was, and included:
 - Central Cambridge
 - Ely
 - London

Usual workplace destination

Respondents were asked what their destination was if they commuted into the area for their usual workplace. 327 respondents answered the question. Respondents could select multiple answers to this question.

Figure 4: usual workplace destination

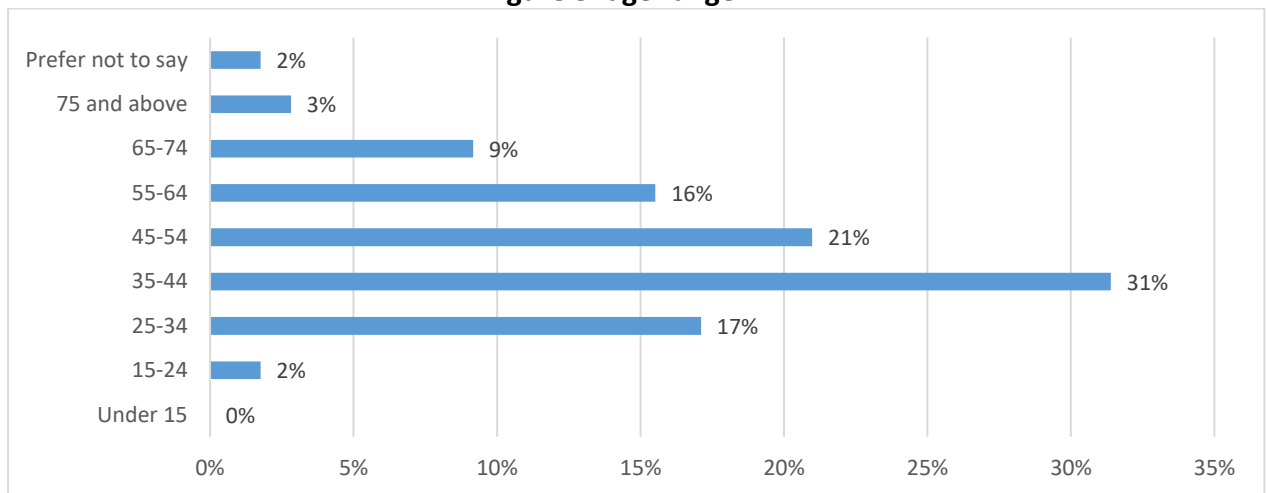


- **Just under a third of respondents indicated they usually commute to ‘central Cambridge’ (31%) a further 27% commuted to work in ‘North Cambridge’.**
- Some respondents indicated that they travelled to:
 - South Cambridge (16%)
 - Villages in South Cambridgeshire (16%)
 - West Cambridge (8%)
 - East Cambridge (8%)
- 15% respondents indicated that their usual workplace destination was ‘other’ and left comments detailing what this was. These included:
 - That patterns of travel had changed since COVID
 - That their employment meant they travelled to a range of locations
 - That they worked at home (pre-COVID)

Respondent Age Range

568 respondents answered the question on their age range.

Figure 5: age range

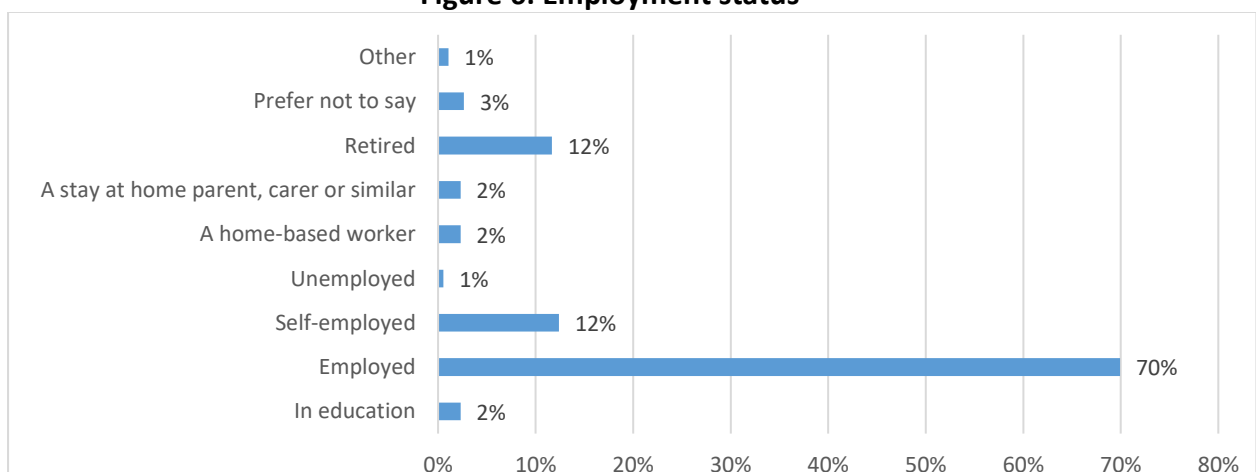


- 85% of respondents were of working age (25-64).
- Ages from '15-24' were slightly under represented compared to the general Cambridgeshire population, only accounting for 2% of respondents.

