

AtkinsRéalis



Environmental Impact Assessment Consultation Report

Greater Cambridge Partnership

October 2024

for Issue

WATERBEACH TO CAMBRIDGE

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1.	Introduction.....	9
1.1	Project context	9
1.2	About the proposals	9
1.3	Consultation to date	11
2.	Consultation.....	11
2.1	Introduction	11
2.2	Consultation summary	12
2.3	Who was consulted	12
2.4	Materials produced to support consultation	13
2.4.1	Consultation brochure	13
2.4.2	Website	13
2.4.3	Survey	13
2.4.4	Flyers.....	13
2.4.5	Alternative formats	14
2.4.6	Display boards	14
2.5	How GCP consulted.....	14
2.5.1	Emails.....	14
2.5.2	Advertisements	15
2.6	Media coverage.....	16
3.	Response analysis methodology	16
3.1	Introduction	16
3.2	Qualitative analysis	17
3.3	Quantitative analysis	17
3.4	Limits of data	17
3.5	Data management.....	18
4.	Views on the proposals	18
4.1	Introduction	18
4.2	Q1 - Role of respondent.....	18
4.3	General design and environmental considerations.....	20
4.3.1	Q2 - Proposed path for walkers and cyclists.....	20
4.3.2	Q3 - Proposed bus stop locations.....	21
4.3.3	Q4 - Proposed facilities at bus stops	22
4.3.4	Q5 - Proposed security of the scheme, including along the route and at bus stops	24
4.3.5	Q6 - Construction of the scheme including proposed locations for construction compounds	25
4.4	Environmental impacts of proposals	26
4.4.1	Q7 - Waterbeach travel hub area.....	28
4.4.2	Q8 - Route between the Waterbeach travel hub and Waterbeach Road	29
4.4.3	Q9 - Route between Waterbeach Road and Landbeach Road	30
4.4.4	Q10 - Route between Landbeach Road and Butt Lane.....	31
4.4.5	Q11 - Route between Butt Lane and Milton Road, Impington	32



4.4.6	Q12 - Route between Milton Road, Impington and the existing St Ives to Cambridge busway	33
4.5	Additional questions	35
4.5.1	Q13 - Affect or impact on any person/s or group/s with protected characteristics	35
4.5.2	Q14 - Other comments on the proposals	36
4.6	Respondents profile	37
4.6.1	Q15 - Interest in the project	37
4.6.2	Q16 – Age of respondent	38
4.6.3	Q17 - Employment status	39
4.6.4	Q18 - What purpose would you use the scheme for?	40
4.6.5	Q19 - Do you have a disability that affects the way you travel?	41
4.6.6	Q20 - How did you hear about this consultation?	41
4.6.7	Postcode of respondents	43
5.	Stakeholder responses	44
5.1	Introduction	44
5.2	Emails	45
5.3	Parish Council meetings	54
5.3.1	Landbeach Parish Council	54
5.3.2	Milton Parish Council	54
5.4	Event feedback	54
5.4.1	Frequently asked questions	54
5.4.2	Event attendance	55
6.	Conclusions and next steps	55
	Table 1-1 - Overview of key themes	7
	Table 4-1 – Q1 - Please select one of the following statements	19
	Table 4-2 – Q2 - Top five level 2 themes	20
	Table 4-3 – Q3 - All level 1 and 2 themes	21
	Table 4-4 – Q4 - All level 1 and 2 themes	23
	Table 4-5 – Q5 - All level 1 and 2 themes	24
	Table 4-6 – Q6 - All level 1 and 2 themes	25
	Table 4-7 – Q7 - Top five level 2 themes for the Waterbeach travel hub area	28
	Table 4-8 – Q8 - Top five level 2 themes between the Waterbeach travel hub and Waterbeach Road	29
	Table 4-9 – Q9 - Top five level 2 themes between Waterbeach Road and Landbeach Road	30
	Table 4-10 – Q10 - Top five level 2 themes between Landbeach Road and Butt Lane	31
	Table 4-11 – Q11 - Top five level 2 themes between Butt Lane and Milton Road, Impington	32



Table 4-12 – Q12 - Top five level 2 themes between Milton Road, Impington, and the existing St Ives to Cambridge busway	34
Table 4-13 - Q13 - Top five level 2 themes	35
Table 4-14 - Q14 - Top five level 2 themes	36
Table 4-15 - Q15 - Respondents interest in project	37
Table 4-16 - Q16 - Age of respondents	38
Table 4-17 - Q17 - Employment status.....	39
Table 4-18 - Q18 - Purpose of scheme use	40
Table 4-19 - Q19 - Do you have a disability that affects the way you travel?	41
Table 4-20 - Q20 - Means of promotion	42
Table 4-21 - Responses by area	44
Table 5-1 - Landowner emails	45
Table 5 -2 - Stakeholder emails.....	47
Table 5-3 - General emails	51
Figure 1-1 - Proposed schemes in the area	10
Figure 4-1 – Q1 - Please select one of the following statements	19
Figure 4-2 - Consultation scheme map	27
Figure 4-3 - Q16 - Age of respondents.....	38
Figure 4-4 - Q17 - Employment status	39
Figure 4-5 - Q18 - Purpose of scheme use	40
Figure 4-6 - Q19 - Do you have a disability that affects the way you travel?	41
Figure 4-7 - Q20 - Means of Promotion.....	42
Figure 4-8 – Map of responses by area.....	43



Executive summary

The proposed Waterbeach to Cambridge scheme is being put forward by the Greater Cambridge Partnership (GCP) and aims to create quick, reliable, and sustainable ways to travel into and around Cambridge. The scheme aims to help reduce problems caused by traffic congestion by offering safe and easy alternatives that do not rely solely on the use of a car. The scheme includes a new:

- busway between the new town of Waterbeach and north Cambridge via Landbeach and Milton park and ride,
- travel hub west of the A10 near Denny End Road in Waterbeach and
- emergency and maintenance track which can be used for walking and cycling.

The scheme is one of several being proposed in the area with the aim to provide new, reliable, and sustainable ways to travel for people to freely and easily get around in whatever way they choose.

This report summarises the 2024 Environmental Impact Assessment (EIA) consultation, which took place from Monday 20 May to Monday 22 July 2024. It details the associated planning for the consultation, such as identifying who to consult, methods of consultation, and consultation materials created. GCP consulted using several methods to reach different parts of the local community.

AtkinsRéalis developed, undertook, and reported on the consultation in collaboration with GCP. The consultation presented information on the proposed scheme including the potential environmental impacts and likely mitigation measures. Respondents were asked for their feedback on these impacts and mitigation measures as well as feedback on key elements of the scheme including the travel hub, bus stops and walking and cycling.

In addition to summarising the consultation process, this report also outlines the findings of the consultation. GCP received a total of 277 responses to the feedback survey and 37 written responses from stakeholders during the consultation process.

The main avenue for feedback for the consultation was the survey, to which 277 responses were received in total. A brief overview of the demographics found that:

- the largest proportion of respondents selected the 45-54 age bracket, with 67 responses received (24% of all responses),
- 163 respondents (59% of all respondents) identified themselves as 'employed', with the second largest portion of respondents falling into the 'retired' category, amounting to 45 respondents (16% of all respondents),
- 162 responses (58% of all responses) advised that they reside within close proximity of the proposed scheme, including the settlements of Landbeach, Waterbeach, Milton and Impington. A further 50 respondents (18% of all responses) resided in Cambridge and
- a number of responses were also received from stakeholders including local government, local interest groups and other organisations.



Some key results from the consultation, split by question/route section, can be found in Table 1-1. A full summary of consultation feedback can be found in section 4.

Table 1-1 - Overview of key themes

Section	Question	Most common theme
Scheme design	Proposed path for walkers and cyclists	99 responses primarily suggested separating cyclists and walkers and the quality of surfacing of the proposed emergency and maintenance track.
	Proposed bus stop locations	70 responses highlighted the perceived inadequacy of bus stop locations for serving local villages.
	Proposed facilities at bus stops	23 responses mentioning cycle parking at bus stops with a number of these highlighting the security of cycle parking facilities
	Proposed security of the scheme	40 responses suggested additional measures to prevent motor vehicles entering restricted areas.
	Construction of the scheme	37 responses expressed their general opinion of the scheme.
Environmental impacts of proposals	Waterbeach travel hub area	18 responses expressed their general opinion of the scheme.
	Between the Waterbeach travel hub and Waterbeach Road	24 responses expressed their general opinion of the scheme.
	Between Waterbeach Road and Landbeach Road	17 responses were in relation to design change suggestions related to proposed walking and cycling provision, with an emphasis on ensuring equestrians are able to use the proposed emergency and maintenance track.
	Between Landbeach Road and Butt Lane	28 responses were generally critical of the junction with Butt Lane for walking and cycling.
	Between Butt Lane and Milton Road, Impington	17 responses were divided on the suitability of surface materials, with some criticising their lack of suitability for equestrians and others for cyclists.
	Between Milton Road, Impington and the existing St Ives to Cambridge Busway	19 responses related to the proposed equestrian provision, with a particular emphasis on ensuring equestrians are able to use the proposed emergency and maintenance track.



Once the consultation feedback has been considered and reviewed by GCP, a decision will be made on how to further develop the scheme design and Environmental Statement between now and spring/summer 2025. The findings of the public consultation in this report will be presented to the GCP Executive Board in October 2024 for consideration. The proposed scheme is then to be taken to Cambridgeshire County Council in December 2024 to seek agreement to submit a Transport and Works Act Order (TWAO) application in 2025. Should agreement be obtained, the TWAO will be submitted to the Department for Transport in spring/summer 2025.



1. Introduction

This document outlines the consultation activities undertaken by the Greater Cambridge Partnership (GCP) for the third public consultation on the proposals for the proposed Waterbeach to Cambridge scheme, the focus of which was how to best manage and mitigate impacts as part of an Environmental Impact Assessment (EIA).

As well as documenting the process by which the consultation was completed, this report also presents the feedback that was received during the consultation period.

1.1 Project context

The Waterbeach to Cambridge corridor is the key route into Cambridge from the north. The A10 road is already heavily congested during peak times, particularly in Cambridge. The railway between Waterbeach and Cambridge also suffers overcrowding at peak travel times

The roads in and around Cambridge, such as the A10, suffer from delays at peak times. Traffic monitoring shows that delays have now returned to pre-pandemic levels, and planned developments to the north of Cambridge will make this worse. This would increase road use, leading to more delays and harmful emissions.

There are plans for:

- up to 11,000 new homes at the new town of Waterbeach,
- 20,000 new jobs in North East Cambridge and
- more employment space at the Cambridge Research Park off the A10.

This will add more pressure on the existing network as travel demand increases. GCP is therefore working on a number of projects to address the growing transport needs between Waterbeach and Cambridge (see Figure 1-1). They include:

a new off-road busway linking the new town with the existing busway in north Cambridge,

- a new Waterbeach travel hub site near Waterbeach,
- the Waterbeach Greenway and
- a new railway station for Waterbeach.

The proposed scheme includes the new off-road busway and new Waterbeach travel hub, which was the subject of this consultation.

1.2 About the proposals

A key aim of the scheme is to meet the needs of communities to the north of Cambridge by providing quick, easy and reliable transport options. The proposed Waterbeach to Cambridge scheme would offer sustainable alternatives to driving for existing and new communities. It would help address the traffic congestion between Waterbeach and Cambridge.



The scheme includes a new:

- busway between the new town of Waterbeach and north Cambridge via Landbeach and Milton park and ride,
- Waterbeach travel hub west of the A10 near Denny End Road in Waterbeach, and
- an emergency and maintenance track which can also be used as a shared path for walkers and cyclists.

Figure 1-1 - Proposed schemes in the area



In the new town of Waterbeach, bus services would link to Cambridge Research Park and the relocated Waterbeach railway station. In Cambridge, bus services would link via the existing St Ives to Cambridge busway to Cambridge Regional College, Cambridge Science Park, and the city centre.

The proposed busway would be a single carriageway road for buses only. Alongside would be an access track for maintenance and emergency services. This would be available for shared use by walkers and cyclists. Traffic lights would ensure safety at junctions and would give priority to buses over other traffic to help with quicker bus journeys. At Butt Lane, the route would run on the existing road, which would be widened.

The proposed scheme would create reliable bus links. These would allow for regular 'turn up and go' services with the potential for frequent bus services between Waterbeach and Cambridge.

1.3 Consultation to date

Following the previous two public consultations (2020 and 2023) and extensive technical work to determine a preferred route, the GCP Board agreed in September 2023 to continue to the next stage of the scheme – to prepare an Environmental Statement (ES) as part of the Environmental Impact Assessment (EIA) process. Feedback received from the 2023 consultation found that just over half of the respondents supported the Revised Central route. In addition, the majority supported proposals for providing access to walkers and cyclists on the path that would run alongside the proposed busway.

We are now consulting on the Revised Central option with a focus on how to best manage and mitigate impacts as part of an EIA. The consultation took place between Monday 20 May and Monday 22 July 2024. The AtkinsRéalis project team developed, undertook, and reported on the consultation in collaboration with GCP. Data from the survey responses and emails were shared with the AtkinsRéalis project team only by GCP.

2. Consultation

2.1 Introduction

An EIA is needed for any project or scheme where there could likely be significant environmental effects, for example an increase in flood risk or a change in biodiversity. The EIA process looks in detail at a scheme's effects on the environment and local communities. It takes into account ways to limit and reduce impacts, both during construction and in the long term. The EIA includes information from:

- separate assessments on ecology, landscape, noise, cultural heritage, land, and air quality,
- consultations,
- surveys and transport modelling,
- feedback from stakeholders, including residents, landowners, and organisations and
- various ecological and landscape surveys have been undertaken, and other environmental studies are ongoing.

