

New Town North of Waterbeach to North East Cambridge Public Transport Study

Pre-Consultation Public and Stakeholder
Engagement Analysis

Greater Cambridge Partnership

26 August 2020

Engagement Report



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1. Introduction

Atkins has been commissioned by the Greater Cambridge Partnership (GCP) to undertake a study to explore the options to deliver the most effective public transport connections between the proposed New Town north of Waterbeach and North East Cambridge. The Waterbeach to North East Cambridge corridor is going to experience significant growth and public transport solutions are currently being explored to ensure that employment and residential growth can be accommodated without increasing congestion on the road network within Cambridge and the study area. In particular, the study seeks to identify a preferred transit route corridor to integrate with the emerging Cambridge Autonomous Metro (CAM) proposals and to enhance walking and cycling infrastructure. The intention is to progress a Waterbeach to North East Cambridge Public Transport Scheme along this preferred corridor.

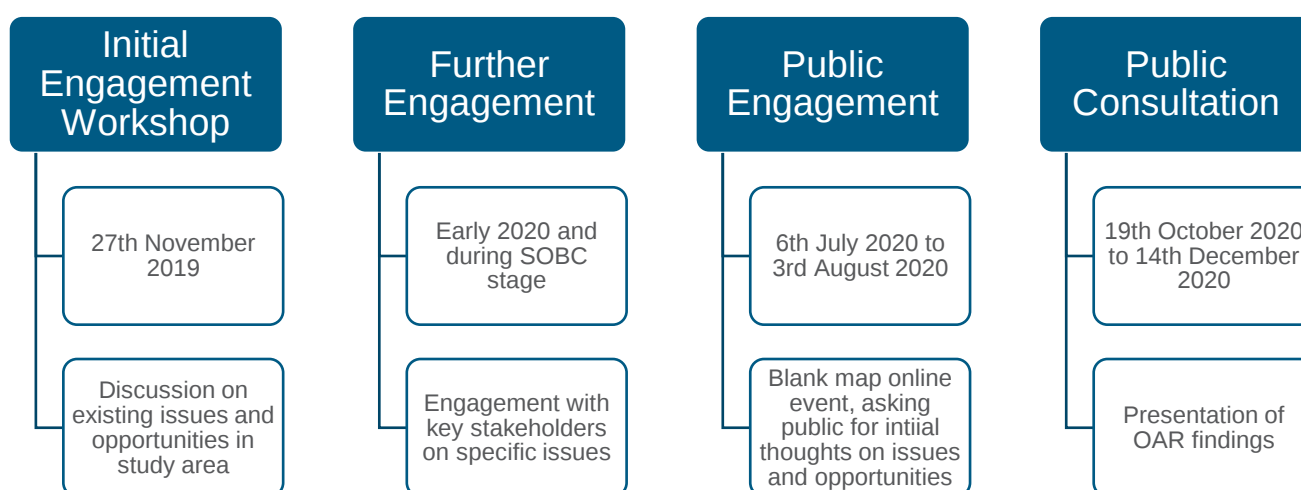
1.1. Public and Stakeholder Engagement

A programme of public and stakeholder engagement has been undertaken since the project inception to support the option identification process, and to inform and coordinate with key stakeholders.

1.1.1. Engagement Programme

Figure 1-1 shows the completed and planned stages of engagement during the course of the study.

Figure 1-1 - Stakeholder Engagement Stages



Initially, a stakeholder engagement workshop was held in November 2019, which was undertaken to understand stakeholders' views on the existing issues, constraints and opportunities within the corridor. The details are provided in Appendix A. This was supplemented by further one-to-one engagement meetings with stakeholders during the first half of 2020, to further discuss issues specific to individual stakeholders.

Pre-consultation engagement was held from 6th July 2020 to 3rd August 2020 (four weeks). The engagement was held virtually on the ConsultCams web-tool¹, as a result of the Coronavirus outbreak restricting face-to-face engagement. The engagement consisted of a map-based tool that allowed respondents to drop comments about a specific area on a map, and a survey. Additional comments were also received via social media and directly to the Greater Cambridge Partnership email address. To ensure data privacy, GCP redacted personal data before the results were supplied to Atkins.

A public consultation period is planned to take place towards the end of 2020, subject to Board approval. This will look to consult on the shortlisted options assessed in the Options Appraisal Report (OAR) as revised following engagement to date.

¹ <https://www.greatercambridge.org.uk/WaterbeachToCambridge>

1.1.2. Engagement Strategy

The engagement strategy for this stage of the study was designed by GCP with input from Atkins. During the design process, reference was made to Cambridgeshire County Council's Consultation Guidelines², in particular taking into account the following:

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

1.2. Structure of Report

The remainder of this Report is structured as follows:

- Chapter 2 sets out the findings of the pre-consultation public engagement including
 - ConsultCambs Survey responses;
 - ConsultCambs Map comments;
 - Social Media responses; and
 - Email responses.
- Chapter 3 sets out the stakeholder engagement undertaken to date, including a stakeholder engagement workshop and one-to-one meetings.
- Chapter 4 summarises how the areas of interest have been amended following the engagement.

² Cambridgeshire County Council (2017) *Working Together: Cambridgeshire County Council's Engagement and Consultation Strategy 2017*

2. Pre-Consultation Public Engagement Findings

2.1. Engagement Strategy

This section sets out the strategy for the pre-consultation engagement.

Identification of Audience

The engagement was open for anyone to contribute to. The key target audience was identified as commuters who use the Waterbeach to Cambridge corridor as well as local residents. The understanding of the audience was used as a basis upon which to design the engagement materials, questions and communication strategy.

Design of Materials

At this stage of the study, the key aim of the engagement was to understand stakeholders' views on the existing issues, constraints and opportunities within the corridor. Therefore, materials were kept deliberately minimal to allow for a free flow of comments and considerations. The map was left blank, and open-ended questions allowed for respondents to include a wide range of comments. However, as broad corridors or 'areas of interest' had already been identified, these were included on the engagement website page (and referred to as the 'Atkins Map') so that comments on these could be sought.

Design of Questions

The engagement survey questions were designed to be neutral, clear to understand and were structured to allow people to comment on all areas of the scheme.

The first half of the survey included open-ended questions aimed at gaining opinion on the existing issues and opportunities to travel on the corridor. The second half of the survey included tick-box questions which aimed to capture how people currently use the corridor in terms of frequency and mode and also the impact of the Coronavirus pandemic on travel patterns.

The tool for gathering comments was an online survey. It is recognised that online engagement, whilst in theory is available to all, could potentially exclude those without easy access to the internet. During the Coronavirus pandemic it was not possible undertake face-to-face engagement, but if government guidelines allow it, GCP will consider holding face-to-face events as part of the forthcoming formal consultation.

Other forms of response including detailed written submissions via email and social media posts were also received and have been incorporated into the analysis.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality etc) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on strategic aspects of a new transport corridor. Previous consultation has highlighted the importance of taking into account accessibility at the detailed design stage. Information on matters pertinent to travel will be collected through formal consultation including age, employment status and disability (although not the specific nature of disability).

Analysis

The strategy for the analysis of engagement responses was as follows:

- An initial quality assurance review of the data was conducted by GCP and a review with the engagement team carried out to identify any issues or challenges that occurred during the engagement process;
- The points on the map were analysed by Atkins and categorised according to their:
 - Geographical area;
 - Mode of Travel; and
 - Key Themes (which are tailored to the responses given for each question).
- The survey was analysed as follows:

- Tick box questions were analysed using quantitative methods which are then presented in the final report as charts and descriptions of headline numerical information; and
- Open questions were analysed using qualitative methods, namely through thematic analysis.
- The social media and email responses were analysed on a response by response basis; and
- This report was written to summarise the results.

Quality Assurance

To ensure data integrity was maintained, the following checks were performed on the data:

- A visual check of the raw data to check for unusual patterns – checks to ensure that responses appear genuine, i.e. information is useful for the project / there are no direct repetition in answers (bulk responses) / responses do not include information that is not yet in the public domain.
- Text analysis to check for duplicate text - checks undertaken to ensure no bulk entry of responses by an automated process, thus altering the weighting of some options; and
- Time stamp checks to check for unusual patterns – checks undertaken to ensure no bulk entry of responses by an automated process, thus mis-representing public opinion.

These checks were completed manually by Atkins.

2.2. Survey

In total, 108 responses were received for the online survey. The survey contains responses from a small sample of the total population within the study area and was self-selecting. It should therefore be considered that the responses within this report may not be statistically significant, but are representative of the views of those who chose to respond to the engagement exercise.

The following sections summarise responses on a question by question basis.

Every response has been categorised by Atkins according to whether it was a substantive answer or not. Some respondents did not provide applicable answers, for example, 'Not sure' or 'I cannot think of anything'. These answers have been omitted from the analysis.

For the purposes of this report, all the substantive answers are grouped into key themes that are based on the responses given to each question.

In addition, the frequency of comments may sum to more than the total respondents, as some responses cover multiple themes.

Question 1: Please tell us any problems that you encounter or have encountered using public transport between Waterbeach and Cambridge

There were 84 substantive responses and most respondents provided multiple issues with public transport. These are summarised in a number of key themes, as shown in Table 2-1. It is clear that there is a desire for a more frequent service between Waterbeach and Cambridge, with 51 of the 84 substantive responses commenting on this. Moreover, 25 of the 84 substantive responses noted that the service between Waterbeach and Cambridge can get crowded. Responses that note frequency and capacity issues, were typically noted in the same response.

Table 2-1 – Problems encountered using Public Transport

Theme	Frequency of Comment
Frequency	51
Crowded service	25
Reliability	10
Cost	9
Lack of cycle routes ³	9

³ It is noted that although question 1 was about public transport, a key theme was the lack of cycle routes between Waterbeach, Milton, Landbeach and Cambridge.

Theme	Frequency of Comment
Traffic congestion	9
Accessibility	3
Connectivity	3
Parking provision	3
Security and station car parks	1
Lack of information provision	1

Question 2: Please tell us any problems that you encounter or have encountered cycling, walking or using other forms of active travel between Waterbeach and Cambridge: By active travel we are thinking of other forms of transport such as horse riding or e-scooter where physical activity is key to the form of transport

There were 86 substantive responses to question 2. Table 2-2 presents the main problems that respondents reported encountering when cycling or walking. The lack of suitable path along the A10 was a major issue, with users not feeling safe and commenting that it was too narrow for pedestrians and cyclists to share and cross each other. It was also highlighted in the comments that the riverside path is not suitable in winter due to the surface of the path.

The issue highlighted regarding lack of crossing was mainly due to cyclists and pedestrians being unable to cross the A10 safely towards Landbeach.

Table 2-2 – Problems encountered Walking or Cycling

Theme	Frequency of Comment
Width of path along A10	38
Lack of path	31
Poor road/footway surface	22
Lack of visibility	15
Poor conditions in winter	14
Lack of pedestrian crossing on A10	10
Width of path along River Cam	6
Poor cycle route along A10	4
Fast moving traffic through Waterbeach centre	3
Poor signage	2
Lack of space for equestrian users	1

Question 3: Please tell us the best route you feel public transport, cycling, walking and active travel improvements between Waterbeach and Cambridge could take. This could be improving existing routes or developing new routes

There were 105 substantive responses to question 3. As shown in Table 2-3, most of the respondents focused on improving cycle and walking routes to and from Cambridge, due to the proximity of Milton and Waterbeach to Cambridge. The main suggestions for ways to improve public transport, cycling and walking were:

- To improve the A10 path, either in situ or by creating a new one alongside, to provide a segregated cycling and walking link from Cambridge to Waterbeach and Cambridge Research Park; and
- Providing a new cycleway alongside the railway line, creating a fast cycle route that is more direct than the current cycle routes.