Respondent Employment Status

566 respondents answered the question on their employment status. Respondents could select multiple answers to this question.

Figure 6: Employment status



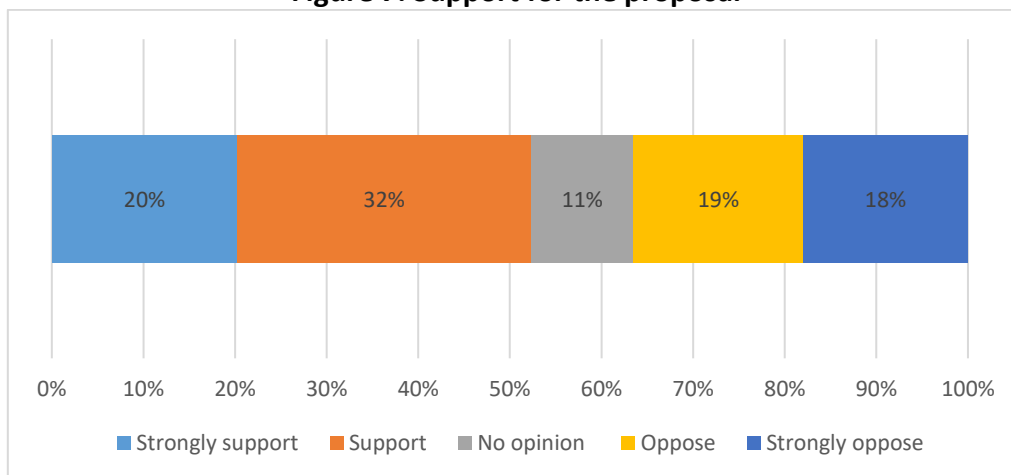
- Just over two thirds of respondents indicated that they were employed (70%)
- A further 13% indicated that they were self-employed
- A smaller number of respondents reported their employment status as:

- Retired (12%)
 - A stay at home parent, carer or similar (2%)
 - In education (2%)
 - A home-based worker (2%)
 - Other (1%)
 - Unemployed (1%)
- 3% of respondents indicated that they would prefer not to say what their employment status was.

How far do you support the proposal to build a new dedicated public transport route and associated active travel route between the new town at Waterbeach and Cambridge?

562 respondents answered the question on how far they supported the proposal.

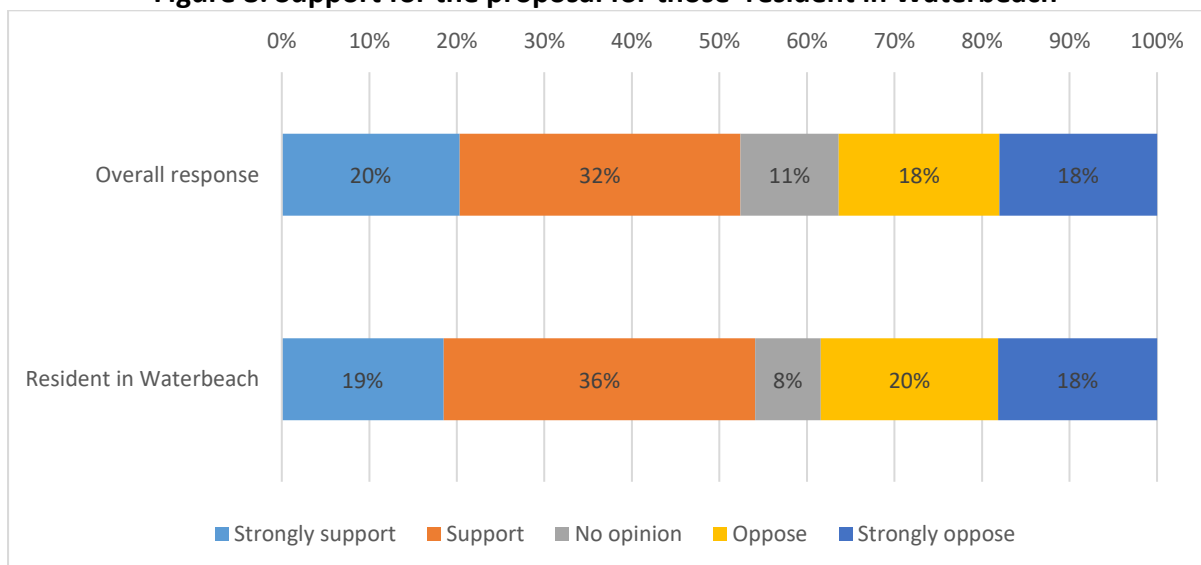
Figure 7: Support for the proposal



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

- **Just over half (52%) of respondents supported the proposals and 36% opposed.** The remaining 11% had no opinion.