Public consultation on the preferred route for the scheme and its potential environmental impact is essential to inform the EIA. Public consultations allow all those with an interest in the proposals including local communities and organisations, as well as statutory bodies, to give their views about the scheme. This helps us identify issues and opportunities which can be fed into plans for the proposed scheme, wherever feasible.



There has already been extensive consultation through the previous two consultations on the development of the proposed scheme.

Planning permission will be required for the proposed Waterbeach to Cambridge scheme through the Transport and Works Act 1992 (TWA). A Transport and Works Act Order (TWAO) is a statutory instrument made under the TWA and it grants the necessary legal powers to construct and operate transport infrastructure projects. Rule 10 (2) (d) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules requires scheme promoters to confirm that there has been consultation with the bodies and persons referred to in the second column of Schedules 5 and 6 of those Rules. Based on this a list of stakeholders were identified and contacted during the consultation period. GCP developed a consultation strategy to identify persons and organisations impacted by the TWAO, and to plan a way forward to communicate and consult with identified stakeholders. This included consultation with statutory consultees, landowners, other stakeholders/amenity groups with an interest in the scheme (who are neither a landowner nor statutory consultee) and residents.

2.2 Consultation summary

The consultation took place between Monday 20 May and Monday 22 July 2024. The consultation was initially scheduled to close on Monday 15 July 2024. Due to the general election announcement on Thursday 23 May 2024, the decision was made to extend the end date as planned consultation events would be impacted by the pre-election period (during the time between the announcement and the holding of a general election, regular consultation activities cannot take place). The prepared consultation material was amended with the new dates. Emails were sent out to the stakeholders on the mailing list to inform them of this change, copies of these emails are in Appendix A.2.

The original and rescheduled consultation event dates are as follows:

- webinar: rescheduled from Thursday 13 June 2024 to Thursday 11 July 2024.
- Landbeach public drop in event: rescheduled from Wednesday 19 June 2024 to Wednesday 17 July 2024.
- Waterbeach public drop in event: rescheduled from Tuesday 25 June 2024 to Tuesday 16 July 2024.

AtkinsRéalis developed, undertook, and reported on the consultation in collaboration with GCP.

2.3 Who was consulted

The consultation was open to provide the public and all stakeholders the opportunity to provide feedback on the proposals, regardless of whether they participated in earlier consultations.

Prior to the start of the consultation, GCP consulted with impacted landowners and other impacted communities. In addition to the consultation with landowners, GCP also consulted with the Council partners, and other priority stakeholders. Schedule 5 and 6 stakeholders under the Transport and Works Act Order, Rule 10 (2) (d) were also identified and contacted. GCP also identified the following groups to consult:

- local groups and representatives,
- business groups and local businesses,
- hospitals, colleges, and universities,
- transport groups,
- environmental groups,
- traveller liaison group,



- youth and seldom heard community groups, and
- residents of Greater Cambridge and anyone with an interest in the scheme.

A full list of consulted stakeholders is available in Appendix A.1.

2.4 Materials produced to support consultation

2.4.1 Consultation brochure

A consultation brochure outlined the historical development of the proposed scheme, described the detailed scheme proposals and possible impacts, as well as proposed ways to manage and mitigate those impacts. Content described the EIA process and general information for the proposed scheme, including:

- operating standards,
- considering carbon footprint,
- biodiversity commitment,
- land and property,
- walking and cycling path,
- bus stops,
- Waterbeach travel hub and
- construction.

The brochure was published on a consultation website¹. Print copies of brochures were also available on request and at in-person events (shown in Appendix B.1).

2.4.2 Website

All consultation materials were available via the ConsultCambs website, GCP's online engagement platform². The website had 610 visitors over the consultation period.

2.4.3 Survey

An online survey, hosted on the ConsultCambs website for the duration of the consultation period, was the main mechanism through which respondents could comment on the proposals. Written responses, via email or a hard copy of the survey, were also accepted. A copy of the physical survey is in Appendix B.2³. The online survey follows the same pattern as the physical survey.

2.4.4 Flyers

Approximately 12,000 flyers signposting local residents and businesses were distributed. A copy of the flyer is in Appendix B.1. The flyers were also distributed to a traveller site located close to the route for the proposed scheme and some tenants collected a copy of the flyer from South Cambridgeshire District Council's office.

¹ Consultation Brochure -

<https://consultcambs.uk.engagementhq.com/32680/widgets/95581/documents/62534>

² Consult Cambridge Website - <https://consultcambs.uk.engagementhq.com/waterbeach-cambridge-eia>

³ Physical Survey - <https://consultcambs.uk.engagementhq.com/32680/widgets/95581/documents/61296>

2.4.5 Alternative formats

As well as being available online, all materials were available in print and in other print formats (large print, braille, alternative languages) upon request to ensure that the consultation was fully inclusive and that everyone who wished to participate had the opportunity to do so. There were 31 requests for information in a print format, and both the survey and brochures were sent out regardless of if the request was only for the brochure or survey.

2.4.6 Display boards

Display boards were created for the consultation events. These provided a brief overview of the proposed scheme and highlighted key details about the proposed plans. These boards were put up during the two public drop in events. A presentation, including the same content as the display boards, was given at the online webinar.

2.5 How GCP consulted

GCP is committed to ensuring that any consultation process and associated communications are made accessible to as many parts of the community as possible.

Consultation activities included:

- publishing a consultation brochure,
- setting up a project specific page on ConsultCambs website,
- publishing the survey (online and hard copy),
- holding an online event webinar,
- holding in-person public drop-in events,
- stakeholder meetings and
- parish council meetings

In addition to the varied consultation methods GCP also promoted the consultation through a variety of channels:

- emails to the proposed scheme's distribution list (via GovDelivery),
- emails and letters to impacted landowners/tenants and key stakeholders,
- social media posts,
- press release and media advertising,
- bus stop advertising and
- leaflet distribution to local residents and businesses

2.5.1 Emails

Emails were sent to both the scheme distribution list and a list of identified Schedule 5 and 6 stakeholders and landowners. There were three emails sent to these groups:

- when the consultation opened: Monday 20 May 2024 and Tuesday 21 May 2024.
- consultation date change in response to the announcement of the general election: Tuesday 11 June 2024.
- consultation reminder: Tuesday 9 July 2024.



The full list of identified stakeholders and copies of the emails can be found in Appendix A.

In addition to sending out emails, GCP also promoted a consultation email address that stakeholders could use to get in touch with GCP to ask questions about the proposed scheme or to submit a consultation response.

2.5.2 Advertisements

Print advertisements

Quarter-page print advertisements were placed in various local newspapers on different dates over the consultation period till it ended:

- Wednesday 19 June 2024, Cambridge Independent,
- Thursday 20 June 2024, Ely Standard,
- Thursday 27 June 2024, Cambridge News,
- Wednesday 3 July 2024, Cambridge Independent,
- Thursday 4 July 2024, Ely Standard and
- Thursday 11 July 2024, Cambridge News.

Online advertising campaigns

The online advertisement campaign started on Monday 17 June 2024 and ran for three weeks.

Bus stop advertisements

Bus stop advertisements were running from Monday 17 June to Monday 8 July 2024 at these bus stops:

- two adverts at the Milton park and ride,
- two adverts on the guided busway Science Park stop and
- two adverts on the guided busway Cambridge Regional College stop.

Social media posts

Information about the consultation was posted throughout the consultation period on GCP's social media channels through Facebook, Instagram, and X (formerly Twitter). GCP's following on these social media social media channels are:

- X: 4,942,
- Facebook: 1,900 and
- Instagram: 577.

Social media posts promoting the consultation were made across all platforms (X, Instagram & Facebook) on:

- Monday 20 May 2024,
- Monday 8 July 2024 (two posts),
- Wednesday 10 July 2024,
- Monday 15 July 2024,
- Tuesday 16 July 2024 and
- Monday 22 July 2024.



These posts included details of the online and in-person information events and how to provide feedback via survey or email.

2.6 Media coverage

GCP put out a press release on Monday 20 May 2024 announcing the consultation and inviting residents to have their say on the proposed Waterbeach to Cambridge scheme. The press release also provided some background on the purpose of the scheme.

In addition to the press release, several media outlets also reported on the consultation and details on the planned proposals. The news outlets and dates of publications were:

- Cambridgeshire Live: Tuesday 21 May 2024,
- CambsNews: Tuesday 21 May 2024,
- Yahoo: Tuesday 21 May 2024,
- BBC: Wednesday 22 May 2024,
- Cambridge Independent: Wednesday 22 May 2024,
- Highways News: Wednesday 22 May 2024,
- Hi Hub: Thursday 23 May 2024,
- Cambridge Independent: Wednesday 10 July 2024 and
- Cambridgeshire Live: Thursday 11 July 2024.

3. Response analysis methodology

3.1 Introduction

The online survey was hosted on GCP's ConsultCambs, the project's online consultation website. Responses submitted online were processed directly through the website, while data from hard copy entries, were manually entered. The combined set of responses were processed in an Excel spreadsheet and a series of logic and spot checks of manually entered data were completed prior to analysis. MS Excel and GIS (Geographical Information System) software were used to analyse the data, with the results of this analysis presented in a series of charts, tables and maps in the following sections.

The survey contained both open-ended and closed questions, detailed as follows:

- Question 1 - a closed question relating to the role of the respondent (detailed in section 4.2),
- Questions 2-6 - open-ended questions relating to scheme design (detailed in section 4.3),
- Questions 7-12 - relates to the environmental impacts for specific sections of the scheme (detailed in section 4.4),
- Question 13-14 - relates to any additional comments respondents wished to share (detailed in section 4.5) and
- Question 15-20 - from the 'About you' section of the survey relates to the demographics of the respondents. (detailed in section 4.6).



There were no compulsory questions on the survey hence the response rate varies from question to question, this has led to a variation on the numerical statistics of responses. All respondents to the survey have responded to at least one question in the survey.

3.2 Qualitative analysis

Open-ended questions allowed respondents to enter free-text responses, thus gaining insight into a respondent's views. In order to ensure that all responses were analysed in a comprehensive manner, free text responses were 'coded' to identify common themes. These themes were then analysed to identify recurring trends in responses which can be used to provide feedback on the proposals.

The coding framework was initially created by reviewing a large sample of the responses and identifying common themes. The coding framework underwent a series of reviews during the analysis to ensure that any new codes that emerged in the responses were incorporated. The coding of responses was also subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process. The final coding framework consisted of hierarchical codes, with high-level 'Level 1' themes, and 'Level 2' themes within the 'Level 1' themes, to provide additional detail on responses.

Analysis of the feedback focuses on the most common themes. Respondents/responses that answered the question but provided no specific comment were not considered as a 'valid' response, whether or not this featured within the top five most common answers. Such answers included, but were not limited to, responses such as "No comment", "Nothing to add" or "Not Applicable". Remaining responses that answered a question and were assigned to at least one other theme are considered valid responses. As many of the questions featured the ability for respondents to provide a free-text response, some responses were assigned to multiple 'valid' themes.

Analysis of both the open-ended and closed questions is detailed in section 4, with the coding framework summary for the open-ended questions found in Appendix C.

3.3 Quantitative analysis

The survey also contained closed questions, where respondents selected their preference amongst multiple choices. These questions provide quantitative data where the preferences of respondents can be easily prepared.

3.4 Limits of data

This report can only provide an analysis based on data received through the consultation process, i.e. consultation responses, emails sent to the consultation email address and written responses sent in by stakeholders. This document reports findings only based on the information received over the consultation period. The data is based on the analysis of a respondent's interpretation of the consultation materials and proposed scheme plans, including comments that may not be accurate. Any inaccuracies are highlighted in the relevant sub-sections in section 4.



3.5 Data management

All responses received were managed under General Data Protection Regulations (GDPR) and in accordance with GCP's privacy policy. The survey also included a link to the GCP privacy policy⁴.

Data from the consultation responses are to be stored for no more than 12 months after the publication of this report, after which they will be deleted. No data or contact details have been shared outside of the GCP and AtkinsRéalis teams analysing the data. All personal/identifiable information from consultation responses have been redacted from any published reports.

4. Views on the proposals

4.1 Introduction

All responses have been coded according to the methodology set out in section 3. Since some responses have been coded with more than one theme, the total number of themes may be more than the total of 277 responses received. This includes the hard copy survey responses received by GCP which were added to the survey tool by GCP staff.

All responses have been analysed, with results presented in this section and grouped based on the category of questions:

- section 4.2 provides a summary of the responses to question 1 of the survey, relating to the role of the respondent,
- section 4.3 provides a summary of the responses to questions 2-6 which relate to scheme design,
- section 4.4 provides a summary of the responses to questions 7-12 which relates to the environmental impacts for specific sections of the proposed scheme and
- section 4.5 provides a summary of the responses to questions 13-14 of the survey, relating to any additional comments respondents wished to share.
- section 4.6 provides a summary of the demographic questions from the 'About you' section of the survey.

Percentages have been rounded to the nearest whole number, and therefore, totals may not equal 100. As no question was mandatory, response rates vary between sections as some respondents did not choose to provide feedback on all sections. Full number of theme responses for the questions can be found in Appendix D.

4.2 Q1 - Role of respondent

Question 1 asked respondents whether they were responding to the survey as an individual or as a group, business or elected representative. All 277 respondents answered this question, with 265 responses (96% of responses) advising they were responding as an individual and 12 responses (4% of responses) advising they were responding as a group, business or elected representative.