Table 2-3 – Ways to Encourage Public Transport use, Cycling and Walking

Theme	Frequency of Comment
A10 cycle path	52
Footpath/cycleway alongside railway line	33
Improved riverside cycle path	12
Greenway routes	11
Increase bus services	5
Waterbeach to Horningsea crossing	4
Improve current surfaces	3
Roman road cycle route	3
Additional Park and Ride connection to/from Waterbeach	2

Question 4: What do we need to avoid between Waterbeach and Cambridge when we are looking at potential improvements to public transport? This may be historic landmarks, landscape that is important to you or other constraints

There were 59 substantive responses on what should be avoided when considering improvements between Cambridge and Waterbeach.

The most frequently raised theme was related to not damaging the environment and adversely affecting wildlife. Table 2-4 summarises the main themes identified from the responses to question 4.

Table 2-4 – What should be avoided to Encourage Public Transport

Theme	Frequency of Comment
Damaging environment	23
Increasing traffic volume	10
Unnecessary bus lanes	8
Not connecting villages	4
Horningsea bypass	3
Disrupting current traffic flow	3
Avoid any housing	2
Avoid local footpaths	1

Question 5: What do we need to avoid between Waterbeach and Cambridge when we are looking at potential improvements to cycling, walking and active travel? This may be historic landmarks, landscape that is important to you or other constraints

There were 53 substantive responses for question 5. The most frequently raised theme was ensuring the environment is not damaged. Another key theme was to ensure that shared or segregated paths allow enough room for cyclists and pedestrians as respondent feel the current paths are not wide enough for both to safely use. Table 2-5 summarises the main themes identified from the responses to question 5.

Table 2-5 – What should be avoided to Encourage Walking and Cycling

Theme	Frequency of Comment
Damaging environment	18
Narrow shared paths	7
On road cycling	5
Existing infrastructure	3
Existing highways (particularly A10)	3
Increasing traffic volume	2
Not connecting villages	2

Question 6: Please outline any features you would like to see as part of any transport improvements between Waterbeach and Cambridge

There were 94 substantive responses to this question. The most frequent comment was that by increasing the frequency of public transport service it would become more desirable to use. This referred equally to bus and rail services. A number of respondents who made these suggestions also commented that increasing capacity would also improve usage (referring mainly to rail capacity). Table 2-6 summarises the main themes identified from the responses to question 6.

Table 2-6 – Features to improve Public Transport between Waterbeach and Cambridge

Theme	Frequency of Comment
Increased public transport service frequency	33
Segregated paths	18
Improved A10	9
Connectivity to villages	6
Increase capacity on public transport	6
Improved paths	5
Integrated ticketing and information	3
Reliable services	2
Horningsea Road improvements	2
Better connections to Milton Country Park	2
Bus priority	1

Question 7: Please outline any features you would like to see as part of any cycling, walking and active travel route improvements between Waterbeach and Cambridge

A total of 82 substantive responses were provided on this question. The most frequent comment related to the provision of new, and maintenance of existing, segregated paths for active travel users. Table 2-7 summarises the main themes identified from the responses to question 7.

Table 2-7 – Features to improve Public Transport between Waterbeach and Cambridge

Theme	Frequency of Comment
Segregated paths	32
Maintenance	17
Improved routes	16
Path width	11
Improved path surface	9
Pedestrian and cycle crossing	8
Traffic calming	4
A10 improvements	3
Improved access to heritage features (e.g. Denny Abbey)	2
Improved safety features on routes (e.g. more lighting)	2
Improved landscaping along footway/cycleways	2

Question 8: Please outline any features you would like to see as part of any other transport improvements between Waterbeach and Cambridge

There were only 41 substantive responses for question 8. The most frequent answers related to connectivity to Cambridge and surrounding areas and improvements to the A10, particularly dualling and/or widening the existing routes. Table 2-8 shows the key themes to come out of the responses to question 8.

Table 2-8 – Features that respondents would like to see as part of transport improvements between Waterbeach and Cambridge

Theme	Frequency of Comment
Improvements to the A10 – dualling, widening, reducing congestion, improving safety	7
Connections to other areas in Cambridge e.g. CBC, East Cambridge, Travel Hubs	7
Connections to and improvement within villages	6
Segregation of modes	5
Design of transport services	3
Integrated ticketing	2
Improvements to Milton Interchange	2
Earlier and later buses and rail services	2
Public transport modes e.g. light rail, tram	2

Within the responses related to ‘connections to and improvements within villages’, individual comments were as follows:

- Improvements to the safety of cycling and walking with and between villages;
- Importance of new developments having walking cycling and public transport connections to existing villages;
- Restricting through traffic,
- Surfacing of roads, cycleways and footpaths,

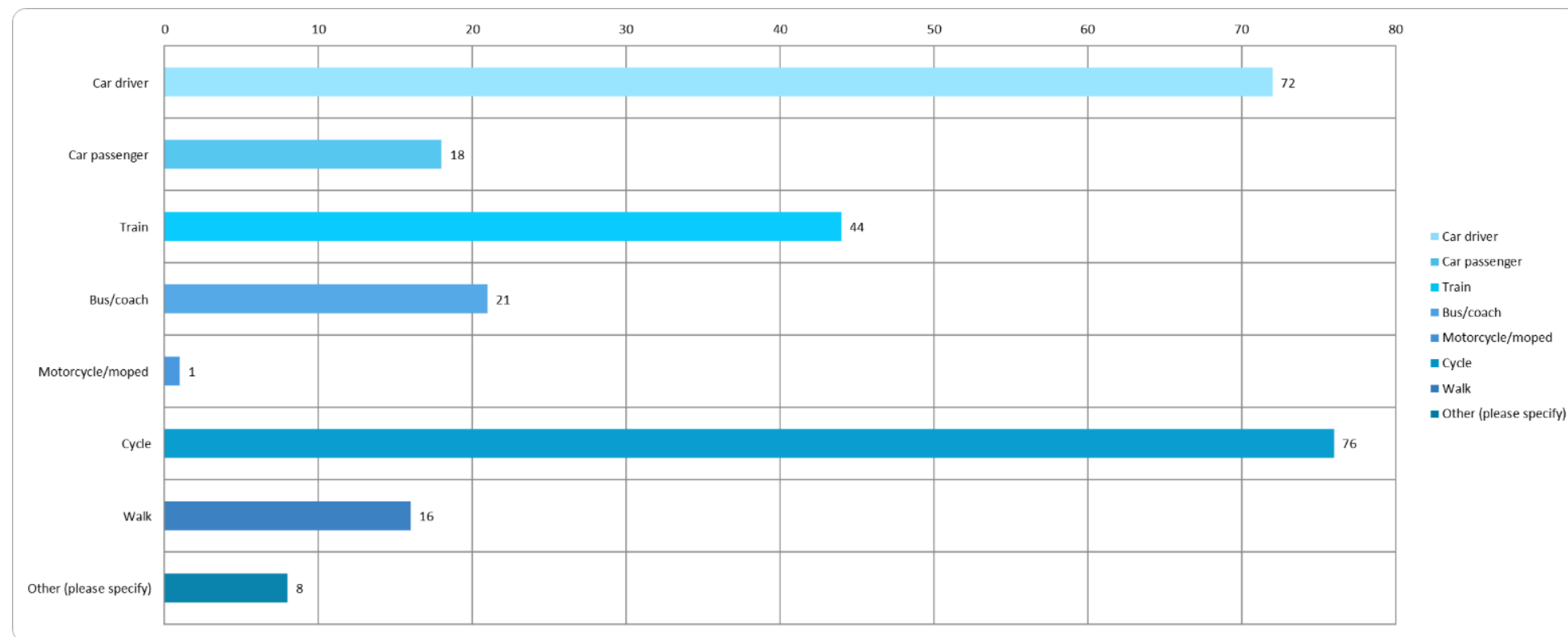
- Public transport, foot and cycleways serving Landbeach and Milton; and
- Parking management.

Individual comments in relation to the design of future public transport were as follows:

- Planting of trees along new routes;
- Early planning for disabled accessibility;
- Improved lighting; and
- Sufficient width to allow travellers of different speeds to safely pass.

Question 9: Prior to the Coronavirus outbreak how did you travel between Waterbeach and Cambridge?

Figure 2-1 - Question 9 Results⁴



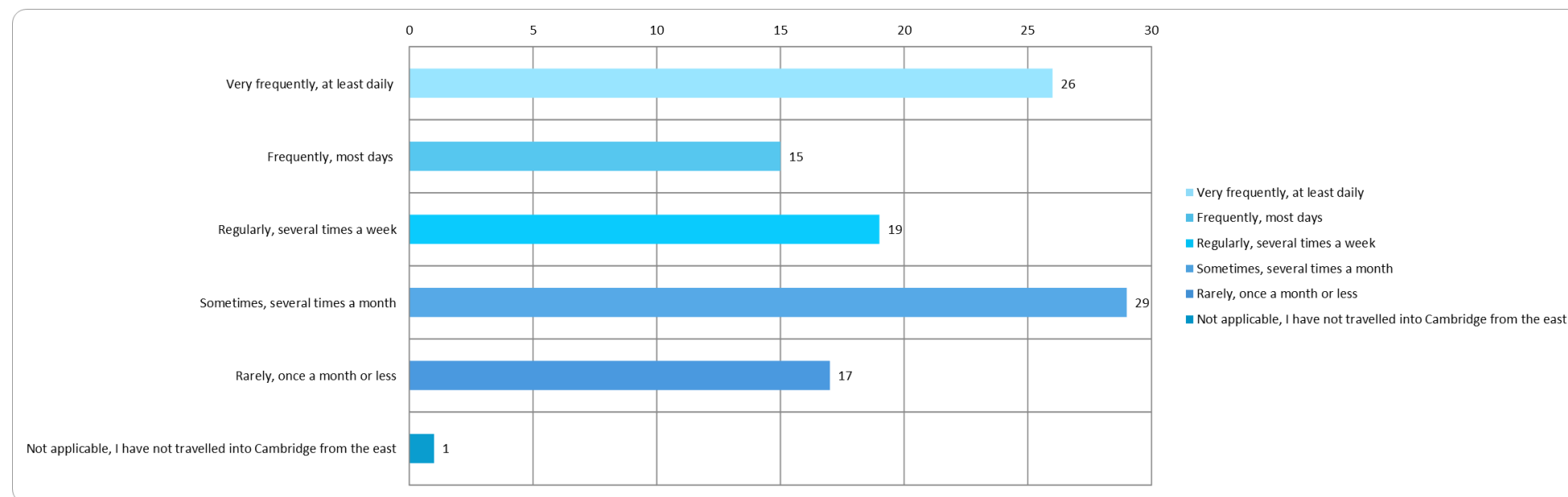
Note that Figure 2-1 shows total responses and not percentages. Respondents were allowed to choose multiple responses.

Figure 2-1 shows the typical mode of travel before the Coronavirus outbreak. The majority of the 106 respondents who answered this question travel on the corridor by car or cycle. The next most common mode for travel between Waterbeach and Cambridge is rail. Smaller proportions of respondents travel as car passengers or by bus and foot. Of the 8 respondents that answered 'other', four stated that they ran or jogged between Waterbeach and Cambridge, one used the Cambridge Research Park Shuttle Bus, one used Park and Ride, one used electric bike and one used all modes.

⁴ Note: The phrasing used in Figure 2-1 to Figure 2-8 has been directly taken from the GCP survey.

Question 10: Prior to the Coronavirus outbreak, how frequently did you travel between Waterbeach and Cambridge?