Figure 8: Support for the proposal for those ‘resident in Waterbeach’



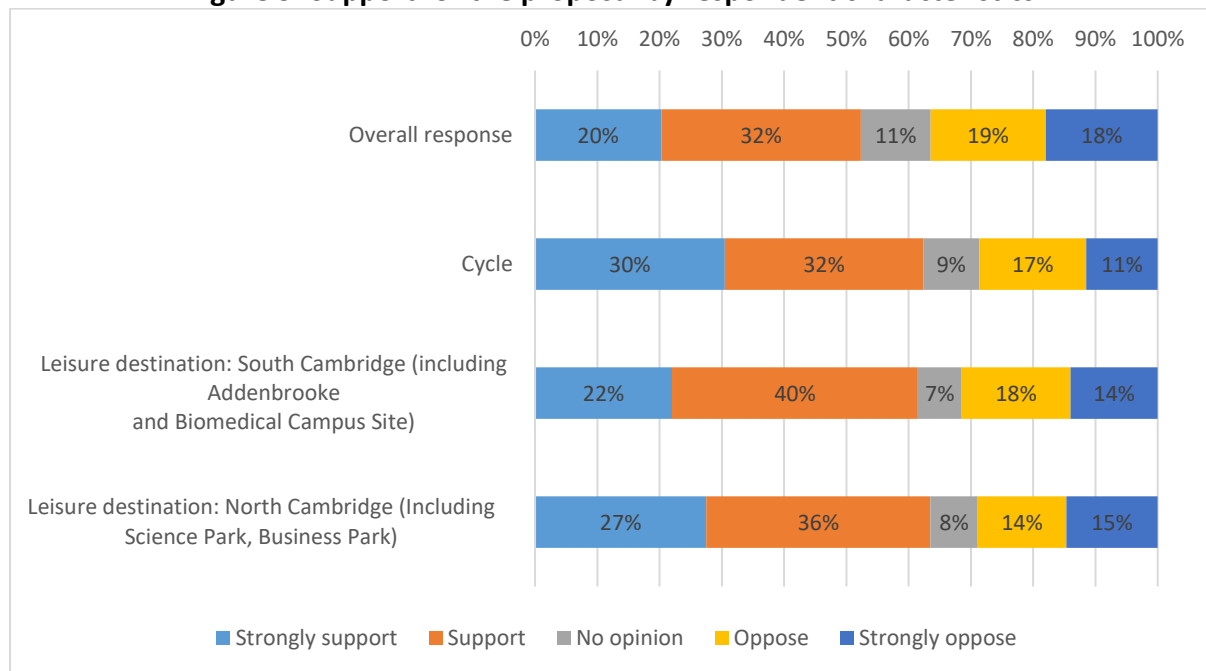
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- The opinion from those living in Waterbeach was evenly split with the same percentage (18%) of residents being strongly opposed and strongly supportive of the proposal.

Differences in support

The data was cross-tabulated based on answers to demographic questions (outlined in the 'respondent profile' section), to explore how respondents in particular areas or with different statuses answered the survey questions.

Figure 9: Support for the proposal by respondent characteristics



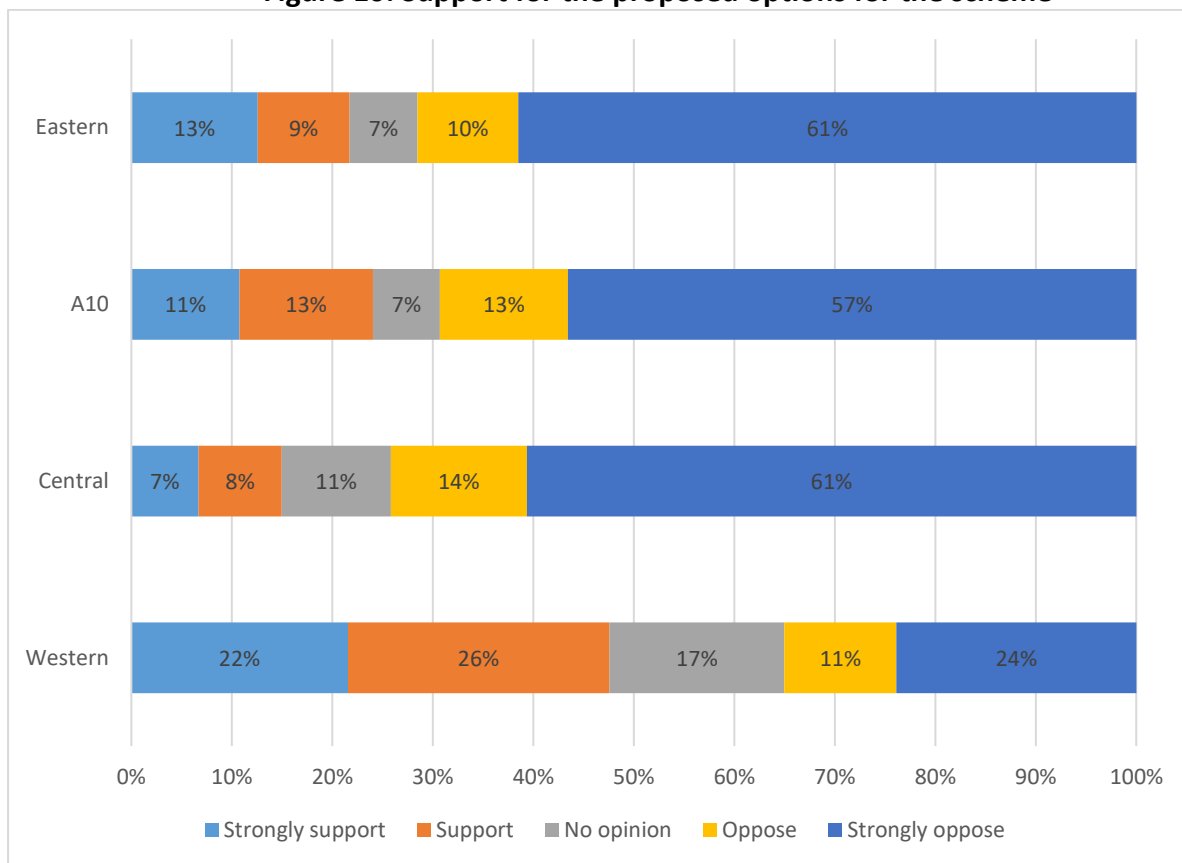
N.B. Figures in the graph may not exactly match the text in the report due to rounding