⁴ GCP Privacy Policy - <https://www.greatercambridge.org.uk/about/privacy-and-data-protection>

Figure 4-1 – Q1 - Please select one of the following statements

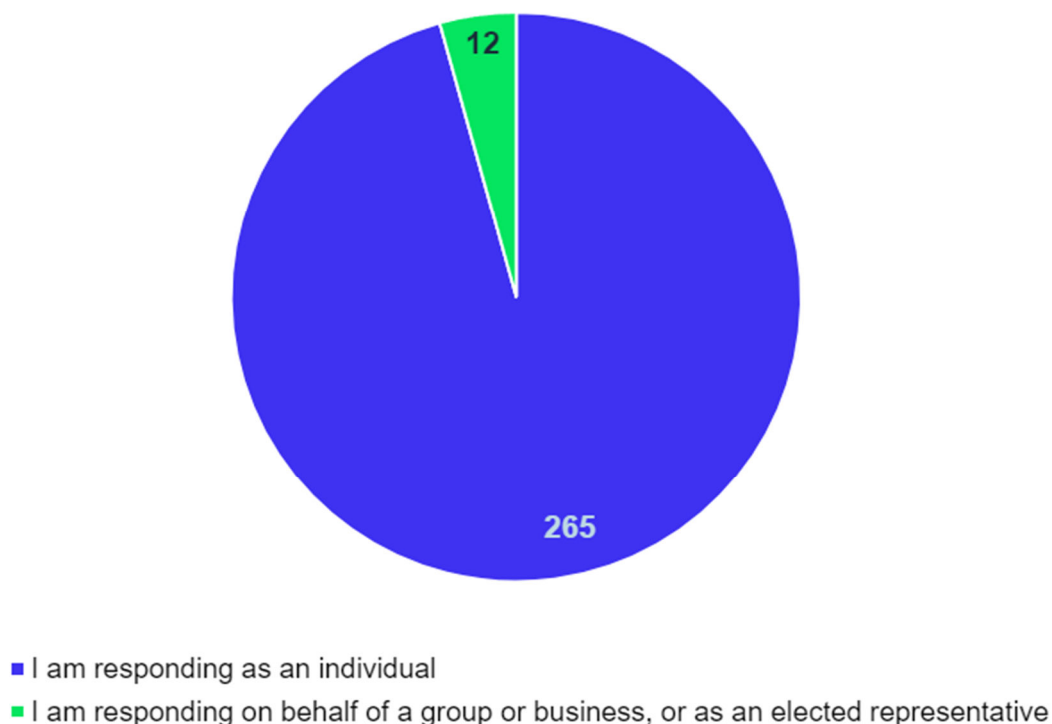


Table 4-1 – Q1 - Please select one of the following statements

Please select one of the following statements:	Number of responses
I am responding as an individual	265
I am responding on behalf of a group or business, or as an elected representative	12

Those whose responses advised they were responding on behalf of a group or business, were asked to name the group or business they were responding on behalf of. Those whose responses advised they were responding on behalf of a group or business, or as an elected representative, were asked to state their position and area represented. Of the 12 respondents advised they were responding on behalf of a group or business, or as an elected representative, ten provided the names of businesses, groups and representatives collected:

- Member, East Cambridgeshire District Council,
- Waterbeach and District Bridleways Group,
- County Councillor, Histon & Impington Division,
- Waterbeach Angling Club,
- British Horse Society,
- Milton Cycling Campaign,
- Waterbeach Parish Council and

- The Trails Trust.

4.3 General design and environmental considerations

4.3.1 Q2 - Proposed path for walkers and cyclists

Question 2 asked ‘do you have any comments on the proposed path for walkers and cyclists?’. Respondents were able to provide their answer in a free text box. There was a total of 227 valid responses (82% of the total number of survey responses) received for question 2. A total of 286 codes were assigned to the 227 valid responses, the top five coded themes of which can be found in Table 4-2⁵.

Table 4-2 – Q2 - Top five level 2 themes

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all ‘Valid’ responses
Design	Active travel	99	44%
General	Scheme opinion	52	23%
Route	Alignment	41	18%
Design	Lighting	37	16%
Design	Safety	13	6%

Theme 1: Design, Active travel

99 responses for question 2 (44% of valid responses) provided design change suggestions related to proposed walking and cycling provision, with a particular emphasis on separating cyclists (and more generally, wheeled transport users) and walkers and the quality of surfacing of the proposed emergency and maintenance track. There was a general consensus among respondents of this theme that the lack of segregation between walkers and cyclists along the emergency and maintenance track would be insufficient in accommodating all walkers and cyclists safely and that the proposals would cause unnecessary conflict between these groups. Such suggestions call for a segregated cycle track, and hence a segregated walking facility.

Additional responses also called for changes to proposed surface materials, with responses generally critical of proposed gravel surfacing to the south of Milton Road, citing its unsuitability for cycling. Responses generally called for the emergency and maintenance track to feature a continuous paved surface.

Theme 2: General, Scheme opinion

The second most common theme extracted from the responses for question 2 was responses expressing their general opinion of the scheme, featuring 52 responses (23% of valid responses). The majority of respondents indicated their objections to the scheme, with several comments simply stating their objection to the proposals, without giving further detail as to why. Of the remaining comments, reasons include the perceived value for money of the proposed scheme and duplication of existing walking and cycling routes.

⁵ Top five coded themes exclude ‘No response’ and ‘Not Valid’ coded responses



Theme 3: Route, Alignment

41 responses (18% of valid responses) in this section suggested amendments to the proposed scheme route alignment. Numerous different suggestions were proposed, the majority of which suggested extensions/diversions of route to better serve local villages including Cottenham, Impington and Waterbeach Village. Furthermore, it is mentioned that proposals should incorporate the recently upgraded Mere Way, suggesting additional walking and cycling provision at the southern end of the proposed scheme may represent a duplication of routes.

Theme 4: Design, Lighting

37 responses to this question (16% of valid responses) mentioned the need for lighting along the proposed route. Whilst all 37 comments agreed that some form of lighting is needed, there were conflicting views on the exact provision which should be provided. The majority of responses suggested additional lighting would be necessary, with proposed provision inadequate for walkers and cyclists. However, other responses called for reduced lighting provision, citing light pollution and impact on local ecology.

Theme 5: Design, Safety

13 responses (6% of valid responses) referenced the theme of safety. The subject of responses varied amongst responses, with the largest group of responses relating to improvements to the safety for walkers and cyclists including links to lighting provision and conflict between modes including walkers, cyclists and motorised users.

4.3.2 Q3 - Proposed bus stop locations

Question 3 asked '*Do you have any comments on the proposed bus stop locations?*'. Respondents were able to provide their answer in a free text box. There was a total of 144 valid responses (52% of the total number of survey responses) received for question 3. A total of 163 codes were assigned to the 144 valid responses, the top five coded themes of which can be found in Table 4-3⁶.

Table 4-3 – Q3 - All level 1 and 2 themes

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
Route	Alignment	70	49%
General	Scheme opinion	39	27%
Design	Transport	10	7%
Current bus provision	Services	6	4%
Route	Travel hub	6	4%

Theme 1: Route, Alignment

The most common theme observed for question 3 regarded the route alignment and location of bus stops along the proposed route, with 70 responses (49% of valid responses) referencing this. Responses under this theme largely concerned the bus stop locations for serving local villages including Cottenham, Impington, Landbeach, and Waterbeach. A significant number of these responses highlighted the lack of coverage of bus stops for Waterbeach village. Comments also called for improved walking and cycling provision from

⁶ Top five coded themes exclude 'No response' and 'Not Valid' coded responses

Landbeach to the two closest bus stops to address concerns over their distance from the village. Separately, a number of responses mentioned the lack of clarity of bus stop provision beyond the A10 towards the new town of Waterbeach, questioning why the proposed route ends on the western side of the A10. Additional comments suggested the stop located on Milton Road/Butt Lane may see low patronage due its remote location.

Theme 2: General, Scheme opinion

Another common theme extracted from the responses for question 3 were responses expressing their general opinion of the scheme and bus stop location, with 39 responses (27% of valid responses). The majority of respondents indicated their general approval of the proposed bus stop locations. Several comments simply stated their approval of the proposals, without providing additional comment. The limited number of comments against this question primarily relate to objections to the wider proposed scheme, with justifications including the perceived value for money of the proposed scheme and in the intrusion of the proposed scheme on the character of the local area.

Theme 3: Design, Transport

The third most common theme extracted from the responses for question 3 concerned the design of the bus stop locations, with 10 responses (7% of valid responses). The first group of responses under this theme concerned the floating bus stop design and the safety of the interaction of cyclists and bus passengers when alighting buses. The second group of responses concerned the design of the bus stop south of Waterbeach Road, with respondents questioning the need for car parking at this location, suggesting a drop off/pick up facility may be more appropriate at this location. An additional response emphasised the need for bus stop platforms to feature sufficient length for multiple buses to stop at any time.

Theme 4: Current bus provision, Services

As referenced under theme 1, a common theme amongst responses featuring in six responses (4% of valid responses), indicated that respondents were interested in the impact on bus services to Waterbeach, and the existing bus services north of Cambridge, with any redirection of buses away from the A10 onto the busway potentially at the detriment to current bus services to Waterbeach and Milton.

Theme 5: Route, Waterbeach travel hub

Six responses (4% of valid responses) concerned the location of the bus stops located within the Waterbeach travel hub. Of these responses, a number mentioned the distance to Waterbeach village, suggesting that the proposed location will not provide a bus service with walking or cycling distance from Waterbeach village.

4.3.3 Q4 - Proposed facilities at bus stops

Question 4 asked '*do you have any comments on the facilities proposed at the bus stops?*'. Respondents were able to provide their answer in a free text box. There was a total of 137 valid responses (49% of the total number of survey responses) received for question 6. A total of 176 codes were assigned to the 137 valid responses, the top five coded themes of which can be found in Table 4-4⁷.

⁷ Top five coded themes exclude 'No response' and 'Not Valid' coded responses

Table 4-4 – Q4 - All level 1 and 2 themes

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
Proposed facilities	Cycle parking	23	17%
Proposed facilities	Other	23	17%
General	Scheme opinion	23	17%
Proposed facilities	Seating	17	12%
Proposed facilities	Car parking	16	12%

Theme 1: Proposed facilities, Cycle parking

One of the most prevalent themes from question 4 was comments related to cycle parking, with 23 responses referencing this theme (17% of valid responses). A significant number of comments concerned the security of cycle parking facilities, particularly at remote locations, with responses preferring the use of cycle lockers over cycle racks or stands. Other responses concerned the availability of cycle parking facilities, citing issues with available parking facilities at other park and ride locations in Cambridgeshire.

Theme 2: Proposed facilities, Other

23 of the total responses (17% of valid responses) suggested facilities beyond those identified in the coding framework. The most commonly mentioned facility were food and drink facilities, with responses calling for the inclusion of a retail unit at the Waterbeach travel hub providing food and drink and water fountains. Further comments called for real-time bus arrival/departure information for users waiting at bus stops.

Theme 3: General, Scheme opinion

23 responses (17% of valid responses) for question 4 were responses expressing their general opinion of the scheme, with the majority of respondents indicating their general objections to the scheme. Several comments simply stated their objection to the proposals, without giving further detail as to why. Of the remaining comments, reasons include the perceived value for money of the proposed scheme and in the intrusion of the scheme on the character of the local area.

Theme 4: Proposed facilities, Seating

A common theme amongst respondents to this question was in relation to proposed seating provision along the route, which was included in 17 responses (12% of valid responses). Responses mentioned that seating should be provided at all bus stop locations. Further respondents also emphasised the need for shelter for the seated areas, to protect waiting bus passengers from the weather. Building on theme 2, a number of responses also suggested waiting bus passengers should have access to real-time passenger information whilst waiting in seated areas.

Theme 5: Proposed facilities, Car parking

16 responses to this question (12% of valid responses) mentioned the proposed car parking facilities along the proposed scheme route, particularly concerning the Waterbeach travel hub. Whilst comments typically focused on the quantity of car parking spaces provided, there were conflicting views on the exact level of car parking spaces which should be provided, with some saying there aren't enough spaces and some saying there are too many.

4.3.4 Q5 - Proposed security of the scheme, including along the route and at bus stops

Question 5 asked ‘Do you have any comments on the proposed security of the scheme, including along the route and at bus stops?’. Respondents were able to provide their answer in a free text box. There was a total of 133 valid responses (48% of the total number of survey responses) received for question 5. A total of 155 codes were assigned to the 133 valid responses, the top five coded themes of which can be found in Table 4-5⁸.

Table 4-5 – Q5 - All level 1 and 2 themes

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all ‘Valid’ responses
Design	Safety	40	30%
General	Scheme opinion	23	17%
Design	Active travel	20	15%
Design	Lighting	19	14%
General	Security	17	13%

Theme 1: Design, Safety

40 responses (30% of valid responses) to question 5 suggested additional measures to prevent motor vehicles entering restricted areas. A large number of these concern encroachment of motor vehicles onto the busway, with responses citing previous examples of motor vehicles entering the St Ives to Cambridge busway, and the insufficient nature of car traps. Several responses suggest the use of automatic number plate recognition (ANPR) and/or physical barriers to prevent motor vehicles entering the proposed busway. There were also mentions of antisocial behaviour at the southern end of the proposed route, particularly at or near Mere Way, with several responses stating additional measures should be taken to address existing instances of observed antisocial behaviour noted on Mere Way, including the use of quad bikes and mopeds.