Figure 2-2 - Question 10 Results

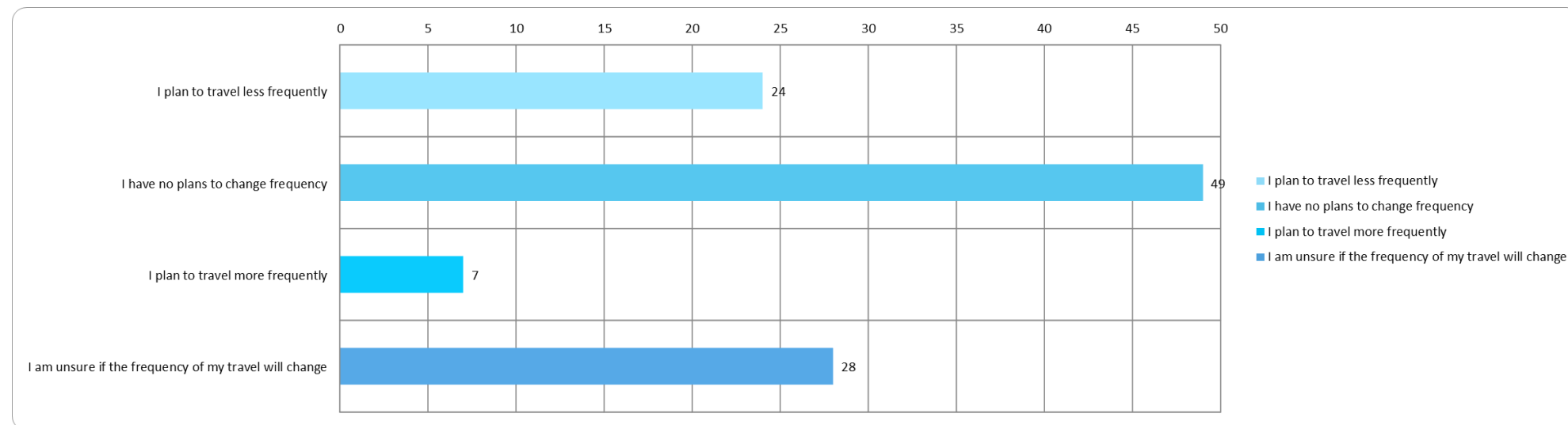


Note that Figure 2-2 shows total responses and not percentages.

Figure 2-2 shows how frequently users travelled along the Waterbeach and Cambridge corridor. The results vary which suggests that there a number of different types of users who answered this survey.

Question 11: As a result of the Coronavirus outbreak, do you plan to permanently change your travel habits between Waterbeach and Cambridge with regards to frequency?

Figure 2-3 - Question 11 Results



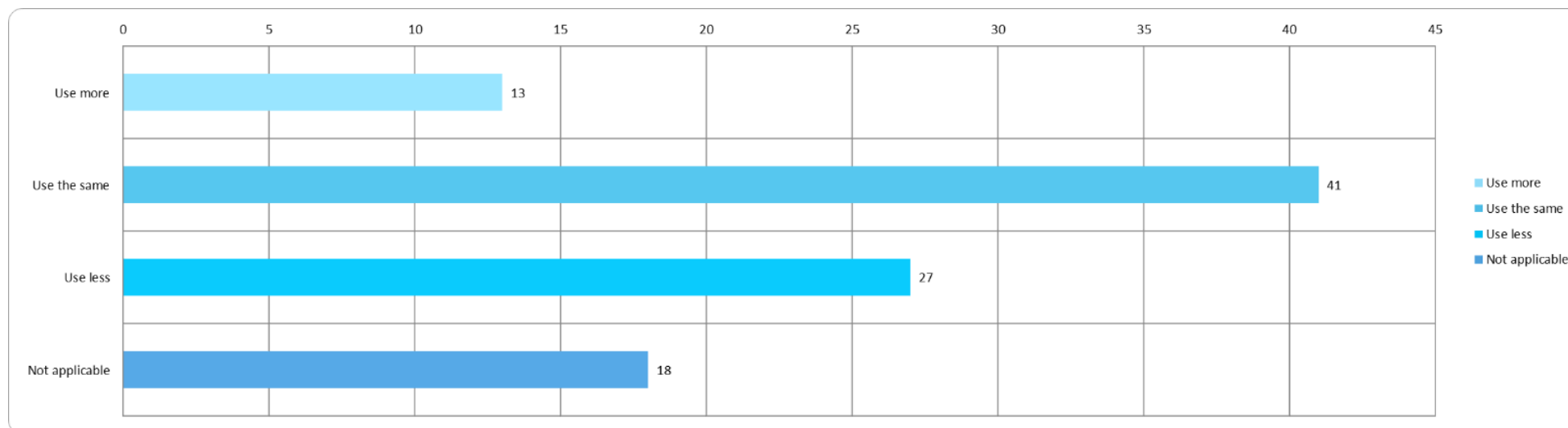
Note that Figure 2-3 shows total responses and not percentages.

Figure 2-3 shows that as a result of the Coronavirus outbreak the highest proportion of respondents have no plans to change their travel patterns with regards to frequency. However, 24 respondents, out of the 108 respondents who answered the question, stated that they planned to travel less frequently with a further 28 respondents (out of 108) being unsure whether their frequency would change.

Question 12: As a result of the Coronavirus outbreak, do you plan to permanently change your travel habits between Waterbeach and Cambridge with regards to mode?

The answers provided for question 12 are split into five sub-section: car travel, bus travel, rail travel, cycle travel and walking. The results of these sub-sections are provided in Figure 2-4 to Figure 2-8. A total of 105 respondents provided an answer to Question 12.

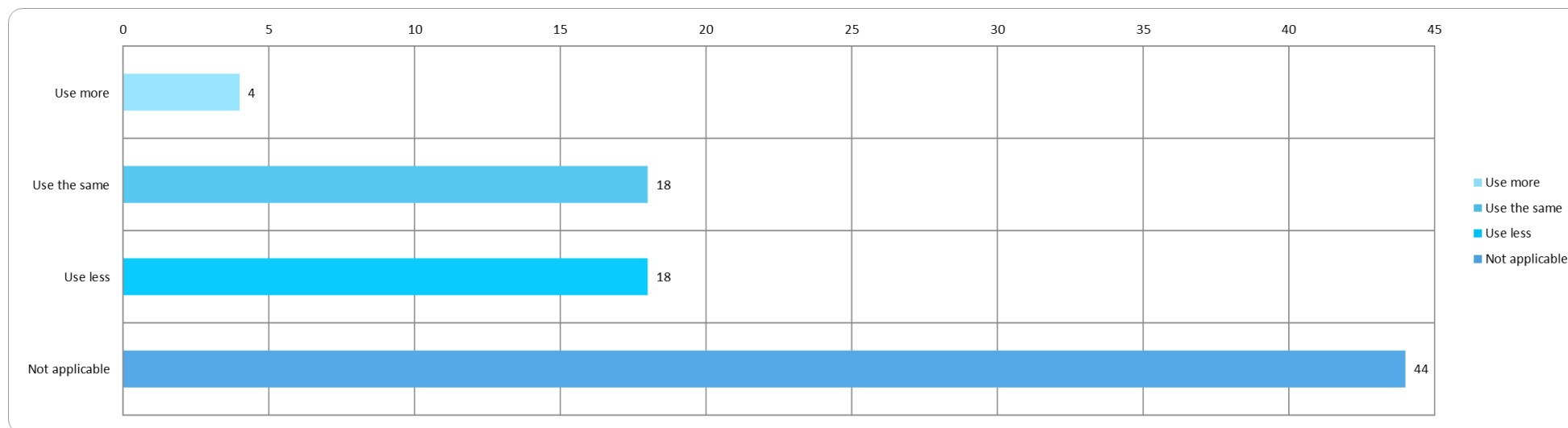
Figure 2-4 - Question 12 Results: Car Travel



Note that Figure 2-4 shows total responses and not percentages.

Figure 2-4 shows that, of those respondents who travel by car in the corridor, 41 out of the 99 respondents who answered this question plan to use the car the same amount as they did prior to the outbreak, which represents the largest proportion of the answers. However, 27 respondents stated that they would use the car less than they did before the outbreak.

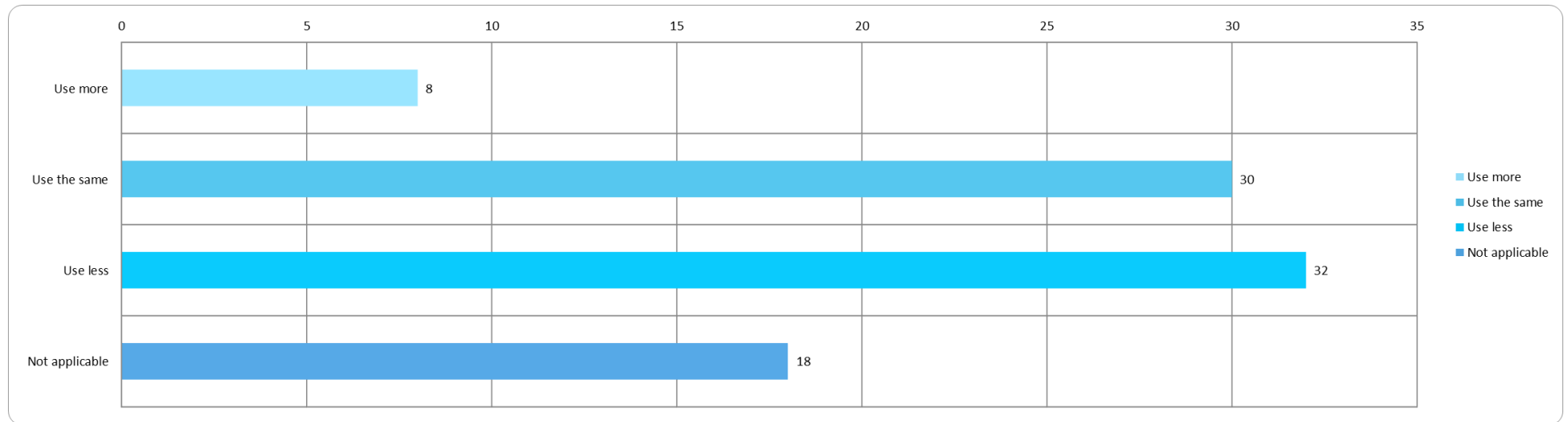
Figure 2-5 - Question 12 Results: Bus Travel



Note that Figure 2-5 shows total responses and not percentages.

Figure 2-5 shows that respondents who travel by bus in the corridor predominantly planned to do so as much as, or less than, before the outbreak. There was an even split between these two categories. Only a small proportion of respondents planned to travel by bus more than before.

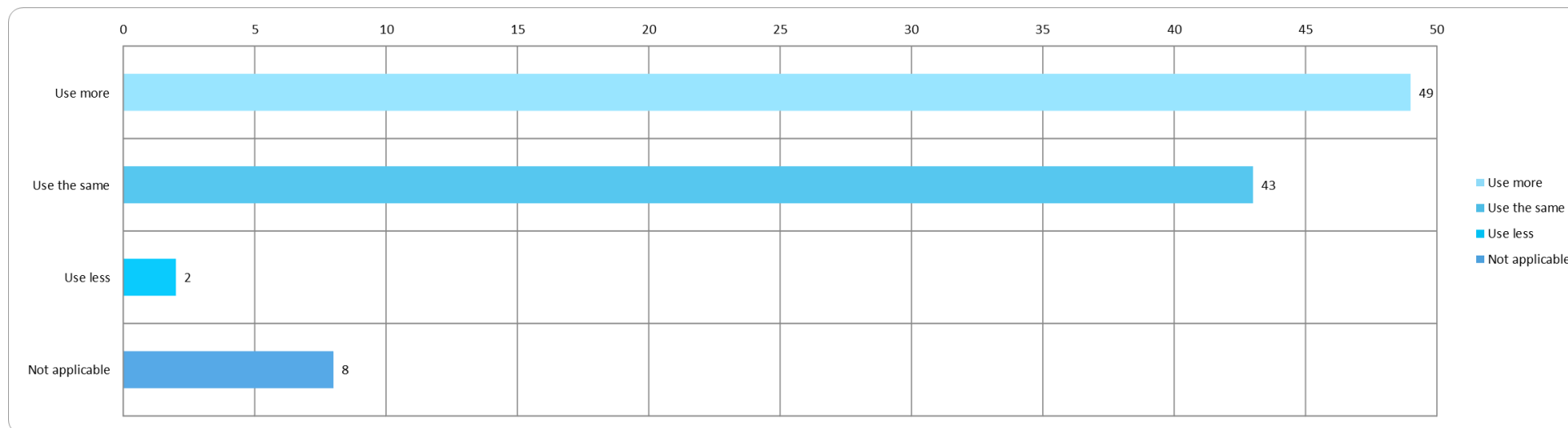
Figure 2-6 - Question 12 results: Rail Travel



Note that Figure 2-6 shows total responses and not percentages.