- Respondents who usually travel in the area by cycle were more supportive of the proposals (62% support, 29% oppose), along with those whose usual leisure destination is North Cambridge (64% support, 29% oppose) or South Cambridge (62% support, 32% oppose).

Overall, how far do you support each of the four proposed routing options for a new dedicated public transport and active travel route between the new town at Waterbeach and Cambridge?

Respondents were asked how far they supported the four proposed options for the scheme.

Figure 10: Support for the proposed options for the scheme



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

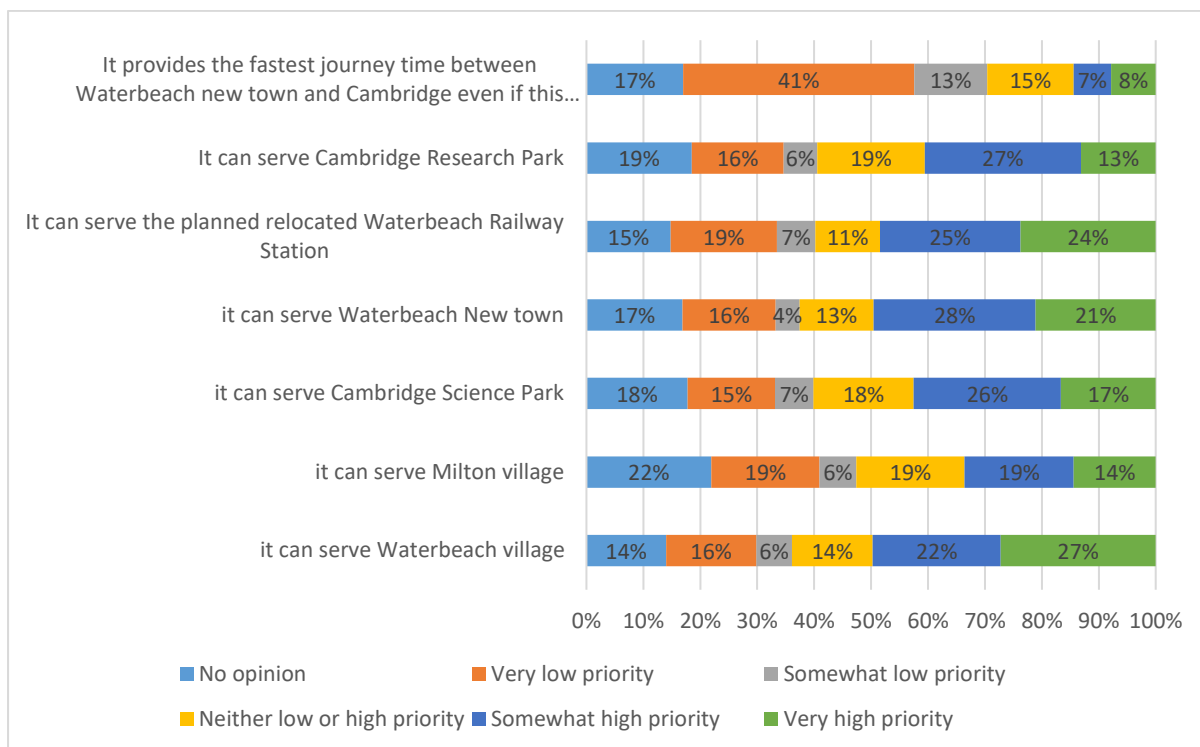
- **Three of the four proposed routing options were strongly opposed by over half of respondents.**
 - 75% strongly opposed or opposed the central route;
 - 70% strongly opposed or opposed the A10 route;
 - 71% strongly opposed or opposed the eastern route.

- Just under half of respondents (48%) supported the western route.

The new dedicated off-road public transport and active travel route between Waterbeach and Cambridge should follow a route that means:

Respondents were asked for their opinion on the level of priority that should be given to a number of routes.