Theme 2: General, Scheme opinion

The second most common theme extracted from the responses for question 5, with 23 responses (17% of valid responses) expressed their general opinion of the scheme, with the majority of respondents indicating their general objections to the scheme. Several comments simply stated their objection to the proposals, without providing further detail as to why. Of the remaining comments, reasons include the perceived value for money of the proposed scheme and duplication of existing walking and cycling routes including Mere Way.

Theme 3: Design, Active travel

A common theme amongst respondents, with 20 responses (15% of responses) to this question was in relation to design change suggestions related to proposed walking and cycling provision, with a particular emphasis on ensuring equestrians are able to use the proposed emergency and maintenance track. Responses concerning equestrians raised design suggestions focused on two areas: the surface materials of the emergency and maintenance track and access barriers. Responses emphasised the importance of surface materials being suitable for equestrians. Responses also suggested access barriers and gates to the emergency and maintenance track should be suitable for equestrians including considerations of width of

⁸ Top five coded themes exclude ‘No response’ and ‘Not Valid’ coded responses

entrances and means opening. There were also responses concerning how access points would prevent prohibited users accessing the emergency and maintenance track including quad bikes and motorbikes.

Theme 4: Design, Lighting

A common theme amongst respondents to this question was in relation to the lighting provision along the route, which was included in 19 responses (14% of valid responses). Given the nature of the route, there is a consensus that without sufficient lighting, the route would be unsafe to use in the dark, particularly when travelling alone, as there would be limited natural surveillance. Solar studs were mentioned several times specifically but there were conflicting views from the respondents over whether these would provide a sufficient level of lighting. Other potential lighting suggestions included full street lighting and motion-activated lighting. It was recognised by respondents that light pollution needs to be minimised.

Theme 5: General, Security

Building on theme 4 of this section, 17 responses (13% of valid responses) concerned the misuse of the proposed scheme, with responses primarily citing issues of prohibited users including quad bikes and motorcycles using the emergency and maintenance track and vandalism and fly-tipping.

4.3.5 Q6 - Construction of the scheme including proposed locations for construction compounds

Question 6 asked ‘do you have any comments on the construction of the scheme including proposed locations for construction compounds?’. Respondents were able to provide their answer in a free text box. There was a total of 120 valid responses (43% of the total number of survey responses) received for question 6. A total of 130 codes were assigned to the 120 valid responses, the top five coded themes of which can be found in Table 4-6⁹.

Table 4-6 – Q6 - All level 1 and 2 themes

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all ‘Valid’ responses
General	Scheme opinion	37	31%
General	Traffic	16	13%
Environment	Ecology	13	11%
General	Enquiry	13	11%
General	Active travel	13	11%

Theme 1: General, Scheme opinion

The most common theme with 37 responses (31% of valid responses) were respondents expressing their general opinion of the scheme, with a mixture of support levels expressed towards locations of construction compounds. Several comments simply stated their objection to the overall proposals, without providing further detail as to why. However, a number of comments highlighted the impact of general construction activity and construction vehicle traffic.

⁹ Top five coded themes exclude ‘No response’ and ‘Not Valid’ coded responses

Theme 2: General, Traffic

16 responses (13% of valid responses) to this question concerned the traffic issues generated by the construction compound sites. A number of responses described the impact of temporary traffic controls on local traffic, with particular mentions of the short-term nature of these traffic controls providing insufficient notice for local residents to plan alternative routes for journeys. Several comments also highlighted Light Goods Vehicles (LGV) traffic entering villages, with specific mentions of Waterbeach, Landbeach and Impington villages. Of these responses, some comments recommended the use of restrictions preventing such vehicles entering local villages, with construction traffic instead using the A10 to access construction compounds. Responses also concerned the pollution impact of vehicles accessing construction compounds, mentioning noise and air pollution and build-up of mud, dust and debris on road and footways.

Theme 3: Environment, Ecology

13 responses (11% of valid responses) concerned the ecological impacts of the construction compounds. Many of the responses focused on the removal of trees and other vegetation, and the removal of green space. A number of comments also mentioned the impact on local wildlife, with a specific mention of migratory geese in the area during the winter, and the impact of construction activities.

Theme 4: General, Enquiry

13 responses (11% of valid responses) to this question were coded as 'Enquiry', where respondents asked specific questions about the proposed scheme. The enquiries covered a range of different topics with no common theme between responses. A number of responses enquired about the future of the construction compound upon completion of the scheme, asking whether plans exist to return the construction compound areas to their previous state after construction.

Theme 5: General, Active travel

13 responses (11% of valid responses) concerned the impact of construction activity on walking and cycling in the proposed scheme area. Particular focus was given to ensuring existing access routes for walking and cycling are maintained throughout the construction period. Separately, observations were noted amongst the responses for any potential conflict between construction traffic and walking and cycling on Butt Lane, citing the lack of a segregated cycling facility.

4.4 Environmental impacts of proposals

This section focuses on responses received for the 'key design and environmental elements by area' section of the survey. An insert of the proposals overview map can be found in Figure 4-2.

The map was provided throughout the consultation material to outline the different sections of the proposed route. As referenced in section 3, the proposed scheme route was split into six sections to allow for more granular responses over specific sections of the route, with each question concerning an individual section. The six sections were titled as follows:

- Waterbeach travel hub area (see section 4.4.1),
- Between the Waterbeach travel hub and Waterbeach Road (see section 4.4.2),
- Between Waterbeach Road and Landbeach Road (see section 4.4.3),
- Between Landbeach Road and Butt Lane (see section 4.4.4),
- Between Butt Lane and Milton Road, Impington (see section 4.4.5) and



- Between Milton Road, Impington and the existing St Ives to Cambridge Busway (see section 4.4.6).

Figure 4-2 - Consultation scheme map



4.4.1 Q7 - Waterbeach travel hub area

There was a total of 109 valid responses (39% of the total number of survey responses) received for the Waterbeach travel hub area question. A total of 143 codes were assigned to the 109 valid responses, the top five coded themes of which can be found in Table 4-7¹⁰.

Table 4-7 – Q7 - Top five level 2 themes for the Waterbeach travel hub area

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
General	Scheme opinion	18	17%
Design	Ecology	14	13%
Route	Travel hub	13	12%
Design	Transport	13	12%
Environment	Water	12	11%

Theme 1: General, Scheme opinion

The most common theme extracted from the responses for question 7 were responses expressing their general opinion of the scheme, featuring in 18 responses (17% valid of responses). The majority of these responses indicated their general objections to the scheme. Several comments simply stated their objection to the proposals, without giving further detail as to why.

Theme 2: Design, Ecology

14 responses (13% of valid responses) provided suggestions on how to mitigate the ecological impacts of the Waterbeach travel hub. Many of the responses focused on the planting of hedgerows and trees to offset the loss of green space caused by construction of the travel hub with responses citing the benefits of habitat creation and reducing the visual intrusion.

Theme 3: Route, Travel hub

The third most frequent theme from question 7 were comments concerning the location of the Waterbeach travel hub. Of the 13 responses referencing this theme (12% of valid responses), a number of these specifically requested the relocation of the Waterbeach travel hub to a site east of the A10 within the new town of Waterbeach, with respondents suggesting that the current site is too far from the new development. There were multiple comments which suggested the Waterbeach travel hub location should be located further north, discussing that many user journeys to the Waterbeach travel hub originate from locations north of Waterbeach including Ely, Littleport and Sutton, thus creating congestion on A10 north of the Waterbeach travel hub location. In a similar manner to the Waterbeach travel hub theme of question 3 (Proposed Bus stops), comments also concerned the distance of the proposed Waterbeach travel hub from Waterbeach village.

Theme 4: Design, Transport

13 responses (12% of valid responses) suggested that other investments in local transportation infrastructure would be more effective in dealing with the congestion. Whilst responses under this theme were similar to the

¹⁰ Top five coded themes exclude 'No response' and 'Not Valid' coded responses

most common theme of scheme opinion, comments under this transport theme suggested improvements to the A10 as an alternative to the proposed scheme.

Theme 5: Environment, Water

12 responses (11% of valid responses) concerned the impact of the Waterbeach travel hub on flooding in the area. Some responses also concerned possible flooding of the Waterbeach travel hub, and the impact of the impermeable surfaces on run-off and subsequent flooding of nearby areas.

4.4.2 Q8 - Route between the Waterbeach travel hub and Waterbeach Road

There was a total of 107 valid responses (39% of the total number of survey responses) received for the section of the route between the Waterbeach travel hub and Waterbeach Road. A total of 109 codes were assigned to the 107 valid responses, the top five coded themes of which can be found in Table 4-8¹¹.

Table 4-8 – Q8 - Top five level 2 themes between the Waterbeach travel hub and Waterbeach Road

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
General	Scheme opinion	24	22%
Design	Active travel	16	15%
Route	Alignment	14	13%
Environment	Ecology	11	10%
Design	Transport	8	7%

Theme 1: General, Scheme opinion

The most common theme extracted from the responses for question 8 was responses expressing their general opinion of the scheme, featuring in 24 responses (22% of valid responses). The majority of respondents under this theme indicated their general objections to the scheme. Several comments simply stated their objection to the proposals, without giving further detail as to why.

Theme 2: Design, Active travel

16 responses (15% of valid responses) to this question were in relation to design change suggestions related to proposed walking and cycling provision, with several mentions of Waterbeach Road and its junction with the proposed scheme, with proposals calling for tightening of kerb radii to reduce the time walkers and cyclists spend on the carriageway and improved walking and cycling provision along Waterbeach Road.

Theme 3: Route, Alignment

14 responses (13% of valid responses) to this section of the proposed scheme suggested amendments to the wider proposed route alignment. Various suggestions were made, with some respondents advocating for extensions or diversions of the route to better serve local villages, including Cottenham, Impington, and Waterbeach village or utilising the existing A10 corridor.

¹¹ Top five coded themes exclude 'No response' and 'Not Valid' coded responses

Theme 4: Environment, Ecology

11 responses (10% of valid responses) concerned the ecological impacts of the scheme section. Many of these were related to the wider scheme rather than the specific section in question. Respondents frequently focused on the removal of trees, other vegetation, and green space.

Theme 5: Design, Transport

Eight responses (7% of valid responses) suggested that other investments in local transportation infrastructure may be more effective in dealing with the congestion. Whilst responses under this theme were similar to the most common theme of scheme opinion, comments under this transport theme suggested improvements to the A10 as an alternative to the proposed scheme.

4.4.3 Q9 - Route between Waterbeach Road and Landbeach Road

There was a total of 90 valid responses (32% of the total number of survey responses) received for the section of the route between Waterbeach Road and Landbeach Road. A total of 103 codes were assigned to the 90 valid responses, the top five coded themes of which can be found in Table 4-9¹².

Table 4-9 – Q9 - Top five level 2 themes between Waterbeach Road and Landbeach Road

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
Design	Active travel	17	19%
Route	Alignment	15	17%
Environment	Ecology	15	17%
General	Scheme opinion	12	13%
Design	Transport	8	9%

Theme 1: Design, Active travel

A common theme to this question, with 17 responses (19% of valid responses), was in relation to design change suggestions related to proposed walking and cycling provision, with a particular emphasis on ensuring equestrians are able to use the proposed emergency and maintenance track. As with other route sections, responses concerning equestrians highlighted the importance of having suitable surface materials, with a preference for unbound surfaces. Overall, there was no consensus on the proposed surface materials. Additionally, some responses suggested improving the quality of the link between Landbeach and the proposed scheme.

Theme 2: Route, Alignment

15 responses (17% of valid responses) to this section of the proposed scheme suggested amendments to the wider proposed route alignment. Various suggestions were made, with some respondents advocating for extensions or diversions of the route to better serve local villages, including Cottenham, Impington, and Waterbeach village or utilising the existing A10 corridor.

¹² Top five coded themes exclude 'No response' and 'Not Valid' coded responses

Theme 3: Environment, Ecology

15 valid responses (17% of valid responses) concerned the ecological impacts of the scheme section. Many of these were related to the wider scheme rather than the specific section in question. Respondents frequently focused on the removal of trees, other vegetation, and green space.

Theme 4: General, Scheme opinion

Another common theme extracted from the responses for question 9 was responses expressing their general opinion of the scheme, with 12 responses (13% of valid responses). Many of these respondents indicated their general objections to the scheme. Several comments simply stated their objection to the proposals, without giving further detail as to why.

Theme 5: Design, Transport

Eight responses (9% responses) suggested that other investments in local transportation infrastructure may be more effective in dealing with the congestion. Whilst responses under this theme were similar to the most common theme of scheme opinion, comments under this transport theme suggested improvements to the A10 as an alternative to the proposed scheme.

4.4.4 Q10 - Route between Landbeach Road and Butt Lane

There was a total of 96 valid responses (35% of the total number of survey responses) received for the section of the route between Landbeach Road and Butt Lane. A total of 103 codes were assigned to the 96 valid responses, the top five coded themes of which can be found in Table 4-10¹³.

Table 4-10 – Q10 - Top five level 2 themes between Landbeach Road and Butt Lane

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
Design	Active travel	28	29%
Design	Transport	19	20%
General	Scheme opinion	16	17%
Route	Alignment	8	8%
Environment	Ecology	7	7%

Theme 1: Design, Active travel

The most common theme observed for this section regards the junction of the proposed scheme and Butt Lane, featuring in 28 responses (29% of valid responses). Responses were generally critical of this junction for walking and cycling, calling for more direct routing for walking and cycling users through the junction and signalisation with dedicated walking and cycling phases.

