

Waterbeach to Cambridge Stakeholder Briefing– 2 Sept 2020

Attendee	Comment	Response
Linda Wharf	Very disappointed no mention of equestrian. They must be considered in all plans. Please engage with us and bridleway groups.	Will take comments on board and look to work with you to identify requirements.
Eileen Wilson	Would communities be included to west of A10 (connectivity) who currently don't have public transport to Waterbeach or Cambridge North stations?	Red line boundary is study area and not coming out that far (to places like Cottenham) but should include connectivity to those villages, once identified main proposal.
Hazel Smith	Orange route – confused if looking at lines for cycle or bus routes or both?	Looks at all forms of transport. Urban and Civic looking at new cycle and walk way to new town and we'd look to dovetail with their plans as opposed to reinventing them.
Hazel Smith	Looked at sewage plans but not A10 options?	On one of working groups for A10 and considering their proposals and that we work together.
Hazel Smith	Orange line parallel to A10 looks good but not sure where it goes to at the side of Milton	Looking at road to west of A10 not east.
Edward Leigh	Feel project was defined before we got started. What work has been done for bus routes to radiate from Waterbeach rail station to other villages?	Project stems from previous work on A10 corridor which identified various transport

		<p>requirements. That study showed railway is not enough and other improvements were required to support growth. Atkins looking further at thorough assessment for segregated public transport route or improving current network. Roads are currently congested and need to make options attractive.</p>
Edward Leigh	How do we know railway capacity is insufficient and instead need bus routes?	No decision been made and at early engagement stage and looking at options.
Edward Leigh	If A10 dualling is set to relieve congestion, we won't need separate bus route. Need link from Milton underpass to back of regional college.	Working with how these options would provide link into CAM proposal, hence looking at an offroad link. Lots of projects going on and we need to fit in with those.
John Grant	Trains from King's Lynn get full before Waterbeach and longer platform is coming. We need other options from Waterbeach to Cambridge North.	This is why public transport plan complements rail options.
John Grant	Parking on roadside in Waterbeach offers type of traffic calming.	Open to discussions.
John Grant		This project would be the first link to CAM
John Grant	Station relocating would leave some from the south of the village on a limb. Will houses need to be demolished near Denny End Road?	Link would go up to new station and to research park. Believe there's a strip of land to

		use but would have to check.
Paul Bearpark	3 or 4 proposals go through my houses and others. Is that correct?	Hatchlines? They go through land which is not built on.
Andrew Carlotti	Buses to bypass A10 and why not going through Milton?	Routes will have to be segregated and therefore can't go through centre of Milton. Looking at argument of part vs complete segregation.
Richard Stobart	Station Road is a difficult road for cyclists and motorists. Longer term possibility to have trains with more capacity via loading gauge.	Agree to influence re: trains but up to rail providers and hard to get implemented.
Richard Stobart	East to west connectivity. How does this fit in with technology choices?	Need to establish what main preferred proposals are between new town and NE Cambridge and then connectivity between routes between public transport such P&R locations, for example. Will cover areas as move through project.
Richard Stobart	People want modes to be integrated like crossing points and would people feel safe?	Not at this stage yet but agree and will form part of considerations.