Figure 11: Route Priorities



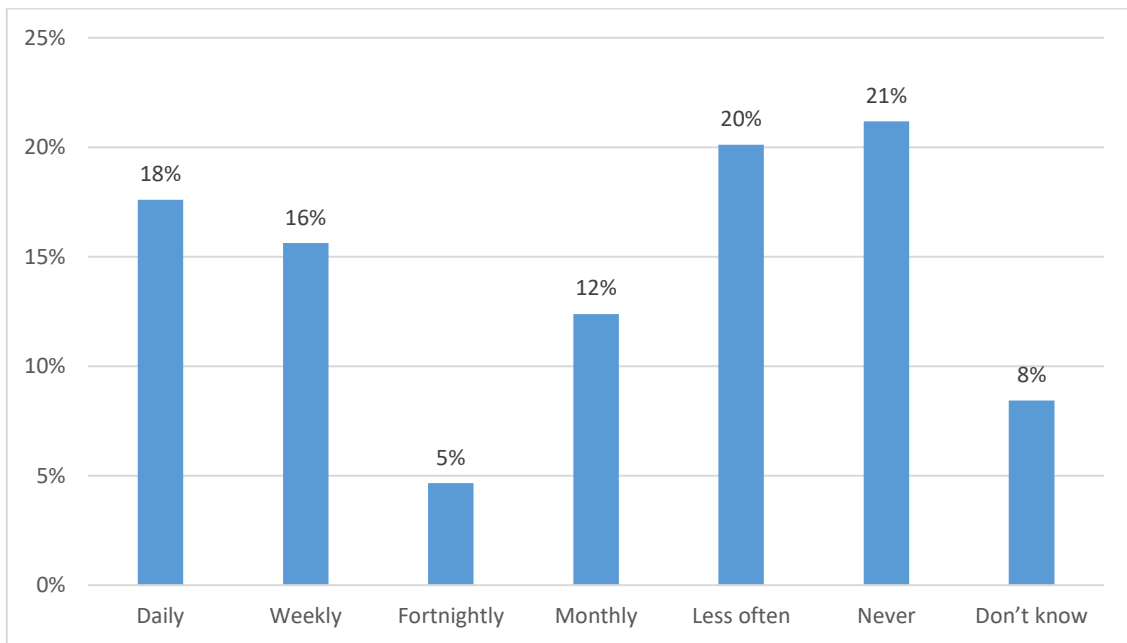
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- Around half of respondents indicated that Waterbeach village (50%), Waterbeach new town (50%) and the relocated Waterbeach rail station (48%) should be given ‘somewhat high’ or ‘very high’ priority on the route.
- Just over a third of respondents (34%) indicated that Milton village should be given ‘somewhat high’ or ‘very high’ priority on the route.
- Over half of respondents (53%) indicated that low priority should be given to the proposal of creating faster journeys by missing out some locations between the Waterbeach new town and Cambridge.

How often, if at all, would you use any part of a dedicated off-road public transport and active travel route between Waterbeach and Cambridge?

Respondents were asked how often, if at all, they would use any part of the route. 557 people answered this question.

Figure 12: Use of route

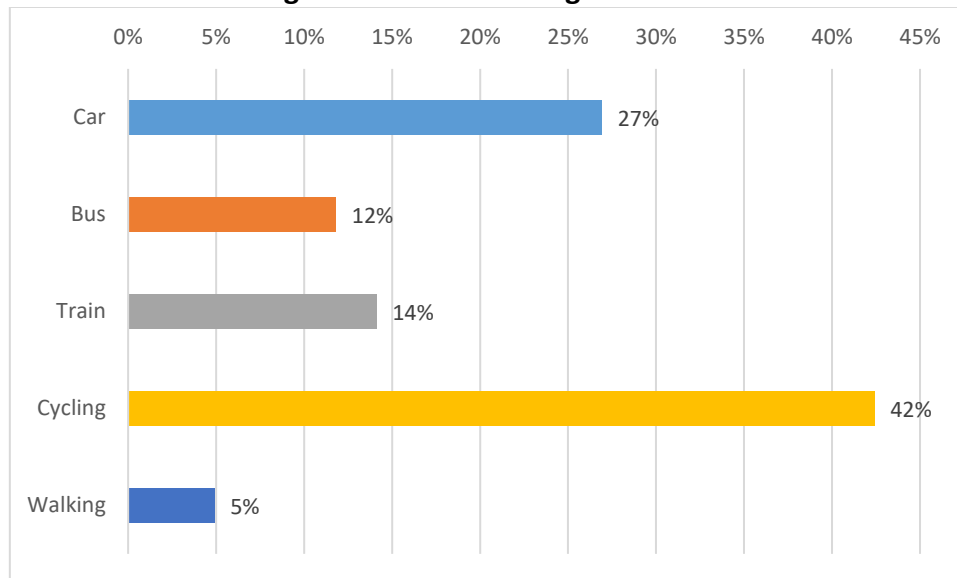


- **Just under a fifth (18%) indicated that they would use the route daily.**
- **A fifth of respondents (21%) said that they would never use the travel route, and a further fifth (20%) indicating that they would use the route less than once a month.**
- Some respondents indicated that they would use the route:
 - Weekly (16%)
 - Monthly (12%)
 - Fortnightly (5%)
- 8% of respondents indicated that they were unsure how often they would use the route.