Theme 2: Design, Transport

19 responses (20% of valid responses) suggested that other investments in local transportation infrastructure may be more effective in dealing with the congestion. Whilst responses under this theme were similar to the

¹³ Top five coded themes exclude 'No response' and 'Not Valid' coded responses

most common theme of scheme opinion, comments under this transport theme suggested improvements to the A10 as an alternative to the proposed scheme.

Theme 3: General, Scheme opinion

A common theme, with 16 responses (17% of valid responses) extracted from the responses for question 10 were responses expressing their general opinion of the proposed scheme, with the majority of respondents indicating their general objections to the scheme. Several comments simply stated their objection to the proposals, without giving further detail as to why.

Theme 4: Route, Alignment

Eight responses (8% of valid responses) to this section suggested amendments to the wider proposed route alignment. Various suggestions were made, with some advocating for extensions or diversions of the route to better serve local villages, including Cottenham, Impington, and Waterbeach village or utilising the existing A10 corridor.

Theme 5: Environment, Ecology

Seven responses (7% of valid responses) highlighted the ecological impacts of the scheme section. Many of these were related to the wider scheme rather than the specific section in question. Respondents frequently focused on the removal of trees, other vegetation, and green space.

4.4.5 Q11 - Route between Butt Lane and Milton Road, Impington

There was a total of 105 valid responses (38% of the total number of survey responses) received for the section of the route between Butt Lane and Milton Road, Impington. A total of 111 codes were assigned to the 105 valid responses, the top five coded themes of which can be found in Table 4-11¹⁴.

Table 4-11 – Q11 - Top five level 2 themes between Butt Lane and Milton Road, Impington

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
General	Active travel	17	16%
General	Scheme opinion	16	15%
General	Traffic	16	15%
Design	Active travel	15	14%
Design	Transport	13	12%

Theme 1: General, Active travel

The most common theme amongst responses to this question were focused on the proposed walking and cycling provision, featuring in 17 responses (16% of responses). Responses were divided on the suitability of surface materials, with some criticising their lack of suitability for equestrians and others for cyclists. As noted

¹⁴ Top five coded themes exclude 'No response' and 'Not Valid' coded responses

in question 2, there was a general consensus among respondents that the emergency and maintenance track not being segregated would potentially cause unnecessary conflict between these groups.

Theme 2: General, Scheme opinion

The second most common theme extracted from the responses for question 11 were responses expressing their general opinion of the scheme, with 16 responses (15% of valid responses). The majority of these respondents indicated their general objections to the scheme. Several comments simply stated their objection to the proposals, without giving further detail as to why.

Theme 3: General, Traffic

16 responses (15% of valid responses) suggested that the proposed scheme would have a detrimental impact on congestion along this section. There was particular mentions of the Milton Road junction and the impact of crossing buses on vehicles traveling between Butt Lane and Milton Road.

Theme 4: Design, Active travel

Similar to theme 1, there were 15 comments (14% of valid responses) in relation to design change suggestions related to proposed walking and cycling provision, with a particular emphasis on ensuring equestrians are able to use the proposed footway and cycleway. Responses concerning equestrians emphasised the importance of surface materials being suitable for equestrians, preferring an unbound surface material. However, other responses called for changes to proposed surface materials, with these responses generally critical of proposed gravel surfacing, citing its unsuitability for cycling. (However, gravel is not one of the materials proposed for this section, this could be the respondent's interpretation of the scheme proposals.) Overall, there was no consensus amongst responses of this theme towards the surface materials proposed.

Theme 5: Design, Transport

13 responses (12% of valid responses) concerned the suitability of Butt Lane for bus operation and the potential disruption to existing traffic levels along route.

4.4.6 Q12 - Route between Milton Road, Impington and the existing St Ives to Cambridge busway

There was a total of 98 valid responses (35% of the total number of survey responses) received for the section of the route between Milton Road, Impington and the existing St Ives to Cambridge busway. A total of 101 codes were assigned to the 98 valid responses, the top five coded themes of which can be found in Table 4-12¹⁵.

¹⁵ Top five coded themes exclude 'No response' and 'Not Valid' coded responses

Table 4-12 – Q12 - Top five level 2 themes between Milton Road, Impington, and the existing St Ives to Cambridge busway

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
Design	Active travel	19	19%
General	Active travel	19	19%
General	Scheme opinion	14	14%
Environment	Ecology	11	11%
Route	Alignment	10	10%

Theme 1: Design, Active travel

The joint-most common theme amongst respondents to this question, with 19 responses (19% of valid responses) was in relation to design change suggestions related to proposed walking, cycling and equestrian provision, with a particular emphasis on ensuring equestrians are able to use the proposed emergency and maintenance track. Responses concerning equestrians emphasised the importance of surface materials being suitable for equestrians, preferring an unbound surface material. However, other responses called for changes to proposed surface materials, with these responses generally critical of proposed gravel surfacing, citing its unsuitability for cycling. Overall, there was no consensus amongst responses of this theme towards the surface materials proposed.

Theme 2: General, Active travel

Similar to theme 1, there were 19 responses (19% of valid responses) on the proposed walking and cycling provision. Comments under theme 2 did not provide design suggestions or recommendations. Like theme 1, responses were divided on the suitability of surface materials, with some questioning the lack of suitability for equestrians and others for cyclists. As noted in question 2, there was a general consensus among respondents that the emergency and maintenance track would be insufficient to safely accommodate all walkers and cyclists, potentially causing unnecessary conflict between these groups.

Theme 3: General, Scheme opinion

A common theme extracted from the responses for question 12, with 14 responses (14% of valid responses) were responses expressing their general opinion of the scheme, with the majority of respondents indicating their general objections to the scheme. Several comments simply stated their objection to the proposals, without giving further detail as to why.

Theme 4: Environment, Ecology

11 responses (11% of valid responses) highlighted the ecological impacts of the scheme section. Many of these responses were directed at the entire scheme rather than the specific section in question. Respondents frequently focused on the removal of trees, other vegetation, and green space. Several comments also highlighted the impact on local wildlife and their movements across nearby fields, with a comment specifically mentioning geese in the area during the winter.

Theme 5: Route, Alignment

10 responses (10% of valid responses) in this section suggested amendments to the proposed route alignment. Numerous different suggestions were proposed, the majority of which suggested extensions/diversions of route to better serve local villages including Cottenham, Impington and Waterbeach

village. Comments mentioned that proposals along this section could incorporate the recently upgraded Mere Way, suggesting additional walking and cycling provision at the southern end of the proposed scheme may represent a duplication of routes.

4.5 Additional questions

4.5.1 Q13 - Affect or impact on any person/s or group/s with protected characteristics

Under the Equality Act 2010, GCP will be ensuring the proposed scheme does not impact adversely on people or groups with protected characteristics. Question 13 asked respondents to comment if they felt any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

There was a total of 86 valid responses (31% of the total number of survey responses) received for question 13. A total of 100 codes were assigned to the 86 valid responses, the top five coded themes of which can be found in Table 4-13.

Table 4-13 - Q13 - Top five level 2 themes

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
Design	Active travel	21	24%
General	Active travel	18	21%
General	Scheme opinion	14	16%
Environment	Ecology	10	12%
Route	Alignment	7	8%

Theme 1: Design, Active travel

21 responses (24% of valid responses) recommended design changes related to walking and cycling. This included the use of gravel on the emergency and maintenance track excluding those with protected characteristics including wheelchair users, the importance of proving high-quality cycling infrastructure and the need to keep equestrians in mind whilst completing the designs.

Theme 2: General, Active travel

18 responses (21% of valid responses) included general comments about walking and cycling such as the inclusion of equestrians and impacts the scheme and construction would have on cyclists.

Theme 3: General, Scheme opinion

A common response theme for the question with 14 responses (16% of valid responses), was scheme opinion with a mix of positive and negative opinions regarding the overall scheme. As with earlier questions these responses mainly contained only their opinion, without the reason behind it. The remaining comments included negative impacts on the environment and the positive impact of new bus services.

Theme 4: Environment, Ecology

These 10 responses (12% of valid responses) commented on the impact of the proposed scheme on local ecology.

Theme 5: Route, Alignment

These seven responses (8% of valid responses) commented on the proposed alignment on the scheme and the impacts that it would have on residents and travel.

4.5.2 Q14 - Other comments on the proposals

Question 14 asked if respondents had any additional comments on scheme proposals. There was a total of 138 valid responses (50% of the total number of survey responses) received for question 14. A total of 160 codes were assigned to the 138 valid responses, the top five coded themes of which can be found in Table 4-14.

Table 4-14 - Q14 - Top five level 2 themes

Level 1 theme	Level 2 theme	Number of level 2 responses	% of all 'Valid' responses
General	Scheme opinion	33	24%
Route	Alignment	30	22%
Design	Transport	22	16%
Design	Active travel	19	14%
Consultation	-	11	8%

Theme 1 General, Scheme opinion

This was the most popular response theme for the question, with 33 responses (24% of valid responses) and featured mainly negative opinions regarding the proposed scheme. As with earlier questions these responses mainly contained only their opinion, without the reason behind it. Of the remaining, responses included the scheme being unnecessary, perceived poor value for money and respondents not being able to see any benefits being delivered as a result of the proposed scheme.

There were a few positive comments with respondents saying the scheme was needed and they wanted it delivered soon.

Theme 2: Route, Alignment

The 30 responses (22% of valid responses) under this theme were a mix of alternatives or concerns regarding the proposed route. Some of the alternate routes suggested running the scheme along the existing railway line, providing a bus lane along Milton Road, improving the A10 and providing additional bus stops.

Theme 3: Design, Transport

The 22 responses (16% of valid responses) provided transport related design recommendations such as installing trams, an underground system and allowing the A10 improvement plans to go ahead.



Theme 4: Design, Active travel

The 19 responses (14% of valid responses) provided design recommendations such as keeping equestrians in mind, designing soft paths suitable for a bridleway, improving the cycle path and providing a segregated walking and cycling path.

Theme 5: Consultation

The 11 responses (8% of valid responses) under this theme provided comments on the consultation process, with a number of comments critical of the lack of detail provided of the scheme proposals in the consultation materials.

4.6 Respondents profile

4.6.1 Q15 - Interest in the project

Question 15 asked respondents to 'indicate your interest in the project'. 265 respondents answered this question, and respondents were able to tick all options that were applicable to them, thus resulting in 355 responses to the question. These are detailed in Table 4-15.

Table 4-15 - Q15 - Respondents interest in project

Respondents interest in project	Number
Resident of Waterbeach	75
Resident of Cambridge	50
Resident of Histon or Impington	36
Resident of Milton	30
Resident elsewhere in South Cambridgeshire	23
Resident of Landbeach	21
Resident in East Cambridgeshire	17
Resident of New Town of Waterbeach	3
Resident elsewhere	3
I regularly travel in the area	71
I occasionally travel in the area	15
Local business owner/employer	11
Blank	12

The largest group of respondents described themselves as residents of Waterbeach, with 75 responses. 71 respondents also described themselves as regularly travelling in the area. Where respondents indicated 'other' they were asked to provide additional information as free text, with responses as follows:

- tourism. Visiting friends/family,
- resident of Greater London,
- member of the initial Cambridge citizens assembly group,
- resident of Cottenham,
- Angling Club (two responses),
- County Access & Bridleways Officer, British Horse Society,
- Waterbeach Parish Council and

- representing national charity.

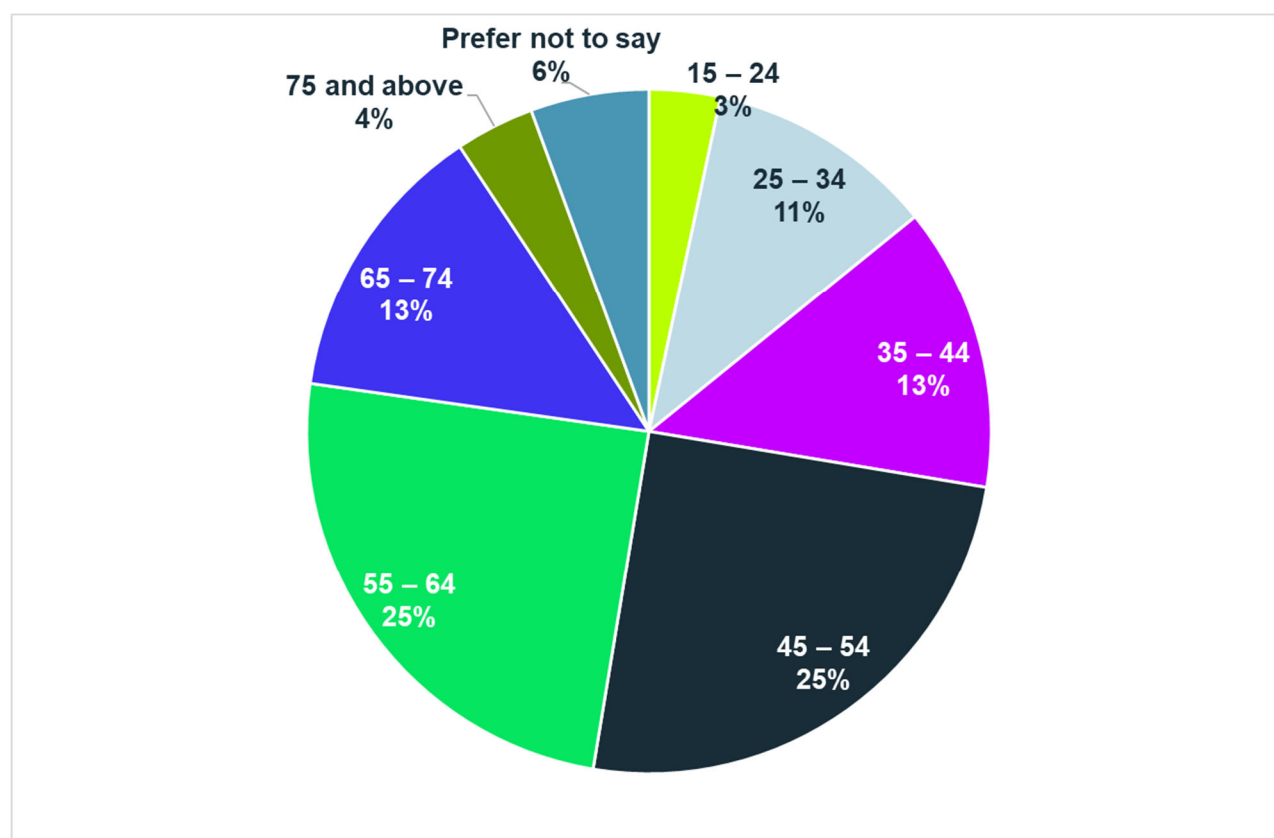
4.6.2 Q16 – Age of respondent

Question 16 asked respondents to provide their age, with a total of 253 respondents responding. As detailed in Table 4-16 and Figure 4-3, approximately two-third of respondents were aged 45 and over. The largest proportion of respondents selected the 45-54 age bracket, accounting 25% (67 respondents) of valid responses received.