Figure 2-6 shows a broadly even split of respondents planning to use rail the same or less in the future. As with buses, relatively few respondents planned to use rail services more in the future.

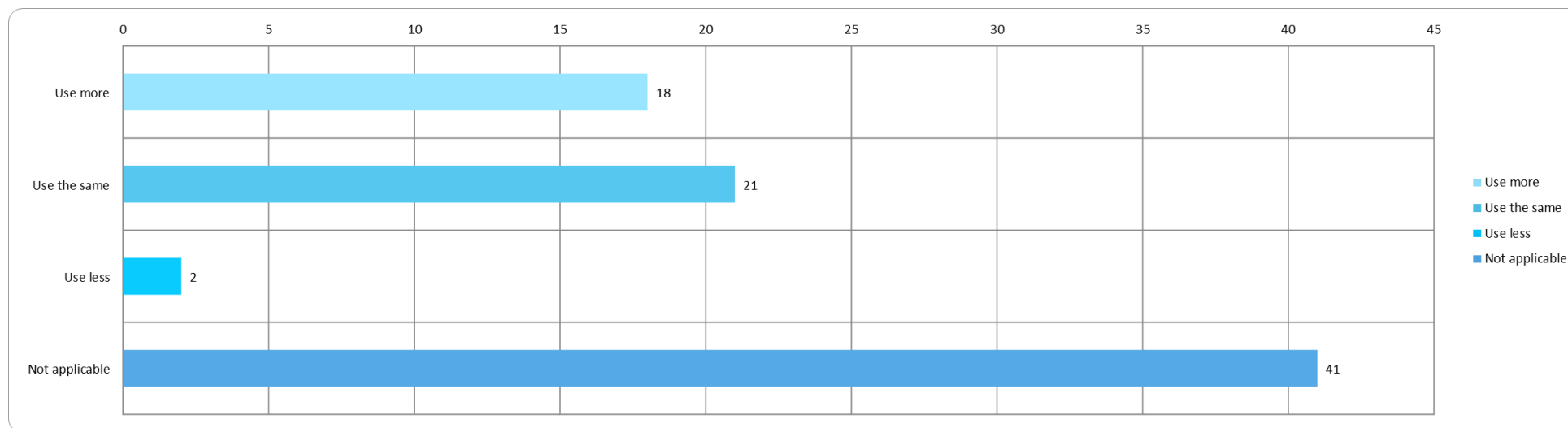
Figure 2-7 - Question 12 Results: Bicycle Travel



Note that Figure 2-7 shows total responses and not percentages.

Figure 2-7 shows that 49 out of the 102 respondents plan to cycle more in the future, with 42 respondents travelling by bicycle the same. A very small proportion of respondents stated that they plan to use their bicycle less in the future.

Figure 2-8 - Question 12 Results: Walking



Note that Figure 2-8 shows total responses and not percentages.

Figure 2-8 shows that 18 out of the 82 who responded to this question plan to walk more in the future, with 21 respondents planning on walking the same amount as they did before the Coronavirus outbreak. A very small proportion of respondents stated that they plan to walk less in the future.

Question 13: If you currently travel by car, either as a driver or as a passenger, what would make it more attractive for you to travel by public transport, walk or cycle?

There were 82 substantive responses provided on what would make public transport, walking or cycling more attractive than using a car. The most common responses related to cycle routes and infrastructure and the frequency of public transport services. Table 2-9 shows the key themes that arose out of the responses to Question 13.

Table 2-9 – Features that respondents feel would make public transport, walking and cycling more attractive than car

Theme	Frequency of Comment
Better ⁵ cycle routes and infrastructure	24
Frequency of public transport services	21
Cheaper public transport	14
Public transport, walking and cycling connectivity to villages	8
Segregated cycle routes	7
Rail capacity	7
Safer cycle routes (better lighting etc)	5
Later/earlier public transport services	4
Connectivity	4
Integrated ticketing	3
Cycle racks on buses	2
Segregated public transport (i.e. segregated from other modes)	2
Travel Hub connections including Foxton and Park and Ride sites	2

Within the responses related to ‘cycle paths’, individual comments were as follows:

- Improving the safety of cycle connections;
- Increase lighting (linked to the safety in many cases);
- Increasing the width of cycle paths;
- Surfacing of cycle paths; and
- Segregated cycle paths.

In relation to the ‘public transport, walking and cycling connectivity to villages’, individual comments were as follows:

- Restricting the through-flow of traffic through villages;
- Parking management; and
- Cycle routes through and to/from Landbeach.

Lastly, comments relating to ‘Connectivity’ were as follows:

- To/from and between villages for the first/last mile of journeys;
- Connection to West Cambridge;
- Connections to Addenbrooke’s;
- Connections to the Research Park; and

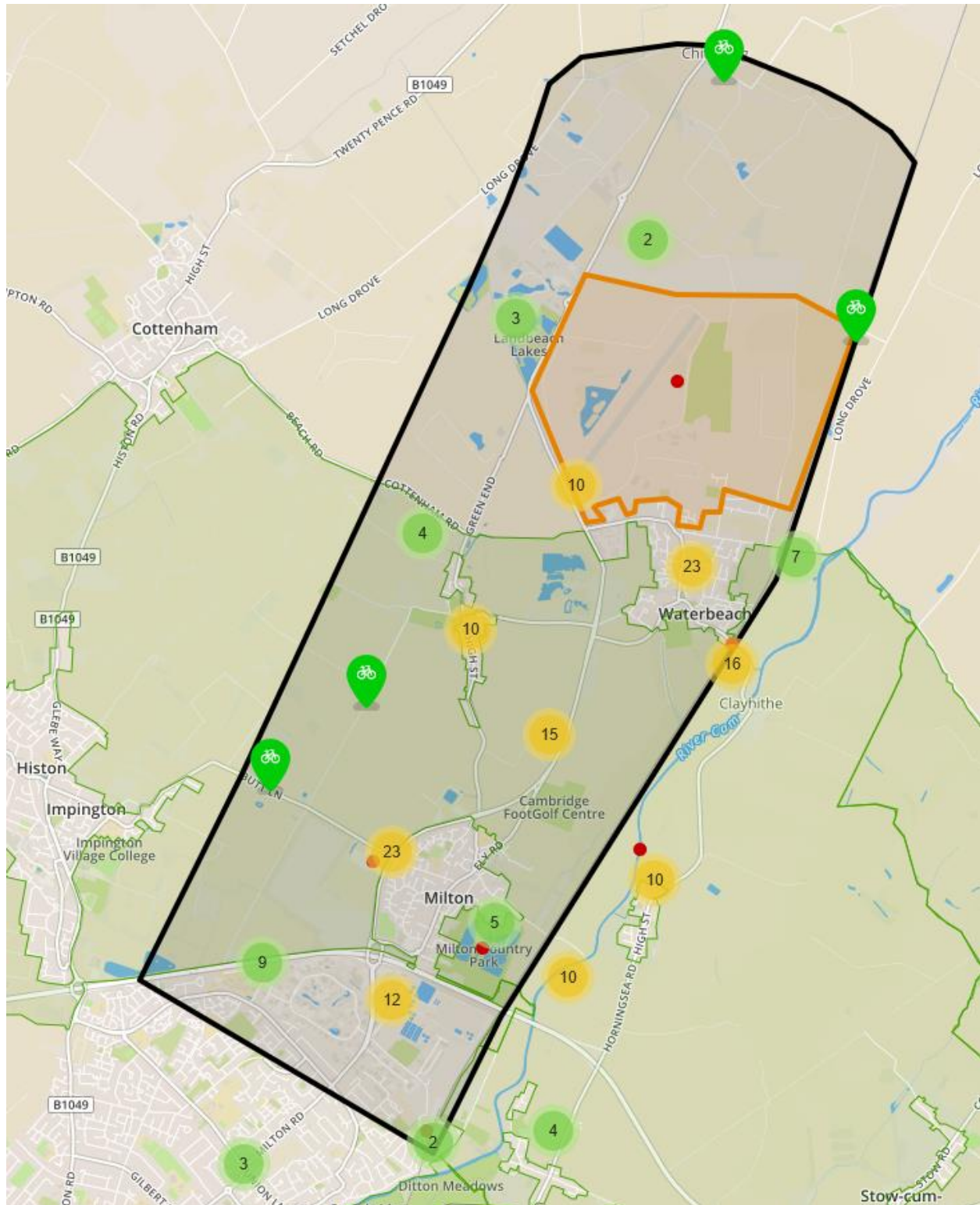
⁵ The most common response mentioned ‘better’ cycle routes but did not necessarily specify the type of improvement required.

- Connections through and to/from Landbeach.

2.3. Map Pin Findings

In total, 173 comments were raised through pins on the interactive map. Respondents dropped pins at the locations they wanted to comment on. A screenshot of the map is shown in Figure 2-9. Individual pin locations are not visible until the map is zoomed in, so a map with each pin location is shown in Figure 2-10. A full list of comments and locations is provided in Appendix B.

Figure 2-9 - ConsultCambs Waterbeach to North East Cambridge Engagement Map⁶



*This plan shows a screenshot of the interactive map on ConsultCambs as produced by Cambridgeshire County Council

⁶ <https://consultcambs.uk.engagementhq.com/waterbeach-to-cambridge/maps/waterbeach-map>

Figure 2-10 - Map Pin Locations



To analyse the dataset, Atkins divided the area into eight locations, broadly representing villages or employment areas.

Some pins were dropped outside the study area. Those within Cambridge (south of A14) but outside the study area were included with those within the study area for ease of assessment. A large number of pins (21% of responses) were dropped around the Fen Ditton, Horningsea and Clayhithe areas, and these were analysed separately as a location in their own right.