If you indicated that you would use such a route, what would be your main mode of usage?

Respondents were asked, if they had indicated they would use such a route, what their main mode of usage would be. 433 respondents answered this question.

Figure 13: Mode of usage on route

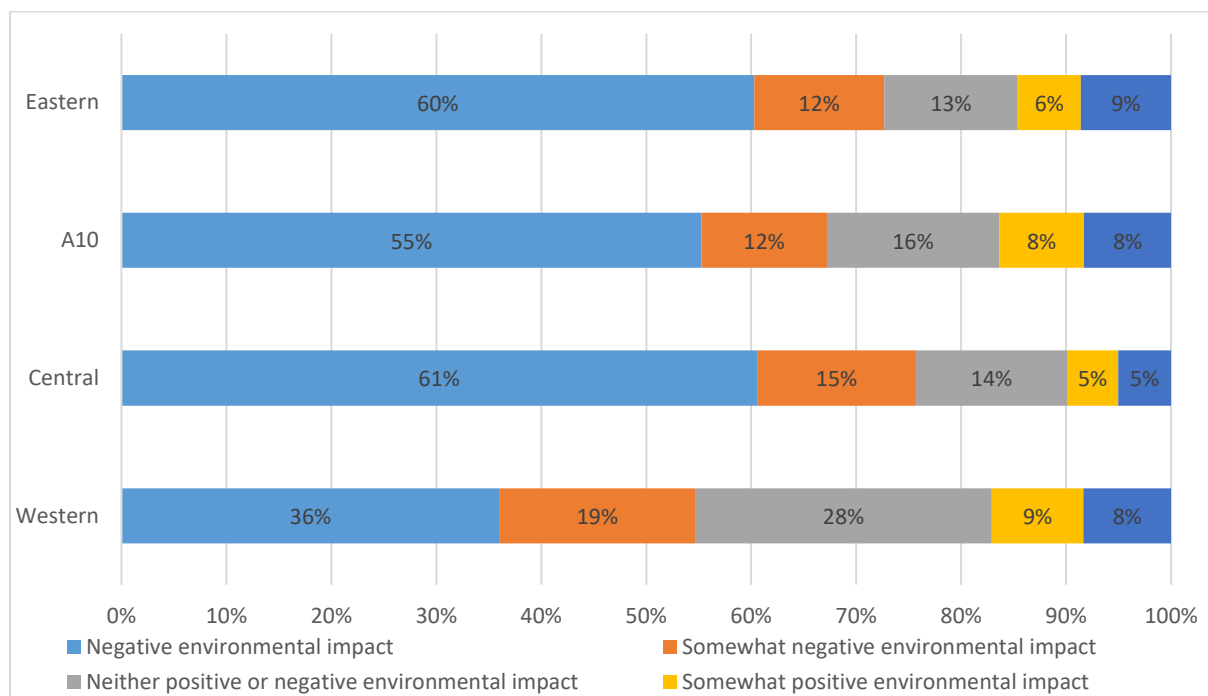


- Over two fifths of respondents indicated they would be 'cycling' (42%)
- Over a quarter of respondents indicated they would use a 'car' (27%)
- Few respondents indicated they would use a 'train' (14%), 'bus' (12%), or would be 'walking' (5%)

Thinking about the environmental impact of each of the four route options, please indicate what impact there might be:

Respondents were asked to consider what impact to each of the four route options might be.

Figure 14: Environmental impacts



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

- **The majority of people thought that the scheme would have a negative environmental impact.**
 - 76% thought that the Central route would have a negative impact
 - 73% thought that the Eastern route would have a negative impact
 - 67% thought that the A10 route would have a negative impact
 - 55% thought that the Western route would have a negative impact.

Are there any other interventions that you feel would complement or improve upon the new public transport and associated active travel routes we have identified so far between the new town at Waterbeach and Cambridge?

334 respondents left comments on question 10, which asked respondents if there were any other interventions that would complement or improve upon the new public transport and associated active travel routes.

Summary of major themes

Comment Theme	Respondent comments
<p>Concerns about the loss of housing/personal property</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that the public transport route would pose a risk of loss of or damage to housing (particularly around Cambridge Road and Glebe Road), allotment land, and historical land (namely the Roman canal), due to the route passing through/close to these things <ul style="list-style-type: none"> ○ Most of these respondents indicated this was particular to three of the possible routes ('Eastern area of interest', 'Central area of interest', and 'A10 area of interest') ○ Most of these respondents also felt it would have a negative environmental impact ○ Some of these respondents felt the 'Western area of interest' was the only acceptable route option ○ Some of these respondents felt that a new public transport route was unnecessary, some because they felt it was already well served by buses/trains, some because they felt increasing the schedule/route of buses/trains would achieve the same goals ○ Some of these respondents felt that the new public transport route should make use of existing infrastructure <ul style="list-style-type: none"> ▪ Some of these respondents discussed the plans to dual/move the A10 and how this could be a suitable alternative ▪ A few of these respondents felt that a route following the rail line would be more suitable
<p>Active travel</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that active travel routes needed improving in the study area <ul style="list-style-type: none"> ○ Most of these respondents felt that active travel routes should expand to connect Waterbeach to various locations, such as: <ul style="list-style-type: none"> ▪ Waterbeach New Town