Table 4-16 - Q16 - Age of respondents

Age Range	Please indicate your age range.
15 – 24	9
25 – 34	29
35 – 44	36
45 – 54	67
55 – 64	66
65 – 74	36
75 and above	10
Prefer not to say	15

Figure 4-3 - Q16 - Age of respondents



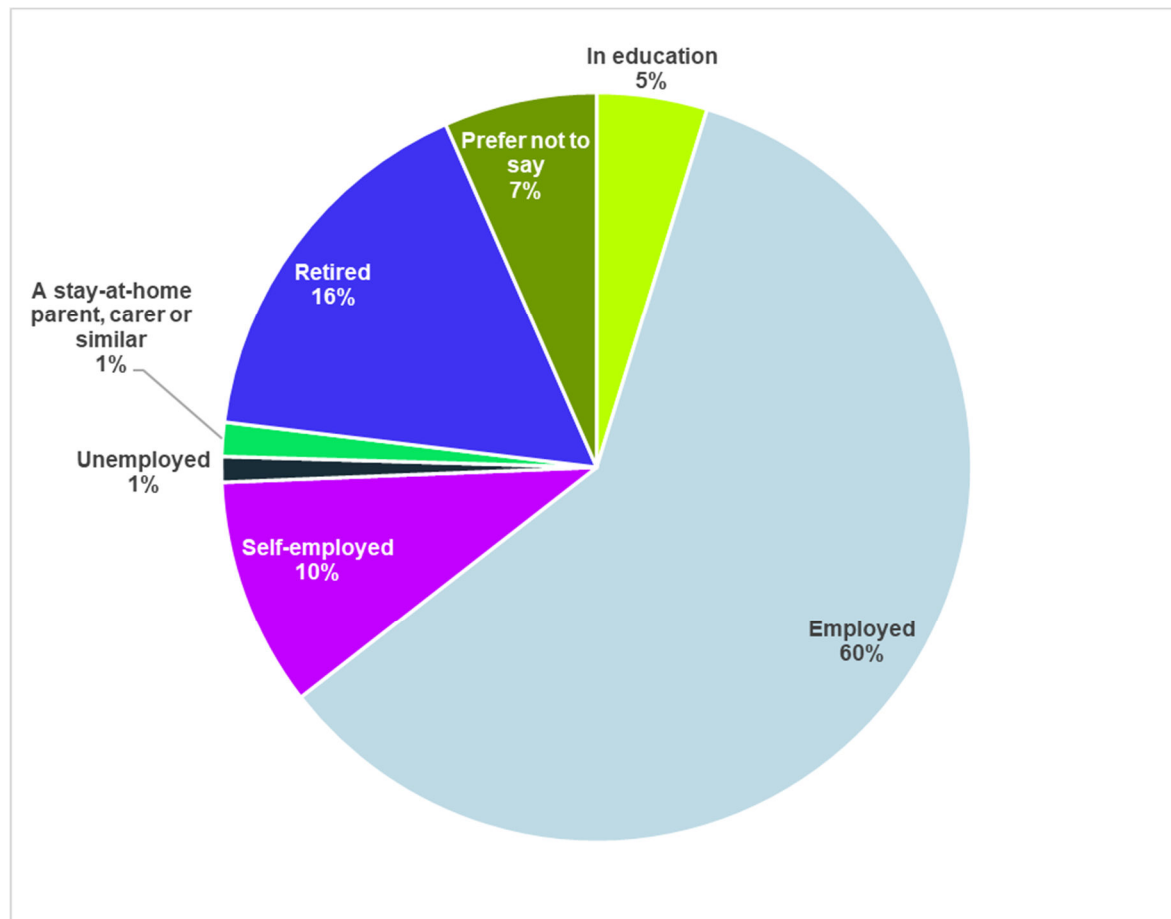
4.6.3 Q17 - Employment status

Question 17 asked respondents to declare their employment status. A total of 273 responses were received as respondents were allowed to enter multiple entries. The most commonly selected response with 60% of all responses, were respondents answering that they were employed.

Table 4-17 - Q17 - Employment status

Category	Frequency	% of all
Employed	163	60%
Retired	45	16%
Self-employed	27	10%
In education	13	5%
A stay-at-home parent, carer or similar	4	1%
Unemployed	3	1%
Prefer not to say	18	7%

Figure 4-4 - Q17 - Employment status



In addition to the responses stated, four respondents filled out the free text space for question 19. The responses were:

- disabled,

- long-term illness,
- irrelevant and
- Parish Councillor.

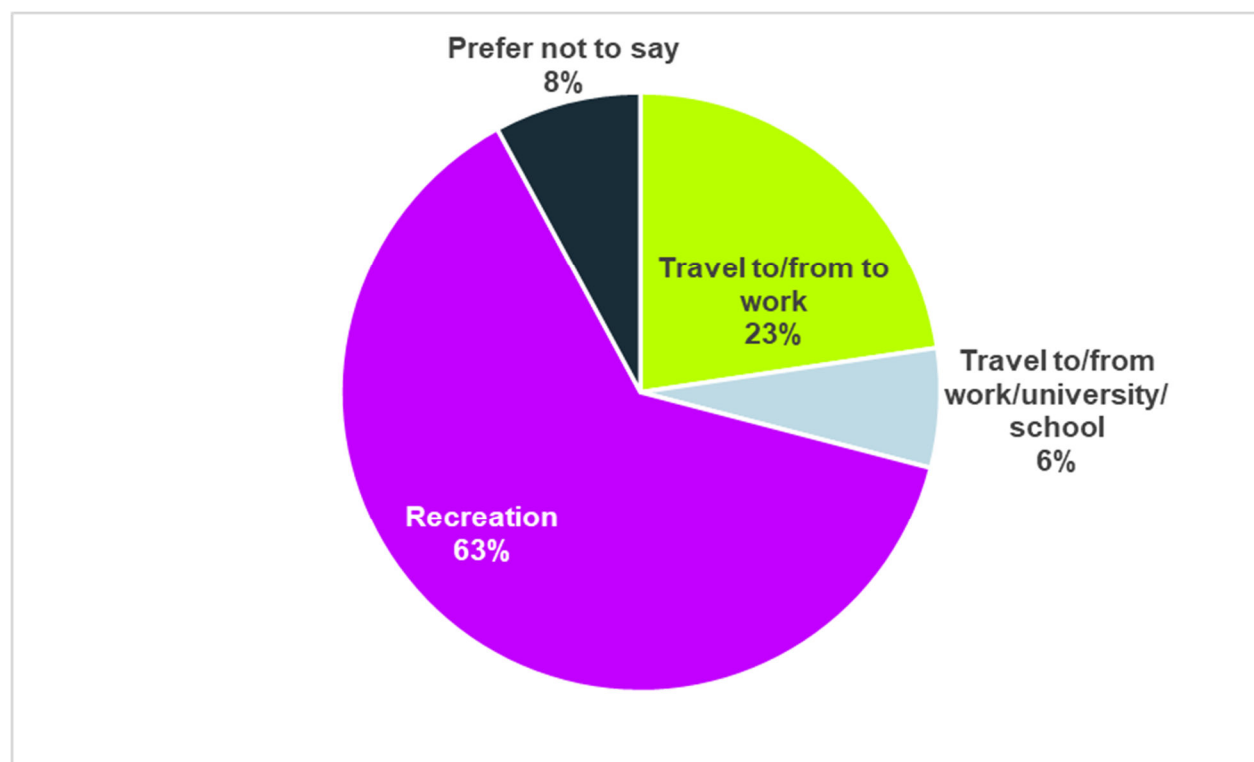
4.6.4 Q18 - What purpose would you use the scheme for?

Question 18 asked respondents how they would use the scheme, with a breakdown of responses provided in Table 4-18. Since respondents were able to enter more than one purpose in the question, a total of 265 responses were collated across the question, with almost two-thirds of respondents advising they would use the scheme for recreation.

Table 4-18 - Q18 - Purpose of scheme use

Scheme Use	Number	% of all
Recreation	167	63%
Travel to/from to work	60	23%
Travel to/from university/ college/school	17	6%
Prefer not to say	21	8%

Figure 4-5 - Q18 - Purpose of scheme use



In addition to the responses stated, 63 respondents made use of the open text box to respond to the question. These responses are detailed in full in Appendix E and include:

- Access to medical appointments at surgeries/hospitals.
- Access shops and other local facilities and

- Visiting Emmaus estate near the new town of Waterbeach.

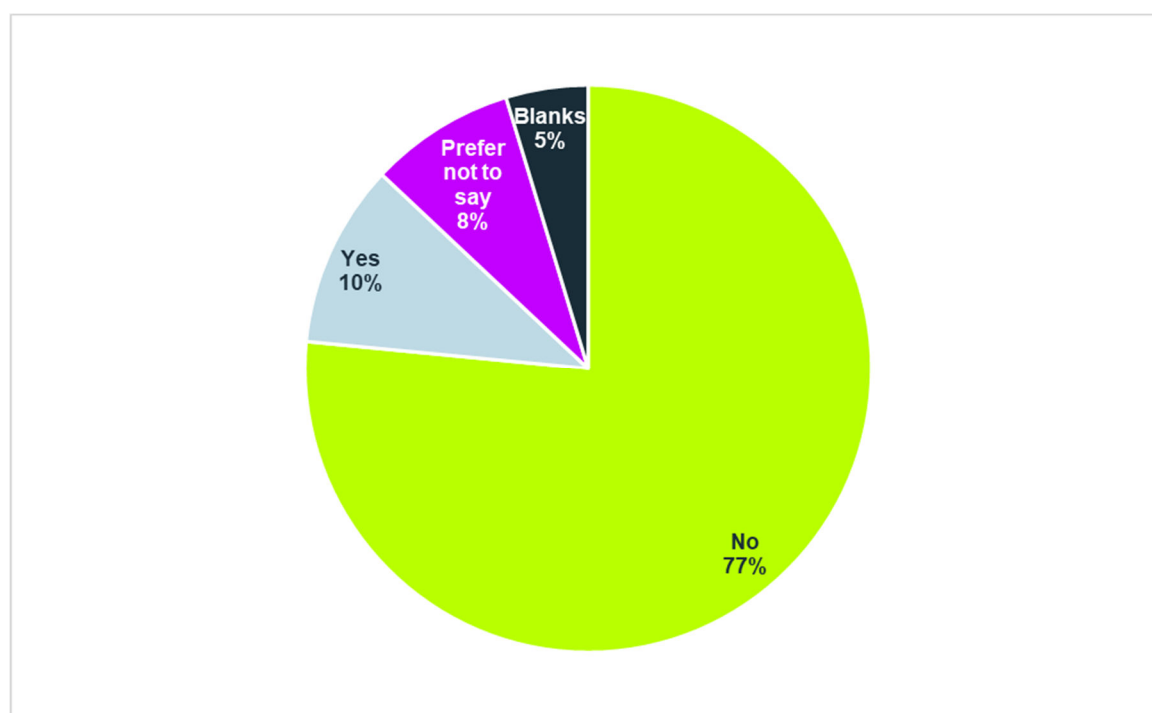
4.6.5 Q19 - Do you have a disability that affects the way you travel?

Question 19 asked respondents whether they had a disability that affects the way they travel, with the results detailed in Table 4-19 and Figure 4-6. 264 respondents answered this question, with 29 responses (10% of all survey responses) declaring they did have a disability that affected the way they travel.

Table 4-19 - Q19 - Do you have a disability that affects the way you travel?

Do you have a disability that affects the way you travel?	Number
No	212
Yes	29
Prefer not to say	23
Blank	13

Figure 4-6 - Q19 - Do you have a disability that affects the way you travel?