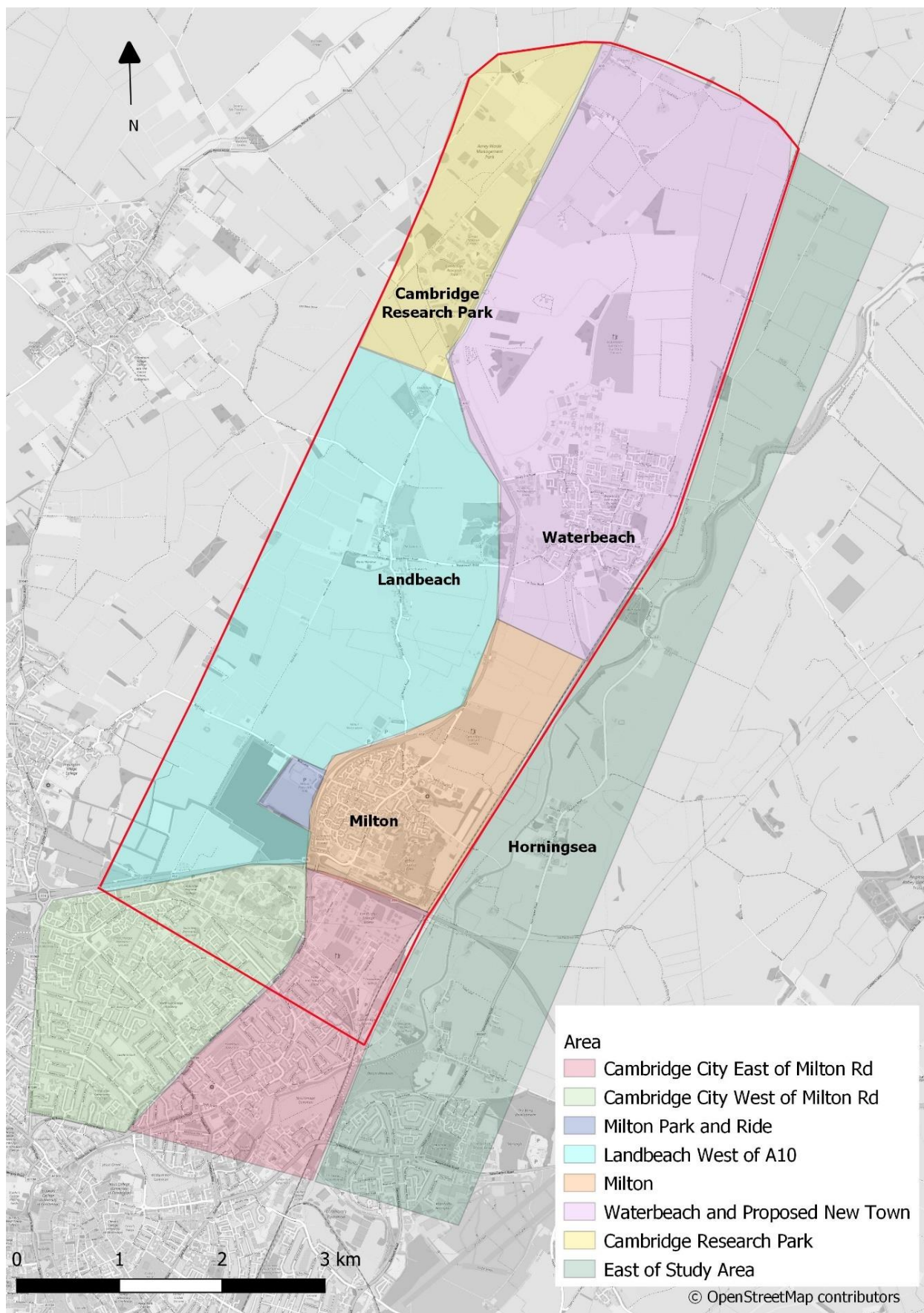
The areas are shown in Figure 2-11 and the percentage of responses within each area was as follows:

- Waterbeach - 28%;
- Milton and eastern study area- 18%;
- Milton Park and Ride - 3%;
- Cambridge City west of Milton Road - 4%;
- Cambridge City east of Milton Road - 8%;
- Cambridge Research Park - 3%;
- Landbeach and western study area - 16%; and
- Out of study area - 21%.

The distribution of comments by mode was:

- Walking and cycling - 65%;
- Car - 17%;
- Bus - 6%;
- Rail - 3%; and
- Non-mode related (developments, environment or multi-modal comment) - 9%.

Figure 2-11 - Area Locations



2.3.1. Key Findings

The following themes have been derived from a review of the pins. They have been set out in order of frequency mentioned by respondents, i.e. Theme 1 was mentioned the most, followed by Themes 2 and 3:

- Theme 1 – Safety;
- Theme 2 – Pedestrian and Cycle Connectivity; and
- Theme 3 – Public Transport Provision;

These themes are summarised further in the following sections.

Theme 1 - Safety

There were a number of comments where respondents felt that the safety of pedestrians, cyclists and other users could be improved. This theme can be split into sub-themes which are outlined below.

Junction Design

A number of responses suggested that redesigning junctions to prioritise cyclists and pedestrians could improve safety. For example, respondents commented that there could be advance cycle stop lines or early-release signals. Many of these comments were recorded in Milton village or on Milton Road.

Traffic Calming

Respondents felt that introducing traffic calming measures would reduce traffic through Milton and Waterbeach to increase safety for cyclists and pedestrians. A number of respondents proposed a limit on street parking as this reduces visibility and causes a build-up of traffic. Other respondents raised concerns about vehicle speed through surrounding villages, commenting that traffic calming measures would make journeys safer.

Provision of Pedestrian and Cycle Crossings

There is a concern over the lack of crossings at particular junctions, making journeys feel unsafe or undesirable to users.

There was also concern about crossings of the River Cam. A number of respondents raised concerns about the safety of the crossing at Baits Bite Lock and how the design of the crossing seems dangerous to those using it. Furthermore, a number of respondents suggested an additional, safer crossing over the River Cam providing access to Fen Ditton and Horningsea; respondents recorded feeling unsafe when using other existing crossings (For example, Baits Bite Lock). Providing an additional crossing over the River Cam would help reduce reliance on using Baits Bite Lock or by using Clayhithe Road to access Horningsea, another route that respondents can feel unsafe using.

Segregation of Footways / Cycleways

A number of respondents who discussed this theme felt that cyclists and pedestrians should have footways / cycleways segregated from motorised traffic for safety reasons, given the speed of the vehicles. Respondents also suggested a need to segregate pedestrians and cyclists as existing active travel routes are too narrow to accommodate both types of user, making it feel unsafe.

Respondents reported issues with cars parking along Station Road, Chapel Street and High Street in Waterbeach causing a build-up of traffic, further adding to safety concerns and support for cycle lanes or segregated infrastructure. Respondents suggested double yellow lines on these roads to reduce the number of parked cars.

Cycle Route Conditions

It was suggested that existing cycle route conditions could be improved for a safer experience. For example, the placement of street furniture, such as bollards and railings, can cause obstructions for cyclists increasing safety risks.

In addition, respondents commented on the poor surface condition of paths or lack of visibility due to limited lighting.

Theme 2 – Pedestrian and Cycle Connectivity

Respondents who mentioned pedestrian and cycle connectivity felt that the cycle routes needed to remain consistent, as they felt current routes ended abruptly or required difficult to manage changes at junctions. These respondents also felt they needed to connect to other routes to allow continuous travel from Cambridge to the east. and in particular two main cycle connections were commented with the desire for connectivity

between Milton and Horningsea, and Milton and Waterbeach. Respondents also sought a continuous cycle and pedestrian path from Cambridge along the A10 to Waterbeach and Cambridge Research Park.

Other suggestions include:

- Having a segregated cycle path along the A10 from Cambridge to Cambridge Research Park, due to vehicle speeds on the A10 making cyclists feel unsafe;
- Improving the cycle link between Waterbeach and Fen Ditton and the routes towards north-east Cambridge;
- Increasing the width of current shared-use paths; and
- Improve the overall conditions of cycleway / footway routes as some are well maintained whereas others are not.

Theme 3 – Public Transport provision

Respondents who mentioned public transport provision commented on how the low frequency of services in the area makes using public transport unappealing. This particularly related to the number 9 bus service.

Some respondents sought improved bus links between Waterbeach and Cambridge by either providing a bus from Waterbeach to Milton Park and Ride (connecting with the existing Park and Ride bus service) or relocating the current Milton Park and Ride to Waterbeach.

A number of respondents requested timetable coordination between rail and bus services at Cambridge North railway station.

2.4. Social Media

An engagement event was also held on Twitter on 29 July when GCP officers were available to answer live questions. There were five direct-reply Tweets at this event or at other times during the engagement period, which are shown below:

- “Not sure why the #Waterbeach - Horningsea - Fen Ditton route into Cambridge wasn't marked as part of the project despite being heavily used and plenty of suggestions submitted already”
- “Ban bikes? Would create space for pedestrians.”
- “How will you make the new route safe so that people - women in particular - feel confident enough to use the new route? Thinking Dr [Redacted] research on new cycling infrastructure.”
- “Worth consulting with @CWRCPhoenix (<https://cwrc.org.uk>) to get their views.”
- “Hi [Redacted] my question is about the much needed A14 underpass by the Regional College - Will you include space for electric mobility scooters among the cyclists, pedestrians, equestrians and P&R bus? In the cycle lane? or bus lane?”

2.5. Additional Feedback

Additional responses to the engagement were provided to the GCP directly via email. These responses were primarily raised by organisations as opposed to individuals who commented on the ConsultCambs portal. The overall view in this feedback is positive about the scheme in principle. The individual points are as follows:

- Support for connecting North East Cambridge, in particular the expanding Cambridge Science Park, and Cambridge Research Park with Northstowe. An interchange point could be implemented on the Cambridgeshire Guided Busway (CGB) to the north of the A14 underpass by Mere Way, to allow passengers to interchange between routes;
- A potential public transport route that directly services the expanding Cambridge Science Park would provide an alternative to car use and would serve a different market to the existing heavy rail service between Waterbeach and Cambridge;
- Proposals that further improve access to local National Trust sites (Wicken Fen and Anglesey Abbey) and enhance Public Right of Ways were supported. In addition, schemes that improve public access to Wicken Fen, align with the National Trusts Wicken Fen 100 Year Vision Area policy;
- Potential for a non-motorised link between Bannold Road and Burgess Road in coordination with a potential development. This link could create a circular equestrian route as part of a residential development scheme;
- A connection to Denny Abbey via a route in line with the remains of the medieval causeway from Denny Abbey, through the New Town north of Waterbeach to Waterbeach village. This could also provide access to the Research Park and further to Chittering;

- Increased rail capacity and a rail service between Ely-Waterbeach-Cambridge South;
- Support for improving cycle connectivity from Cambridge Research Park to Waterbeach. Consider whether there is potential for Waterbeach New Town developers to deliver early as part of their development proposals;
- The scheme should seek to coordinate with the A10 highway scheme to maximise synergies;
- A potential quick win could be to introduce a new direct public transport service between Milton Park and Ride and Cambridge Biomedical Campus; and
- GCP should consider how a Sunday service will be viable to operate and how frequent the service could be.

3. Stakeholder Engagement

3.1. Introduction

Atkins and GCP hosted an initial stakeholder workshop and a series of engagement meetings with stakeholders of the scheme.

As described earlier, the details of the stakeholder workshop are provided in Appendix A.

The engagement meetings have typically taken the form of tele-conference calls and/or face-to-face meetings which have been arranged as the project progresses. There has been an emphasis on two-way communication, with stakeholders, GCP and Atkins providing updates to emerging plans, as it is recognised that there are a number of schemes being proposed within the project study area. The meetings are tailored to the understanding and the needs of each stakeholder, but they all included a brief overview of the project to inform discussions.

This Chapter summarises the stakeholder meetings to date and provides a log of the discussions.

3.2. Stakeholder Engagement Activities

Table 3-1 summarises the one-to-one stakeholder engagement activities that have taken place to date (up to 21/08/2020) and the outcomes of these. It does not represent a full log of meeting minutes. Some information discussed at the meetings was presented by stakeholders on a confidential basis and this confidence has been respected.