	<ul style="list-style-type: none"> ▪ Milton ▪ Ely ▪ Cambridge Research Park ▪ Cottenham ▪ Cambridge city ○ Some of these respondents felt that improvements to existing infrastructure (namely the route along the A10) and planned improvements (Waterbeach Greenway project, Mere Way, and cycle bridge across the A10) were of high importance and that this project should not delay or negatively impact on them <ul style="list-style-type: none"> ▪ Some of these respondents wondered how these improvements would integrate with these other plans ○ A few of these respondents felt that active travel improvements should extend north to link up with the National Cycling Route 11 ○ A few of these respondents highlighted the need for funding to be in place for ongoing maintenance of active travel routes, with the current conditions of the A10 path brought up as an example of somewhere that needed better maintenance
Dualling of the A10	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme felt that adding a new public transport route was unnecessary when the A10 could be expanded to be a dual carriageway. These respondents felt this would reduce congestion in the area and allow public transport to travel unheeded <ul style="list-style-type: none"> ○ Some of these respondents felt the A10 could be moved, leaving the 'old' A10 available as a public transport route ● Some of the respondents who discussed this theme felt that these plans should be integrated with the plans to dual the A10 from Cambridge to Ely, as they could negate the need for some improvements and link well together
Environmental impact	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned the new public transport route would negatively impact on the environment, as the route would require building on undeveloped land and Green Belt <ul style="list-style-type: none"> ○ Some of these respondents highlighted issues with the routes travelling through/near historical and allotment land ○ Some of these respondents felt that it would be more environmentally friendly to make use of existing infrastructure, such as the A10 or

	improving current public transport options (both buses and trains)
Connection to Waterbeach	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about a lack of access to the new public transport route <ul style="list-style-type: none"> ○ Some of these respondents highlighted the potential moving of the train station as an additional reason for this being a concern ○ Some of these respondents felt that connections between the villages and Cambridge Research Park were more important than a direct link to Cambridge ○ A few of these respondents felt without access to the new route from Waterbeach or loss of existing services, disabled and older residents would be negatively impacted
Use of existing infrastructure	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that more use should be made of existing infrastructure <ul style="list-style-type: none"> ○ Some of these respondents discussed duelling/improving the A10 and how the A10 could be used instead ○ Some of these respondents felt that existing public transport could be improved instead, by extending the timetable, running more often, and reducing the cost <ul style="list-style-type: none"> ▪ A few of these respondents felt having cross service tickets would be a useful improvement ▪ Some of these respondents were concerned about the potential loss of the train station and service from Waterbeach

Question 11: Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

290 respondents left comments on question 11, which asked respondents if they felt any of the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010.

Summary of major themes

Comment Theme	Respondent comments
Impact on local residents/Concerns about the loss of housing & personal property	<ul style="list-style-type: none"> • Respondents who discussed this theme reiterated the concerns they highlighted in the previous question regarding potential loss or damage to property, allotment, and historical land (See question 10 theme 'Concerns about the loss of housing/personal property')

Disability	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the proposals would have a negative impact on those with disabilities <ul style="list-style-type: none"> ○ Most of these respondents felt a lack of accessible stops in Waterbeach and nearby villages would reduce the transport options available <ul style="list-style-type: none"> ▪ Some of these respondents were also concerned existing public transport services could be reduced or stopped due to these proposals ○ A few of these respondents felt that the proposals would negatively impact on personal vehicle journeys which were needed for some people with disabilities • A few of the respondents who discussed this theme indicated that proposals needed to ensure accessibility for disabilities <ul style="list-style-type: none"> ○ Most of these respondents discussed this in relation to active travel routes, feeling the shared use paths needed to be wide enough for wheelchair users and have non-visual indication of cycle/walking separations
Age	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would have a negative impact on older residents for the same reasons as for those with disabilities
Environmental impact	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the new public transport route would negatively impact on the environment, as the route would require building on undeveloped land and Green Belt

Question 12: We would like to thank you for completing our survey. If you have any further comments on the project or the proposed options, please add these in the space available below.

261 respondents left comments on question 12, which asked respondents if they had any further comments. Comments were thematically similar to those detailed in question 10 ('Concerns about the loss of housing/personal property', 'Active travel', 'Duelling of the A10', 'Environmental impact', 'Connection to Waterbeach', and 'Use of existing infrastructure').

One key difference came from some of the respondents who indicated they lived in Waterbeach, who felt they had not been contacted early enough in the development process.