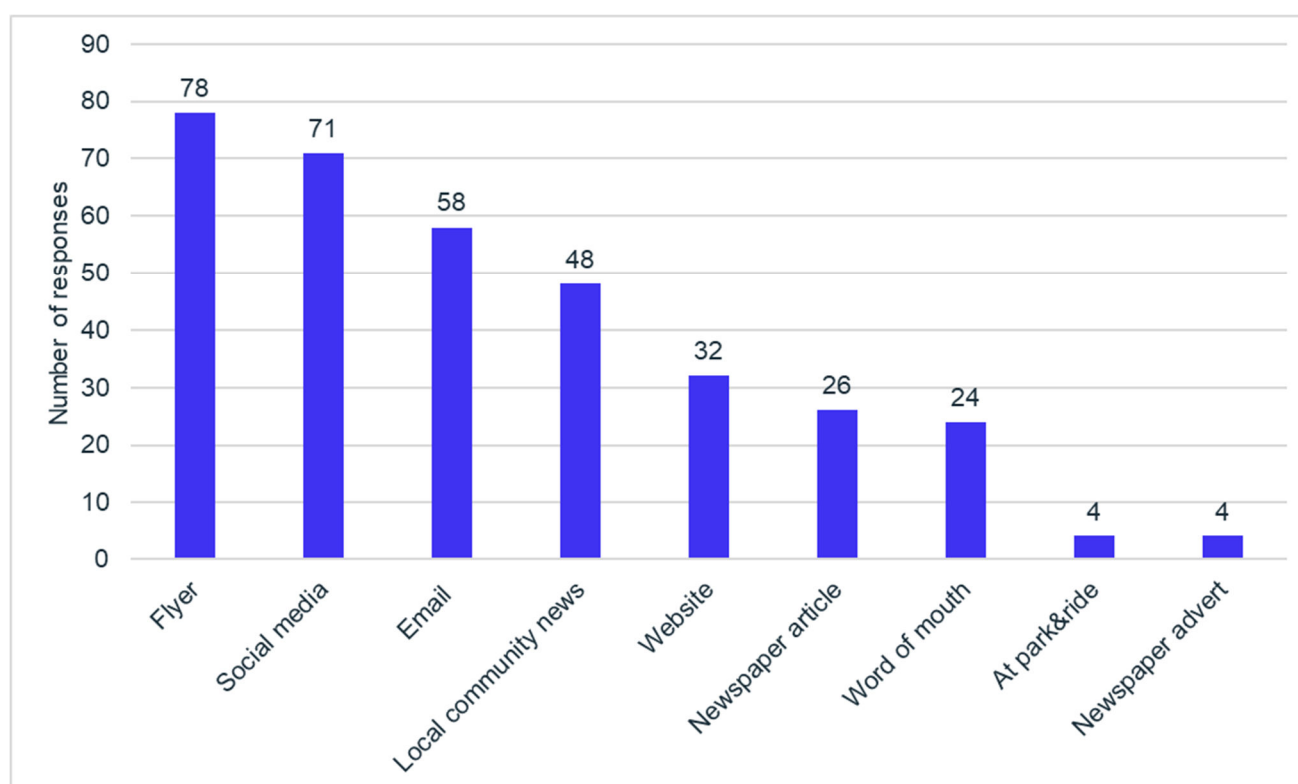
4.6.6 Q20 - How did you hear about this consultation?

Question 30 of the survey asked respondents how they found out about the consultation, a breakdown of which can be found in Table 4-20 and Figure 4-7.

Table 4-20 - Q20 - Means of promotion

How did you hear about the survey?	Number
Flyer	78
Social media	71
Email	58
Local community news	48
Website	32
Newspaper article	26
Word of mouth	24
At park and ride	4
Newspaper advert	4

Figure 4-7 - Q20 - Means of Promotion



In addition to the responses stated, 14 respondents made use of the free text box to respond to question 20. A full list of responses is mentioned below:

- “Facebook”
- “Local news”
- “BBC News”
- “Here!”



- “Letter through door”
- “Twitter”
- “Facebook”
- “As County Councillor via email”
- “Camcycle email”
- “Cambridge Cycling Campaign”
- “Camcycle”
- “Stakeholder”
- “Our neighbour who will be hugely impacted informed us of a change of route. No one had informed local residents.”
- “From a friend in another village”

4.6.7 Postcode of respondents

Respondents were asked to provide their postcode, with 207 respondents providing postcode data complete enough to identify the area. Table 4-21 illustrates where responses were received from, grouped by general area. 22 responses are not shown due to the scale of the map in Figure 4-8.

Figure 4-8 – Map of responses by area

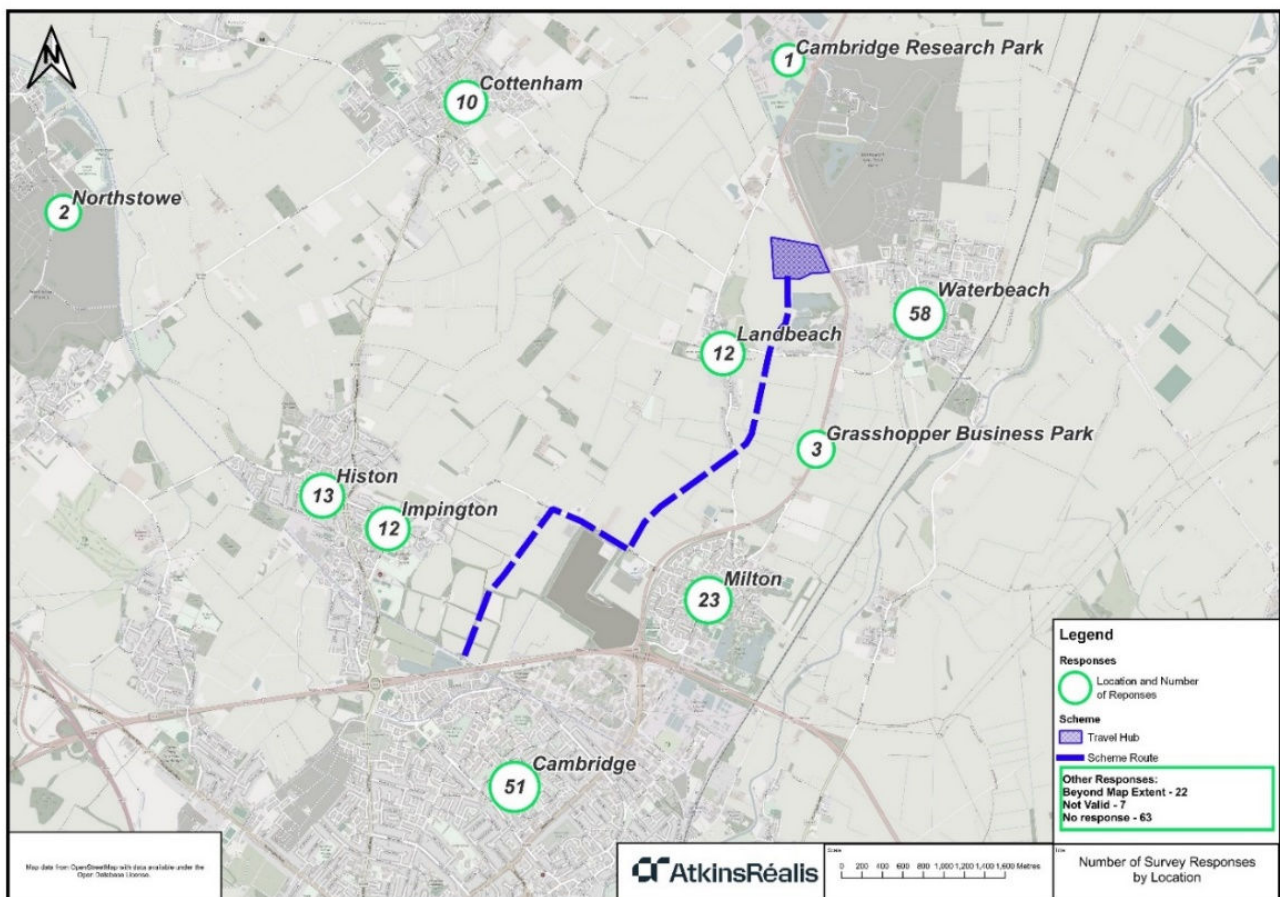


Table 4-21 - Responses by area

Location	Count of Location
Waterbeach	58
Cambridge	51
Milton	23
Histon	13
Impington	12
Landbeach	12
Cottenham	10
Grasshopper Business Park	3
Northstowe	2
Cambridge Research Park	1
Beyond	22
Number of valid responses	207
Not valid	7
None	63

5. Stakeholder responses

5.1 Introduction

In addition to feedback received from the feedback survey, respondents were also able to submit written responses by emailing them to the Waterbeach to Cambridge consultation email address. Emails made by organisations and impacted landowners have been summarised in Table 5-1 and any other emails in section Table 5 -2. These emails have been summarised to outline key themes observed. A total of 34 responses were received with five from landowners, 14 from organisations and 15 from members of the public. Responses have been paraphrased and summarised by the AtkinsRéalis project team in section 5.2.¹⁶

¹⁶ Some of the larger responses were analysed separately and have not been added to Section 5.2

5.2 Emails

Table 5-1 - Landowner emails

Respondent name	Response summary
Landowner #1	<ol style="list-style-type: none"> 1. Respondent is in agreement in principle with improvements to connectivity to the Waterbeach to Cambridge corridor, citing inadequate existing infrastructure. 2. The busway route alignment remains to be agreed with landowners - including crossing points, landscape and drainage. A proposed busway width in excess of 20m represents a significant land loss. There will be a permanent impact on land use activities. The proposed access track alongside the busway raises issues relating to intrusion, trespassing, loitering, security and littering. 3. The design of the access track needs careful consideration, including materiality, drainage, lighting etc. 4. Boundary treatment and landscaping proposals will be subject to agreement with landowners: likewise, any off-site works. 5. Of the two Waterbeach travel hub design options the landowners prefer the 'Alternative' option, as the proposed realignment of Mere Way would increase impacts for their landholdings. 6. Construction-stage impacts will require careful consideration and consultation with landowners.
Landowner #2	<ol style="list-style-type: none"> 1. Comments on lack of engagement and information: code of construction practice, drainage plans, scheme width, fencing boundary, farmers time compensation, mitigation works, landscaping works. 2. Mentions the impact on security, farmers mental health, private water supplies and existing utilities. 3. Request for a detailed pre/post construction soil analysis, possibility for carbon offsetting measures. 4. Responses seeks confirmation on whether a bus will give way to agricultural traffic?



Respondent name	Response summary
Landowner #3	<ol style="list-style-type: none"> 1. Request for further consideration to be given to the location of the proposed bus route to move to the edge of fields to make more manageable boundaries close to the edge of the fields. 2. Shared dissatisfaction with the lack of engagement and details on: code of construction practice, drainage, scheme width, landscaping, compensation for farmers time and farm management, crossing points / sterilisation, fencing/boundary treatment and security. 3. Request that GCP carries out a detailed soil analysis before and after works are carried out. 4. Enquiry about scope to offset either carbon/biodiversity footprints. 5. Highlighted the impact on utilities.
Landowner #4	<ol style="list-style-type: none"> 1. Overall, response supports the Waterbeach to Cambridge Busway proposals and hopes that this important scheme can be progressed towards delivery. 2. Whilst the details surrounding the bus services that will run along the proposed busway are still to be determined, respondent would support the services extending beyond the city centre and connect into the Campus to create a seamless journey by public transport from Waterbeach for staff as well as patients and visitors. 3. Keen to continue to contribute positively to the further evolution of these are other GCP proposals and hope that they can be offered the opportunity to discuss the unique challenges faced by Landowner 4 as part of future consultations.
Landowner #5	<ol style="list-style-type: none"> 1. Overall landowner 5 supports the Waterbeach to Cambridge Busway proposals and hopes that this important scheme can be progressed towards delivery. 2. Considers section F to be the weakest section and a departure from BRT standard. 3. Would push for complete segregation of the busway from the public highway but do understand the constraints and that Butt Lane is not significantly trafficked. 4. Would support the services extending beyond the city centre and connect into CBC to create a seamless journey by public transport from Waterbeach for staff as well as patients and visitors.



Table 5 -2 - Stakeholder emails

Respondent	Response summary
National Highways	1. In principle, National Highways do not object to the proposal and will continue to work with the GCP through the preparation of the proposal. National Highways are particularly interested in reviewing the construction management plan to assess the potential impacts on the A14 during the construction phase of the development.
Ely Diocesan Board of Finance	<ol style="list-style-type: none"> 1. Response supports the proposed location of the bus stops on the route and associated infrastructure, the locations for the landscape areas, tree and hedge planting, and fences at the proposed bus stops and alongside the route. 2. Response calls for improvements to bus stop access along the Waterbeach Road to Landbeach Road section including the widening and upgrading to a shared footway/cycleway and extended to provide a connection to the Green End/High Street junction within Landbeach. 3. Response queries the rationale for the removal of the vehicle exit from Milton Park & Ride on to Butt Lane, suggesting a second access to Milton Park & Ride would be beneficial.
Canal & River Trust	1. Due to the lack of proximity to the Canal and River Trust network, the response makes no response to the proposals
Cambridge Past, Present & Future	<ol style="list-style-type: none"> 1. Response questions the need for additional walking and cycling provision, raising the existence of existing walking and cycling routes. Based on this argument, the response questions the legal grounds for the compulsory purchase order for the emergency and maintenance track. The response adds that should the emergency and maintenance track be added, the route should be added to the western side of route to reduce environmental disturbance. 2. Responses highlighted the insensitivity of infrastructure to the rural setting of the area. 3. Response does not support the principle of building large park and ride car parks in green belt or countryside on the edge of the city. 4. Response highlighted the impact of the scheme on landscape, archaeology, and ecology. 5. Response argues the environmental damage can be avoided by replacing the busway with a single inbound bus lane adjacent to the A10, highlighting the Options Appraisal Report (Atkins Sept 2020) and the Outline Business Case indicate that the option of an on-road bus lane performed well in the northern and central sections of the A10 because there are no junctions or roundabouts that would require a bus to stop.