Table 3-1 - Stakeholder Engagement Log

Stakeholder	Discussions	Outcomes	Meeting Dates
A10 Ely to Cambridge Project Team	Understanding potential synergies and overlap between the two projects Identification of any dependencies between the two projects What assumptions are the two projects using in their assessments Whether there is any suitable data that can be shared Whether the two projects have similar methodologies	The A10 project team have been challenged by the Department for Transport to show an integrated solution with public transport and non-motorised user enhancements south of Waterbeach. This study covers that need and emphasises the need for coordination The A10 dualling options would require junction work, and therefore this study could tie into those designs The optioneering process in both studies was similar All current options are likely to go through Milton Interchange and therefore would interact with this project if a central option was taken forward	11/02/2020
Anglian Water	Understand Cambridge Waste-Water Treatment Plant relocation proposals Identify potential synergies and overlap between two proposals	Anglian Water have similar timescales to the Waterbeach to North East Cambridge project team and have two proposals that are located within the study area	18/08/2020
Cambridge Autonomous Metro (CAM) Team	Mutual project updates, timescales and emerging thinking In terms of routing and design, there is little overlap between the two projects but they will need to connect at the Cambridge North tunnel portal	Discussions were held and emerging design ideas were shared.	11/12/2019
Cambridge City Council: North Area Committee	Knowledge sharing and project updates	Discussions were held and emerging considerations were shared	27/02/2020
Eastern Corridor Team	Project coordination No direct interaction between the two projects, but given that they are similar in nature and adjacent to one and other, it is appropriate to coordinate approaches	The two projects had similar but slightly different networks. Although different, this was appropriate given the different nature of the two corridors	21/04/2020 22/07/2020
Fen Road Project Team	Project coordination	Awareness of emerging proposals for both project teams. It is unlikely that there will be direct interaction between the two schemes	07/04/2020

Stakeholder	Discussions	Outcomes	Meeting Dates
GCP Executive Board	Knowledge sharing and project updates	Emerging considerations were shared	19/05/2020 25/06/2020
Highways England	Understand requirements for any crossing of A14 Future plans for the field south of Milton Tesco (current A14 worksite), confirm ownership, appetite for transit use Appetite for transit corridor interaction with Milton interchange	Discussions were held and emerging considerations were shared.	11/02/2020
Landfill Stakeholders	Technical feasibility and practical deliverability of using the landfill site What is in the landfill? How does its operation constrain us?	The landfill is currently owned by three parties who own permits for different parts of the site It is technically feasible to build over the site, although detailed work will need to be undertaken	28/07/2020
North East Cambridge (NEC) Area Action Plan (AAP) Planners	Thoughts on the different corridor options Issues and opportunities on each corridor Understanding of development timescales	Discussions were held and emerging development aspirations were shared. The planners anticipated the transit corridor using the existing CGB rather than going through the site itself. There were constraints to the latter. There is a need for density on the old sewage works site. The space required for the eastern route, in addition to the Waterbeach Greenway, would require a trade-off against this. Hence the eastern route was not favoured	04/03/2020
Northern Fringe East Landowners Forum	Understand deliverability of A10 and East routes through/alongside their site How NEC land is tying in with the Waterbeach Greenway Factors which would particularly encourage future tenants to use public transport	A new public transport scheme is supported, as it would contribute to achieving the allocated 'trip budget' for the site, i.e. reducing the vehicle demand	06/05/2020
Cambridge Science Park	Understand appetite for routes through CSP, preferred alignment(s), potential timescales for alignment(s) to become available Understand opportunities for making better use of existing CGB	Discussion with transport consultants representing CSP, who support proposals for a transitway servicing the site	13/01/2020 31/03/2020 01/05/2020

Stakeholder	Discussions	Outcomes	Meeting Dates
Sports Lake Trust (including Milton Country Park)	Understand their site layout and aspirations, to feed into whether the blue (East) corridor routing and stop location(s) Understand the deliverability of blue route taking a corner of country park, and potential mitigation / replacement land strategy	The Sport Lake Trust (Milton Country Park) are supportive of the eastern routes if they service the sport facilities. The Sport Lake proposals are not final and could accommodate a public transport scheme	25/06/2020 23/07/2020
Waterbeach Forum	To understand the forum's aspirations for public transport To understand what schemes are acceptable to the forum	The forum have more information on the scheme including programme and emerging options	26/02/2020
Waterbeach Parish Council	To understand what the parish council want in terms of public transport. To understand what schemes are acceptable to the parish council.	The parish council have more information on the scheme including programme and emerging options	05/07/2020
Waterbeach New Town Developers	Confirm deliverability of segregated corridors and potential additional corridor between the new town centre and Cambridge Research Park Role of the temporary Park and Ride and its operating arrangements Appetite for providing space for a Rural Travel Hub alongside A10	The developers of Waterbeach New Town are supportive of a public transport scheme which would contribute to planning conditions associated with the site	18/02/2020 09/07/2020

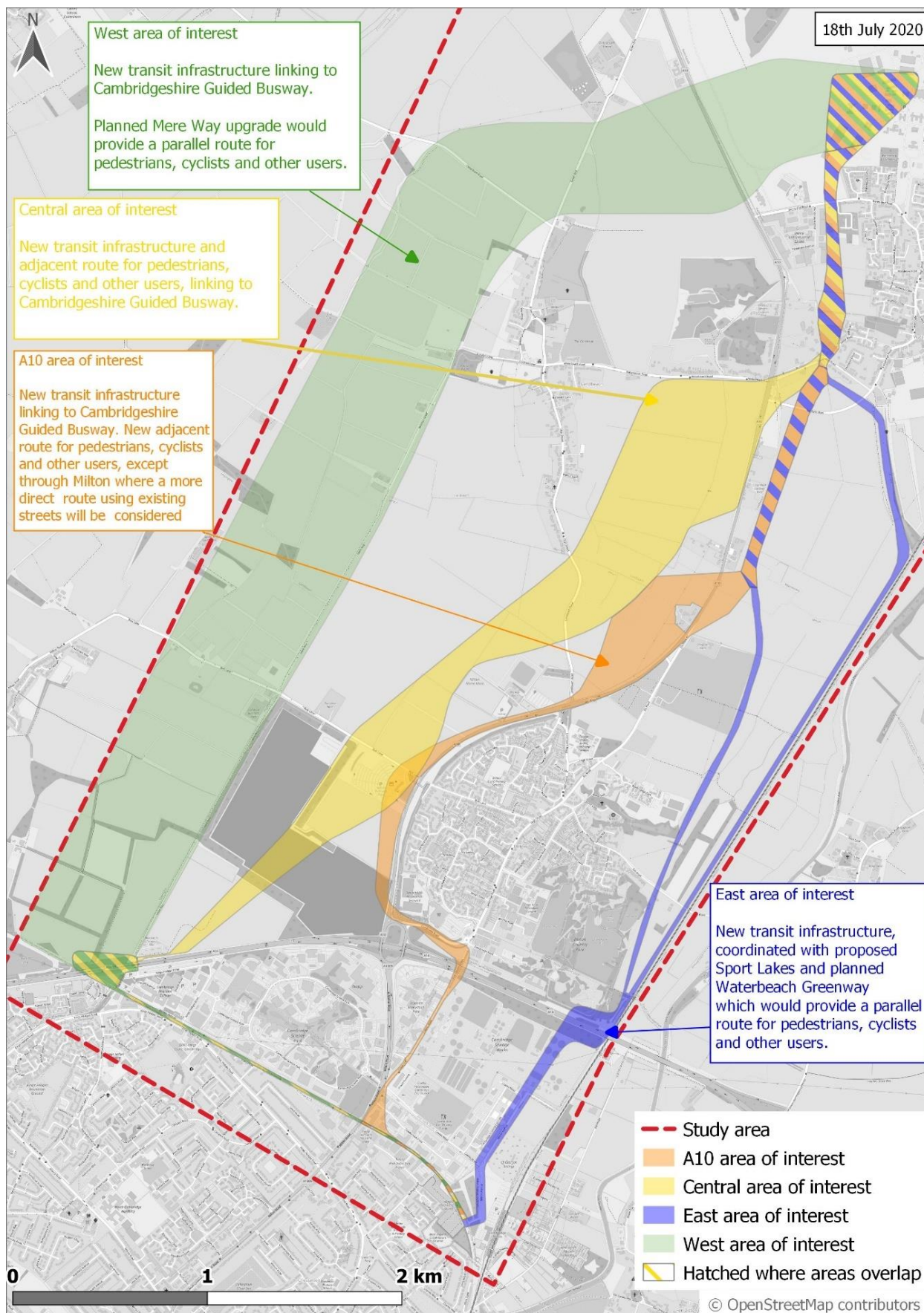
4. Post-Engagement Updates

This Chapter outlines the amendments made to the emerging areas of interest, in the light of the pre-consultation engagement with the public and stakeholders.

Figure 4-1 shows the updated corridor plan. All four areas of interest have been taken forward, but with amendments to reflect the feedback. The following changes have been made:

- The eastern (blue) area of interest now specifically reflects the potential to run along either the eastern or the western edge of the Sport Lakes Trust site between Milton Country Park and Car Dyke Road. This reflects discussions with the Trust;
- The A10 (orange) area of interest now links with the Cambridgeshire Guided Busway at/near Milton Road, rather than using Cowley Road between Milton Road and Cambridge North Station. This reflects feedback on the anticipated future role of that part of Cowley Road;
- The A10 (orange) area of interest has been expanded to show the potential for crossing the A10 north of Milton to join with the eastern (blue) area of interest. This reflects the potential for the A10 area of interest to serve the northern end of the proposed Sport Lakes. This is in addition to the potential for staying west of the A10 at this point as previously shown.

Figure 4-1 - Updated Corridor Plan Following Engagement



Appendices



Appendix A. Stakeholder Engagement Workshop

The first stakeholder engagement workshop was held on 27th November 2019 at Waterbeach Barracks. The purpose was to understand stakeholders' views on the existing issues, constraints and opportunities within the corridor. The stakeholders in attendance were:

- Milton Parish Council;
- Cambridge Area Bus Users;
- Greater Cambridge Shared Planning;
- South Cambridgeshire District Council;
- Ely Cycling Campaign;
- Waterbeach Parish Council;
- Cambridge Sport Lakes Trust;
- CamCycle;
- Milton and Waterbeach residents;
- Stagecoach;
- Waterbeach Cycling Campaign; and
- British Horse Society.

The key outputs from the stakeholder engagement event were:

Existing Challenges

- Congestion affecting not only car travel but also the reliability of buses;
- The limited frequency of local buses can be a barrier to travel;
- Some walking and cycling paths within the corridor have not been maintained well;
- The railway service between Waterbeach and Cambridge is considered to be under-serviced; and
- There are current issues around Waterbeach with informal parking.

Public Transport Opportunities

- There is currently no signage/real time passenger information at or around stops;
- There is a lack of bus priority within the corridor;
- There is a need for reliable and fast public transport through the corridor, requiring both an increase in overall service levels and segregation from traffic congestion;
- There are two distinct public transport needs: a 'core' transit service to/from Cambridge, on a rapid and segregated route, and a more localised service within the Waterbeach area to serve individual neighbourhoods;
- Public transport could be subsidised to encourage mode shift from private vehicles;
- Access to existing busway could be improved from Cambridge Science Park;
- Additional parking close to the busway could reduce car mode share within Cambridge City Centre; and
- Additional trains could alleviate congestion on inbound trains to Cambridge in the AM peak.

Opportunities for Walking and Cycling

- Segregated walking and cycling links are preferred if in close proximity to other infrastructure (to improve perceived levels of safety)
- Additional A10 crossing points to improve east-west links;
- Opportunities for improved walking and cycling routes between Horningsea and Waterbeach (outside the current study area);
- An overall need to improve walking and cycling access to/from Waterbeach in all directions; and
- Improve perceived safety levels between Cambridge North railway station and CGB.