Stakeholders responses

Background

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

Agile Working Management Group	District Councillor for the Milton & Waterbeach ward on South
Anglia Water	Waterbeach ward on South
British Horse Society	Cambridgeshire District Council
Cambridge Biomedical campus	East Cambridgeshire Access Group
Cambridge Independent	Environment Agency
Cambridge Sports lakes	Haddenham Parish council
Cambridge University Hospitals	Keymer Cavendish Ltd
CambridgePPF	Milton PC
Cambridgeshire & Peterborough	Orchestra Land
Combined Authority	South Cambs Green Party
Carter Jonas	Southern & Regional Developments
Chartered surveyer	Strutt & Parker
Cheffins	Trinity Hall
Claire Ruskin	Waterbeach Cycling Campaign
Councillor at City of Ely	Waterbeach Neighbourhood plan
County Councillor for Waterbeach Ward	Waterbeach Parish Council
CPRE	WHAT
District Councillor Cottenham	

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. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of major themes

Environment	<ul style="list-style-type: none"> Some of the stakeholders who discussed this theme were concerned the proposals would have a negative impact on the environment due to the possibility of developing on Greenbelt land Some of the stakeholders who discussed this theme indicated that, whichever route was chosen, it was important that any negative environmental impact was minimised and should result in net biodiversity gain
Concerns about the loss of housing/personal property	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned that the public transport route would pose a risk of loss of or damage to housing (particularly around Cambridge Road and Glebe Road) and allotment land due to the route passing through/close to these areas

	<ul style="list-style-type: none"> ○ Most of these stakeholders indicated this was particular to three of the possible routes ('Eastern area of interest', 'Central area of interest', and 'A10 area of interest') ○ A few of these stakeholders made requests during the consultation period for further meetings to discuss this which GCP responded to
Active travel	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme felt that the active travel routes needed to be accessible to all villages along the route from Waterbeach New Town to Cambridge ● A few of the stakeholders who discussed this them felt that funding needed to be allocated to ongoing maintenance and safety features (lighting, CCTV, etc) of these routes
Eastern area of interest	<ul style="list-style-type: none"> ● Some of the stakeholders who discussed this theme were concerned this area would negatively impact on homes and allotments in Waterbeach ● Some of the stakeholders who discussed this theme indicated they were in favour of this route as it was more direct and could support access to the Sports Lakes <ul style="list-style-type: none"> ○ A few of these stakeholders indicated they were aware of concerns of local residents and environmental impacts so preferred the A10 area of interest
Other projects	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme indicated they felt this project needed to take into consideration and be integrated with other planned projects in the area including: dueling/development of the A10, new police hub, CSLT, Science Park extensions, Anglian Water projects, Waterbeach Greenway, Sports Lake development, and the CAM <ul style="list-style-type: none"> ○ Some of these stakeholders felt that active travel improvements from the Greenway project, Chisholm Trail upgrade, and route to Milton from Waterbeach New Town needed to be implemented first and assurances given they would not be negatively impacted by this project ○ A few of these stakeholders discussed the development of the A10 requirements are given priority
Concerns of loss of existing bus services	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme were concerned that existing bus services in Waterbeach and Milton may be lost or reduced due to the new public transport route. These stakeholders were also concerned the new route would not serve these villages in an accessible way

Existing public transport services and routes

- Stakeholders who discussed this theme felt that existing public transport services and routes (bus and rail) should be improved and expanded on instead on developing a new route
 - Some of these stakeholders discussed the potential improvements to the A10 and the improvements from the Greenways project negating the need for this project

Email and social media responses

45 responses were received regarding the consultation through email and social media platforms, such as Facebook and Twitter. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

<p>Concerns about the loss of housing/personal property</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that the public transport route would pose a risk of loss of or damage to housing (particularly around Cambridge Road and Glebe Road) and allotment land due to the route passing through/close to these areas <ul style="list-style-type: none"> ○ Most of these respondents indicated this was particular to three of the possible routes ('Eastern area of interest', 'Central area of interest', and 'A10 area of interest') ○ Most of these respondents also felt it would have a negative environmental impact ○ Some of these respondents felt that the new public transport route should make use of existing infrastructure <ul style="list-style-type: none"> ▪ Some of these respondents discussed the plans to dual/move the A10 and how this could be a suitable alternative ▪ Some of these respondents felt that a route following the rail line would be more suitable ○ A few of these respondents felt the consultation period needed to be extended due to Covid-19 to allow more response time
<p>Duelling of the A10</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that adding a new public transport route was unnecessary when the A10 could be expanded to be a dual carriageway. These respondents felt this would reduce congestion in the area and allow public transport to travel unheeded. They felt that these plans should be integrated with the plans to dual the A10 from Cambridge to Ely, as they could negate the need for some improvements and link well together
<p>Environmental impact</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the new public transport route would negatively impact on the environment, as the route would require building on undeveloped land and Green Belt
<p>Concerns of loss of existing bus services</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that existing bus services in Waterbeach and surrounding villages may be lost or reduced due to the new public

	transport route. These respondents were also concerned the new route would not serve these villages in an accessible way
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Petitions

A petition was received from the Cambridge Independent newspaper, that called on GCP not to demolish homes in Glebe Road/Cambridge Road in Waterbeach when establishing a new public transport route from Waterbeach to Cambridge. 1,661 signatures were received to this petition.