Respondent	Response summary
Historic England	<ol style="list-style-type: none"> 1. Response expresses appreciation to provide input as the government's advisory body on conservation and historic environment enjoyment. 2. Route welcomes the choice of the proposed route and Waterbeach travel hub, considering the harmful potential presented by the alternatives. 3. The scheme's landscape-led design is welcomed as well a consideration on hedgerow extension/creation for minimising impact of the busway on designated assets. 4. Recommend that as the designs progress, consideration could also be given to develop a heritage interpretation strategy for the route as this could provide an excellent opportunity to promote and interpret the historic significance for the community to enjoy. 5. Response suggests minimal busway lighting and community involvement in promoting historic significance.
Forestry Commission	<ol style="list-style-type: none"> 1. As a Non-Ministerial Government Department, response provides no opinion supporting or objecting to an application - provide advice on the potential impact that the proposed development could have on trees and woodland. 2. Shares precautions to be taken for the small area of lowland mixed deciduous woodland in the area where vegetation is to be removed to allow for the widening of Milton Road / Butt Lane. 3. It is expected that there will be a thorough assessment of any loss of all trees and woodlands within the project boundary and the development of mitigation measures to minimise any risk of net deforestation because of the scheme. 4. Response listed a number of issues that need to be considered when proposing significant planting schemes
FCC Environment	<ol style="list-style-type: none"> 1. Request to confirm that the works will not impact their monitoring boreholes along Butt Lane
Natural England	<ol style="list-style-type: none"> 2. Natural England is supportive of the proposed scheme. 3. We advise that a Construction Environment Management Plan for this scheme should set out best practice measures to minimise any potential risks to the natural environment. 4. NE are unable to offer any additional comments on the proposed route but are sharing Natural England's general advice for developing detailed schemes as a part of their response
Anglian Water	<ol style="list-style-type: none"> 1. Anglian Water is supportive of the works and to move towards cleaner and greener transport and walking and cycling to support growth at new town of Waterbeach and links to education and employment in Cambridge. 2. Requesting the inclusion of protective provisions for Anglian Water within the draft Transport and Works Act Order (TWAO) due to the interference with existing assets.



Respondent	Response summary
	<ol style="list-style-type: none"> General design and environmental considerations concerning carbon footprint, biodiversity commitment and land/property. Key design and environmental elements given by route section.
Camcycle	<ol style="list-style-type: none"> Response is critical of proposed walking and cycling provision along scheme route, with specific mentions focusing on lighting, access to bus stops, lack of cycle parking, gravel path. Response is critical of the quantity of car parking provided. It is not clear why any car parking is required apart from at the two park and ride sites. Response is critical of several junction arrangements including Mere Way junction and Butt Lane junction.
Environment Agency	<ol style="list-style-type: none"> Sufficient evidence to be included in flood risk assessment for Secretary of State to determine whether the Sequential Test has been passed. Recommendation to include detailed hydraulic modelling to determine flood risk. Where possible, a net gain in floodplain storage should be provided to reduce flood risk overall. Recommendations of pollution prevention measures for surface water, clean roof water and vehicle washdown draining.
Urban & Civic	<ol style="list-style-type: none"> We support the principles set out for each section of the route and will continue to input as additional details emerge. We support the core principles of ensuring the design allows for the future proofing of the route and ability to adapt for future technology which will emerge. It is appropriate and welcomed that GCP recognise that as the route enters the New Town, it needs to work with the wider design, and so the collaboration with them to continue to refine the approach is key. We also recognise the importance of ongoing collaboration between the GCP team and the Combined Authority's studies on the A10 road corridor to ensure that the schemes work holistically, and the A10 corridor builds on the work being taken forward through this scheme.
Landbeach Parish Council	<ol style="list-style-type: none"> Including a walking and cycling route makes the overall footprint unnecessarily large and negatively impacts prime agricultural and grazing land. Believes an emergency and maintenance track is unnecessary since maintenance vehicles can use the busway. Highlighted the proposed bus stop location at Waterbeach Road, with its disabled spaces and turning circle, will cause significant light pollution and signage issues in this rural area, disturbing nocturnal wildlife.



Respondent	Response summary
	<ol style="list-style-type: none"> 4. There have been issues on Mere Way with unauthorized individuals on scramble/quad bikes racing along it. Similar problems exist at the Milton Park & Ride site with cars racing around the car park. Asks how these issues will be avoided. 5. Landbeach Parish Council do not support building the 'Waterbeach travel hub' in the proposed location west of the A10 and north of Landbeach. Landbeach Parish Council supports the response made by Cambridge Past Present & Future. 6. One of the councilors is a trustee of the Tithe Barn and would like its unique tranquil outlook preserved. This requires substantial screening and effective noise reduction methods decided and installed in consultation with the board of trustees of the Tithe Barn.
Waterbeach Parish Council	<ol style="list-style-type: none"> 1. Emphasises the need for a full EIA to be completed for the whole route of the proposed busway and P&R (Waterbeach travel hub) and presented to the public and statutory consultees to enable an informed response to the GCP. 2. Mentioned the impact on traffic through Waterbeach village. 3. Mentioned the busway still does not have easy access for village residents especially for disabled and those with other needs that make access difficult. 4. Queries whether funding is guaranteed to complete proposals.



Table 5-3 - General emails

Respondent	Response summary
#1	<ol style="list-style-type: none"> 1. Response mentions the width of the NMU route, suggesting the route should be widened for the following reasons. 2. The role of the route as a leisure route, suggesting widths able to facilitate two-abreast cycling in both directions. 3. Facilitating cargo travel via walking and cycling including commercial activities. 4. Wheeling activities including skating, buggies, wheelchairs, and mobility scooters. 5. The route needs to be able to accommodate and encourage an increase in non-motorised users travelling for a full range of reasons.
#2	<ol style="list-style-type: none"> 1. Response mentions the busway infrastructure. 2. The response raises doubts over the value for money of using bespoke track design rather than a 'standard road width with rising bollards at each end'. 3. The response also suggests the possibility of allowing taxis to use the busway were the design to switch to 'high-quality road to reduce needs for repair'
#3	<ol style="list-style-type: none"> 1. Response raises the lack of clarity in consultation materials over proposals for the junction of the A10 and Waterbeach travel hub. 2. Response also raises the potential impact on traffic on the A10.
#4	<ol style="list-style-type: none"> 1. Response is dissatisfied with the lack of coverage in consultation materials of bus provision in Waterbeach village. 2. Response is also dissatisfied with the condition of transport infrastructure in Waterbeach, including roads and footways, highlighting safety. 3. Response is dissatisfied with current bus service provision, specifically mentioning the withdrawal of the 9 service connecting Waterbeach and Ely. 4. Response expresses disapproval of GCP, questioning its value of money.
#5	<ol style="list-style-type: none"> 1. Response expresses disapproval of removal of bus services to Ely and Milton Village, mentioning the inconvenient route of service P&R5 and the rerouting of service 9 to no longer serve village centre. 2. Response mentions increased levels of traffic through the village as a result of proposals. 3. Response expresses dissatisfaction with the proposed transportation coverage of Waterbeach village.
#6	<ol style="list-style-type: none"> 4. Response expresses mentions seeing no advantages for Waterbeach village from any present proposals, suggesting a worsening of provision.



Respondent	Response summary
	5. Response also expresses that views of the public have been totally ignored
#7	<ol style="list-style-type: none"> 1. Response highlights the lack of scheme information on the letter/flyer. 2. Response is unsure whether original leaflet was distributed.
#8	<ol style="list-style-type: none"> 1. Response notes quality walking and cycling provision between Landbeach and Cambridge via Mere Way. 2. Response mentions illegal access and dumping along Mere Way route, and subsequent engagement with the Council which has not resulted in resolution. 3. Response enquires about enforcement approach of bylaws and prevention of illegal activities along proposed scheme route.
#9	<ol style="list-style-type: none"> 1. Response highlights the choice of busway over other modes including rail and improvements to local road network. 2. Response highlights the choice of concrete as a construction material, citing the carbon footprint.
#10	<ol style="list-style-type: none"> 1. Response queries the lack of outright objection power in the consultation to the scheme. 2. Response mentions the poor value for money of guided busways.
#11	<ol style="list-style-type: none"> 1. Response mentions impacts of scheme to wildlife including birds of prey. 2. Response highlights impacts of scheme on flooding, particularly from Waterbeach travel hub and impacts to surface runoff. 3. Response highlights the impact of the scheme on current bus services to Cambridge. 4. Response suggests investments in increasing rail capacity from Waterbeach to Cambridge may represent better value for money.
#12	<ol style="list-style-type: none"> 1. Response acknowledges the replacement of bollards on Mere Way
#13	<ol style="list-style-type: none"> 1. Response mentions the proposed route of the scheme. 2. Response mentions light pollution at the hub, along the busway, and at junctions with existing roads. 3. Response mentions the impact of hard surfacing on water table and surface water runoff resulting in flooding issues. 4. Response questions whether proposed bus service is necessary alongside existing bus network. 5. Response highlights the visual impact of scheme on Tithe Barn.



Respondent	Response summary
#14	<ol style="list-style-type: none"> 1. Strong objection to the central route, which splits the town and proposes a busway close to the historic Tithe Barn. 2. Currently available cycle ways are not utilized. 3. No provisions for elderly infirmed residents. 4. No direct bus into the centre of Cambridge or directly to Addenbrookes Hospital, which was previously available with the original park&ride
#15	<ol style="list-style-type: none"> 1. Response suggests sustainable transport provision may be inadequate in reducing the motor vehicle traffic flows between Waterbeach and Cambridge, suggesting a new road along the eastern perimeter of the city as an alternative. 2. Response highlights the quality of housing in the new town of Waterbeach', including a lack of walking and cycling infrastructure and car-dominated public spaces. 3. Response highlights the impact of scheme on local ecology, drawing particular attention to geese and their conflict with motor vehicles on the A10. Response mentions the undertaking of any environmental assessments. 4. Response emphasises the balance required to manage the environment and ecology of the local area, whilst also addressing transportation matters. 5. Raised highlights impact on utilities.



5.3 Parish Council meetings

5.3.1 Landbeach Parish Council

The GCP project team attended a meeting with Landbeach Parish Councillors on Wednesday 26 June 2024 to explain the purpose and scope of the consultation and to provide additional details about the project background, scheme overview and design, and environmental considerations via a presentation. The team answered any questions raised by the attendees.

5.3.2 Milton Parish Council

The GCP project team attended the Milton Parish Council meeting on Monday 15 July 2024 and gave a presentation about the EIA Consultation for the scheme to the attendees. The team answered any questions raised by the attendees.

5.4 Event feedback

5.4.1 Frequently asked questions

The 18 attendees at the online webinar held on 11 July 2024 asked a variety of questions about the proposed scheme and its delivery, some of the commonly asked questions at this event were:

- What is the location of the construction compound?
- What is the intention for construction compounds at Milton Park and Ride (P&R)?
- Will the emergency and maintenance track enable safe walking and cycling?
- Is bus stop on Butt Lane viable?
- Is the travel hub a P&R?
- What is the need for a walking and cycling route with Mere Way running in parallel?
- Security - given security issues at the southern end of Mere Way, what measures will be put in place to ensure that the busway & emergency and maintenance track are safe and appropriately used?
- Why is nothing mentioned about potential impact on residents on section G (Butt Lane to CGB)
- Will tree belts be affected?
- What will the mitigation be for dog walkers? Dog leads are longer than 2.5m. Will a fence be more effective?
- What consideration has been made for Flood Risk, taking into account large parts of the route are in flood plain?
- Who will be responsible for the newly planted tree belts and planting alongside the busway?
- Have GCP communicated with the government regarding growth in the area and the possibility to re-route/extend East-West Rail to Northstowe and Waterbeach New Town?
- Will there be disruption to the A10 during construction?
- Will the emergency and maintenance track be a designated bridleway? And if so, will the surfacing be appropriate for equestrians?

5.4.2 Event attendance

The online webinar featured 18 attendees. Meanwhile, in-person public drop-in events at Landbeach and Waterbeach saw 61 and 38 attendees respectively.

6. Conclusions and next steps

A total of 277 survey responses were received for the consultation process, with each specific question ranging from 86 to 138 responses.

Overall, the responses received featured comments and suggestions on a variety of scheme elements. Notable areas of comment include, but are not limited to, the use of the emergency and maintenance track for walking and cycling, environmental impacts of the scheme and scheme alignment. Concerns and suggestions that were highlighted throughout will be considered and incorporated into the design of the scheme moving forward (where feasible).

A significant majority of respondents (164 responses), advised that they reside within close proximity of the scheme, including the settlements of Landbeach, Waterbeach, Milton and Impington. A further 51 respondents advised they resided in Cambridge. A number of responses were also received from stakeholders including local government, local interest group and other organisations.

Once the consultation feedback has been considered and reviewed by GCP, a decision is to be made on how to further develop the scheme design and Environmental Statement between now and spring/summer 2025. The findings of the public consultation in this report will be presented to the GCP Executive Board in October 2024 for consideration. The scheme is then to be taken to CCC in December 2024 to seek agreement to submit the TWA0 application in 2025. Should agreement be obtained, the TWA0 is to be submitted to the Department for Transport in spring/summer 2025.