Appendix B. Map Pin Comments

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
1	52.24365	0.183892	Out of Study Area	Cycling	Width of Path Improvements	Cycle path between Cambridge and Waterbeach would be much improved if it was widened and replaced with a smoother surface. It currently feels dangerously narrow when two cyclists are passing
2	52.25756	0.198934	Out of Study Area	Car	Safety	Clayhithe Bridge is not suitable for the increased traffic which will be generated by the new town getting from Waterbeach to Marshalls and ARM to the south and east of the city using the B1047. A cycle path is needed from Waterbeach to Horningsea where there is a cycle path. An alternating traffic light controlled one-way system on Clayhithe Bridge would allow for one lane vehicular traffic and one lane cycle and pedestrian
3	52.28517	0.164759	Cambridge Research Park	Walk	Continuous cycle/walk route	There is a public bridleway here that ends before it reaches anywhere useful. This should be extended to a point on Long Drove so that there is access between Waterbeach and Cottenham
4	52.27223	0.159259	West Area of Interest	Walk	Segregated Path	There is currently no footpath between Landbeach and Cottenham and walking alongside the road is dangerous. The best solution would be a new public footpath though the fields
5	52.23592	0.177734	Out of Study Area	Cycling	Continuous cycle/walk route	Desperate need for improved cycle connectivity between Horningsea and Milton (and on to Lode/Quy/Bottisham without going along A14 or most of the way into Cambridge). An upgraded bridge at Baits Bite Lock and track beside the footpath to Horningsea is the obvious and cheapest thing to do, but a bridge at Fen Road and a track going more directly into the village centre could be a higher-quality option
6	52.25261	0.174751	Milton	Cycling	Segregated Path	Put a good separated cycle path along the A10
7	52.28624	0.212889	Waterbeach	Cycling	Ped/Cycle Crossing	New Rly Sta will presumably have a cycle-friendly bridge for southbound journeys. This facility can provide access to Long Drove for future contact with Upware and Stretham (and all points north). Avoids the block that we have on current NCN11 route
8	52.30669	0.195866	Waterbeach	Cycling	Safety	Take into account the Plan for a cycle route between Ely and Cambridge. This route will need to cross the proposed development between Chittering and Waterbeach Village
9	52.26075	0.178064	Waterbeach	Cycling	Segregated Path	Make a segregated cycle path from Waterbeach to Cambridge along the A10. Current path is share with pedestrians and very narrow

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
10	52.29403	0.186167	Waterbeach	Walk	Continuous cycle/walk route	Create footpath(s) from Waterbeach through the old barracks sites to Denny Abbey so that people can access the site without needing to use a car
11	52.29422	0.186065	Waterbeach	Cycling	Continuous cycle/walk route	Create a cycle route from Waterbeach to Denny Abbey through the old barracks sites so people can access it without needing to use a car
12	52.26858	0.209491	Out of Study Area	Cycling	Continuous cycle/walk route	Fix the gap in NC11 cycle route at this point so that there's a cycling route from Waterbeach to Ely. (Or find a different route, if fixing this gap isn't possible.)
13	52.25644	0.198956	Out of Study Area	Car	Segregated Path	Car drivers go very fast round here: a segregated cycle lane (and a pedestrian foot path) would provide access from Waterbeach to Horningsea, and a route into the east of Cambridge via Fen Ditton
14	52.25748	0.149775	West Area of Interest	Cycling	Maintenance	This cycle path is very handy for commuting to the west of Cambridge (i am on the university site) during summer, but is impassable on a bike in the winter. A lit tarmac cycle path would make a huge difference to this journey and allow residents of Landbeach and Waterbeach to commute by cycle throughout the year
15	52.2488	0.164065	Milton	Cycling	Safety	This crossing has been improved for cyclists and pedestrians but at peak times e.g. during morning commute it is still very dangerous for children. Either the junction could be improved further e.g. lights or if mere way was upgraded residents of Landbeach could use the mere way, butt lane route to Milton school which already has a bridge over the A10
16	52.26356	0.179472	Waterbeach	Cycling	Ped/Cycle Crossing	A cycle/pedestrian bridge over the A10 will be key to enabling Landbeach residents to make full use of the new Waterbeach facilities and train station etc
17	52.25763	0.19888	Out of Study Area	Car	Safety	Clayhithe Bridge is not fit for purpose: it is extremely narrow for cars, cyclists and pedestrians alike; it has a very dangerous approach angle with reduced visibility making fast approaching traffic potentially hazardous to cyclists
18	52.2676	0.201788	Waterbeach	Cycling	Segregated Path	Additional cycling route alongside the railway from the new train station location to the old/current train station and Clayhithe Road

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
19	52.26358	0.194328	Waterbeach	Car	Maintenance	This stretch of road is very narrow and on-street parking is the cause of a lot of frustration and delays In fact I had a motorcycle accident here because of this Suggest double yellow lines throughout, no access for through traffic, or a new alternative road from A10 Research Park to Clayhithe
20	52.23742	0.178109	Out of Study Area	Walk	Ped/Cycle Crossing	Suggest a pedestrian and cycling bridge over the Cam river for connecting the existing cycling route along the river to Horningsea/Fen Ditton
21	52.24365	0.184067	Out of Study Area	Cycling	Width of Path Improvements	Widening the existing cycling path along the river, new smoother tarmac and lighting would make it a lot more appealing. The area is extremely beautiful to cycle through, it's a shame
22	52.23995	0.185439	Out of Study Area	Car	Redesign of Junction	The road through Horningsea is extremely narrow and can't be improved any further due to proximity of the historic buildings. This route would never be quick or safe for both car drivers and cyclists. An alternative car and public transport route around Horningsea would hugely benefit all users
23	52.24834	0.192819	Out of Study Area	Cycling	Width of Path Improvements	Widening the road to accommodate cycling lanes would improve safety for cyclists as well as the occasional pedestrian that ventures to walk along this high-speed road
24	52.2767	0.173966	Waterbeach	Cycling	Segregated Path	Segregated cycling path along the A10 is desperately needed I cycle along this stretch of road and it is extremely dangerous Frequently I also see pedestrian along here which is a suicide wish
25	52.27151	0.179459	Waterbeach	Car	Traffic Calming Measures	Restrict through traffic coming from A10 through Waterbeach towards Fen Ditton
26	52.22558	0.176683	Out of Study Area	Cycling	Continuous cycle/walk route	The existing Horningsea cycling lane, which is wide and illuminated, abruptly ends here and the Cambridge cycling lane (good, but not as great) starts some distance further Why can't these two be properly joined?

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
27	52.21369	0.167507	Out of Study Area	Cycling	Segregated Path	Add cycling path along Ditton Lane
28	52.22853	0.17975	Out of Study Area	Car	Redesign of Junction	Access from A14 West bound to B1047 towards Horningsea and Waterbeach
29	52.21918	0.172706	Out of Study Area	Cycling	Width of Path Improvements	While the footpath/cycling path was improved recently, it is not wide enough for safe walking or cycling, especially at rush hour or when children go to and from school
30	52.23543	0.180481	Out of Study Area	Cycling	Segregated Path	This path is not safe for cycling but it offers the most direct route from Waterbeach to Fen Ditton
31	52.22219	0.166193	Out of Study Area	Cycling	Ped/Cycle Crossing	A light bridge for cyclists would reduce travel time to Fen Ditton area
32	52.2454	0.149661	P&R	Bus	Public Transport Provision	Make park and ride / park and cycle free to encourage Cambridge visitors to ditch their cars
33	52.23123	0.150303	Camb E of Milton Rd	Cycling	Safety	This is a difficult junction to go through for cyclists traveling to Cambridge
34	52.23276	0.150887	Camb E of Milton Rd	Cycling	Safety	This is a difficult junction to go through for cyclists traveling to Cambridge
35	52.24548	0.19277	Out of Study Area	Cycling	Safety	This bend is extremely dangerous for cyclists with limited visibility and cars changing direction and speed of travel
36	52.25584	0.196375	Out of Study Area	Other	Ped/Cycle Crossing	Since the existing Clayhithe Bridge probably can't be widened or upgraded, I suggest building a new one up the river for a more direct route and angle, as well as a wider safer road for cars and cyclists
37	52.26943	0.190655	Waterbeach	Cycling	Segregated Path	Cars overtaking parked vehicles never give way to incoming cycling in my experience Introduce cycle lane markings and limit parking to only one side of the road. The road is wide enough for this

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
38	52.26903	0.194492	Waterbeach	Car	Safety	Cars dropping and picking up children from school can cause significant traffic issues and risks to children's safety. Either create parking bays or restrict stopping there altogether Also, road surface is terrible in this area
39	52.27097	0.190448	Waterbeach	Car	Maintenance	High risk bend for cyclists and car drivers alike. Narrow road and very limited visibility mean vehicles traveling too fast for this road sector can be surprised by incoming cyclists
40	52.27186	0.188737	Waterbeach	Car	Maintenance	High risk bend for cyclists and car drivers alike because of the narrow road
41	52.26573	0.193005	Waterbeach	Cycling	Traffic Calming Measures	On-street parking restrictions or speed reduction measures on this high-risk bend would help increase cyclists' safety as cars overtake parked vehicles at speed and with limited visibility
42	52.26565	0.191242	Waterbeach	Cycling	Segregated Path	Create a better, segregated cycling connection between the two green spaces
43	52.26576	0.190548	Waterbeach	Cycling	Maintenance	High risk bend for cyclists due to narrow road and limited visibility
44	52.25816	0.198126	Out of Study Area	Other	Safety	High risk bend for cyclists and car drivers alike due to the high speed of travel of the vehicles and the narrow road and limited visibility
45	52.22078	0.134161	Camb E of Milton Rd	Cycling	Redesign of Junction	Add cyclist box at the junction and cycle lane between left-turn and forward car lanes
46	52.26599	0.191014	Waterbeach	Cycling	Maintenance	Cycle parking near the main road for people visiting the local shop there
47	52.26424	0.192111	Waterbeach	Car	Maintenance	Parked cars create a bottle neck for traffic traveling North Combine this with the bottleneck created by cars parked on the other side of the road further towards the train station slowing the traffic in the opposite direction, means this section of road can grind to a halt at rush hour
48	52.27021	0.200199	Waterbeach	Cycling	Segregated Path	Hopefully the move of the train station in this area will also mean introduction of more cycling lanes on roads to and from the station

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
49	52.23955	0.16501	Milton	Cycling	Maintenance	Milton Park is amazing, but if you're in a rush trying to cycle through it as fast as possible, it can be a bit of a maze to navigate Would be nice to see improved and simple signage for direct routes from North to South or North to East (e.g. "Red Route" and "Blue Route") that would clearly be explained at the entrance and would be easy to follow through the park
50	52.23519	0.169363	Milton	Cycling	Ped/Cycle Crossing	A link between Milton Country Park with Cam river cycling path
51	52.23652	0.174431	Out of Study Area	Cycling	Ped/Cycle Crossing	Baits Bite lock is not fit for cycling. Quite dangerous actually, or at least it definitely feels very unsafe
52	52.26301	0.2011	Out of Study Area	Car	Continuous cycle/walk route	Link Clayhithe Road to Burgess Drove and Long Drove, parallel to the railway and river, in order to create a faster direct link from Waterbeach New Town (North) to Horningsea which avoids going through Waterbeach
53	52.26167	0.163507	West Area of Interest	Cycling	Segregated Path	Please make cycling through Landbeach safer. currently no designated cycle lane in village
54	52.26222	0.163234	West Area of Interest	Bus	Public Transport Provision	Have a decent serve through village. currently only 9 buses a day. 4 in morning to city and 5 back on evening. Nothing during the day. Also maybe a shuttle bus around the northern villages and train stations
55	52.26281	0.162939	West Area of Interest	Car	Traffic Calming Measures	Traffic calming throughout village. Currently a rat run
56	52.27005	0.171404	West Area of Interest	Car	Redesign of Junction	I know you're not looking for road schemes, but if you built a road across here from Cottenham Road to Denny End Road, most of the traffic through Landbeach would disappear and make the village much more attractive for cyclists and walkers
57	52.26646	0.161984	West Area of Interest	Cycling	Continuous cycle/walk route	This blind double bend is dangerous for cyclists. A short off-road cycle path here would make a big difference
58	52.26384	0.197853	Waterbeach	Other	Maintenance	The boundary line here is not correct - this area is part of the properties in Adams Court

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
59	52.22957	0.14849	Camb E of Milton Rd	Cycling	Redesign of Junction	It's not pleasant to join or leave the Guided Bus cycleway here. There should be cycle-sensitive traffic lights, as on Gonville Place
60	52.23765	0.156844	Milton	Cycling	Ped/Cycle Crossing	The access to the bridge should have priority over the side road, or the sight lines should be improved to avoid forcing cyclists to stop
61	52.23922	0.157777	Milton	Cycling	Segregated Path	Proper cycleways on both sides of the road, not clumsy dotted paint with cars parked in it
62	52.24011	0.185504	Out of Study Area	Car	Traffic Calming Measures	Have a 20mph safety camera installed to keep vehicle speed within the existing limit. Perhaps double-yellow lines to prevent car parking on the road?
63	52.24201	0.135922	West Area of Interest	Other	Continuous cycle/walk route	As [redacted] says, this route could provide access to the north of Cambridge and connect to the guided busway. Could also have a side branch to the P&R, to the south of the recycling centre
64	52.25563	0.164301	West Area of Interest	Car	Traffic Calming Measures	Traffic calming into and out of the image
65	52.23707	0.176033	Out of Study Area	Cycling	Maintenance	This bit of road is so full of potholes that it's easily the worst part of the towpath to ride along, even compared to the narrow bits closer to Waterbeach
66	52.2696	0.195061	Waterbeach	Car	Maintenance	The road surface down Way Lane is terrible for bikes (and cars)
67	52.2691	0.20877	Out of Study Area	Cycling	Continuous cycle/walk route	There's a bridleway sign here which implies you can get to Clayhithe along the river - however subsequent signs in all directions seem to be for footpaths, and anyway it's mostly unrideable It would be great to be able to cycle around here, both to get to Clayhithe or even up to Lug Fen Drove and Bottisham.
68	52.24512	0.152859	Milton	Cycling	Safety	The low railings on this bridge make it quite scary for less confident cyclists
69	52.24363	0.161855	Milton	Cycling	Continuous cycle/walk route	Cycle path keeps disappearing/changing sides through Milton, as well as losing priority at junctions - a proper segregated one (Arbury Road style) would be awesome

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
70	52.22313	0.158701	Camb E of Milton Rd	Walk	Continuous cycle/walk route	Would be really useful if there was a way to get into Cambridge North from the tow path on this side, going round via the tiny cut through onto Fen Rd is kind of a pain Less of an issue if the proposed Greenway is on the west side of the track though
71	52.26227	0.18445	Waterbeach	Cycling	Continuous cycle/walk route	Getting to the A10 this way is much quicker than taking the quieter detour on Cambridge Rd - a cycle path down here would be awesome (or another nicer way to get to the A10 cycle route)
72	52.2681	0.193892	Waterbeach	Cycling	Safety	Way lane is well used by families cycling to school and also on route to nurseries. It is currently dangerous with narrow pavements that sometimes just stop, too fast cars with no traffic calming measures and many vans and commercial vehicles also using this route
73	52.26371	0.193527	Waterbeach	Cycling	Traffic Calming Measures	Narrow pavements, blind corners, parked cars and lack of traffic calming measures mean this is a dangerous street for cyclists who have no other option to access Waterbeach station
74	52.26987	0.203842	Waterbeach	Walk	Continuous cycle/walk route	Add a dedicated foot/cycle path from the village to the river, so the people can safely get to the towpath without walking on the road
75	52.24835	0.14411	West Area of Interest	Bus	Public Transport Provision	If you extended this map just a little further to the west to include Histon, Impington and Cottenham, it looks like an ideal location for a trial of a demand-responsive minibus service like Arriva Click. Would help improve access to Cambridge North and the Science Park, and maybe allow the existing 9 service to run faster into Cambridge
76	52.2674	0.180298	Waterbeach	Walk	Maintenance	Wide paths here are overgrown and never trimmed back
77	52.23617	0.177061	Out of Study Area	Cycling	Ped/Cycle Crossing	Baits Bite lock is currently impassable by bike if you are unable to dismount and carry your bike across the concrete bridge and the lock bridge. The concrete bridge could have a small ramp either side to allow cycling across. The lock bridge is downstream of the lock and does not need to be as high. 2.5 metres is an average for bridges in this area (rarely would boats need more than this). This bridge is over 4 metres from the river level. So lowering the bridge would make ramps possible on the middle island and the downstream riverbank

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
78	52.23914	0.164666	Milton	Walk	Continuous cycle/walk route	Fast cyclists are a menace to walkers In Milton Country Park and it should not in general be a through route. A dedicated north/south cycle path on the east side which went to Waterbeach would let fast cyclists have a route through
79	52.23488	0.162338	Camb E of Milton Rd	Other	Segregated Path	A tunnel under the A14 in this vicinity is on the NE Cambridge plans; could this be for cycles pedestrians and buses?
80	52.24405	0.163422	Milton	Car	Traffic Calming Measures	Traffic is often fast and we need effective calming measures. Near the Lion and Lamb the High Street is narrow and on-road parking is the only option for some residents. Cycle lane options are poor
81	52.25084	0.137423	West Area of Interest	Cycling	Continuous cycle/walk route	A maintained wide cycle lane and footpath along Butt Lane from Impington which linked up with the new cycle paths to Cambridge would be great
82	52.2452	0.153423	Milton	Cycling	Redesign of Junction	As well as improving the bridge itself to make it safe for cycling and walking (higher sides, wider deck) the approach ramp on the east side needs to have the awkward right angle turns removed to make it usable by cargo bikes and bikes pulling trailers
83	52.24274	0.151236	Milton	Car	Redesign of Junction	Create dedicated left turn only lane from A14 roundabout to Milton Park and Ride
84	52.24208	0.15987	Milton	Bus	Public Transport Provision	Bus services to/from Milton village have been repeatedly cut from every 20 mins (citi2) to the current once an hour if you are lucky. The lack of a bus service makes using a car essential if you want to go out in the evening as taxi costs are considerably more than parking. There are many people who due to disability, age etc cannot cycle and another large number who don't want to. The cost of bus tickets, the lack of zoning in prices - for example the price of return ticket (dayrider) to Cambridge North station from the village is the same as a ticket to the city centre. A comprehensive look needs to be taken at public transport provision including prices rather than the fixation on cycling as the only option
85	52.2546	0.17576	Milton	Cycling	Width of Path Improvements	Wider cycle lane with streetlights all the way from Milton to Denny End road would be great

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
86	52.24383	0.137715	West Area of Interest	Cycling	Maintenance	The ancient route of Mere Way could be upgraded to a tarmac cycleway to allow access to the Guided Busway - also a short hop to the east side of Impington Village College would mean hundreds of schoolkids do not have to cross the B1049 each day to access the Busway
87	52.24366	0.137072	West Area of Interest	Cycling	Continuous cycle/walk route	Turning Mere Way into a tarmacked cycle path would provide a great alternative to going up the A10
88	52.23599	0.131793	Camb W of Milton Rd	Other	Continuous cycle/walk route	Streamlining access to Mere Way from King's Hedges Road, including better signage, would provide a great alternative to going up the A10
89	52.25418	0.191188	Out of Study Area	Cycling	Maintenance	Widening and improving drainage/potholes on the existing National Cycle Route 11 (along the river) is the obvious way to connect Waterbeach to Cambridge via Chisholm Trail Bridge. Other route would be the ancient Mere Way
90	52.24548	0.193296	Out of Study Area	Cycling	Maintenance	Some place to lock up bikes, so we can walk around the Quy Fen would be really good. At the moment the lay-by is only good for cars and there is nowhere secure to lock up bikes
91	52.26859	0.209569	Out of Study Area	Cycling	Ped/Cycle Crossing	Proper cycle access across the lock and bridleways/cycle paths that allow access to the quiet road network to the east of the river would provide a virtually traffic free route to the centre of Cambridge from the villages to the east of the river
92	52.24391	0.149775	P&R	Walk	Ped/Cycle Crossing	It's a long way round through Milton to get from the park and ride to the bridge over the A14 and avoid the A10, especially if you work on the Science Park, or Kings Hedges area. Could there be a more direct link from here over the A14 to the west of the Milton junction?
93	52.25264	0.14539	West Area of Interest	Walk	Maintenance	it would be good to tarmac this mere way, as its heavily used by cyclists and walkers for access to Cambridge and Histon
94	52.2847	0.17252	Cambridge Research Park	Cycling	Safety	The stretch of the A10 between Green End and the Cambridge Research Park roundabout is dangerous to cyclists (who also hold up traffic). A cycle path on that short stretch of road would give cyclists working at the Research Park a route into the city which completely avoids the A10

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
95	52.26798	0.190324	Waterbeach	Other	Traffic Calming Measures	Idea – Bollards Try and stop cars doing 50mph through the High street and possibly Way Lane. Access is available but out of the village and along the A10 a bit further Could also encourage people to walk/cycle to the shops rather than driving 400/500 metres
96	52.28664	0.173979	Cambridge Research Park	Cycling	Segregated Path	Adding a segregated cycle path by the A10 between the Research Park and Green End would allow cyclists commuting from Cambridge or Waterbeach to avoid this very busy stretch of road where there is currently no alternative route
97	52.23672	0.174891	Out of Study Area	Cycling	Ped/Cycle Crossing	Having to dismount and carry your bike over the bridge here is a disincentive to cycling. The bridge is very narrow, so can only be used by one person at a time if carrying a bike. An improved bridge here would make cycling easier, and would provide a more accessible crossing point between the existing bridges at Clayhithe and Chesterton
98	52.23559	0.179113	Out of Study Area	Cycling	Maintenance	The path here is narrow and unlit, and the surface isn't really suitable for cycling, especially in winter when the ground is wet. Having a proper hard surface would open up routes using the river crossing at Baits Bite Lock
99	52.22493	0.12924	Camb W of Milton Rd	Cycling	Redesign of Junction	Modal filter to prioritize cycling and walking on this very narrow, dangerous and polluted major cycling route
100	52.22275	0.158181	Camb E of Milton Rd	Cycling	Continuous cycle/walk route	Straight connection from North station to new cycle bridge. (i.e. not via the cumbersome route via fen road and Moss bank)
101	52.21797	0.138774	Camb E of Milton Rd	Walk	Redesign of Junction	This is actually quite a large junction and can be hard to cross by foot as cars are racing into/from Scotland road (rat run to avoid the High Street). If the entry to Scotland road was narrowed for cars (i.e. only allow 1 in / 1 out at the same time) or have an isle in the middle so pedestrians had a halfway point that would improve safety

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102	52.22959	0.148643	Camb E of Milton Rd	Other	Redesign of Junction	Guided busway & cycle path needs an underpass here: would improve traffic flow in all ways, get rid of a set of traffic lights and therefore improve life for all
103	52.23556	0.155015	Camb E of Milton Rd	Cycling	Maintenance	When you come down from the cycle bridge you inevitable built up speed, and then you have to go through the "wiggle" at the bottom. When this junction is redeveloped, can that be taken into account please? You spend all your energy getting "up" the bridge from Milton and then can't properly use that energy when coming "down". :-(
104	52.23769	0.156754	Milton	Cycling	Maintenance	Same as on the other side of the cycle bridge: you spend all your energy going up, then want to use that energy by freewheeling down..... but you can't, because you have to stop as you can't see if any vehicles are coming from the side road
105	52.23391	0.171136	Out of Study Area	Walk	Maintenance	Towpath not wide enough. Also useful to have a cut through to MCP from the towpath
106	52.23778	0.14359	Camb W of Milton Rd	Car	Redesign of Junction	There is an option here for a quick win, by providing access to / from the south bound lane of the A14 to/from the science park. It would reduce traffic on the nearby roundabout
107	52.24877	0.164229	Milton	Car	Safety	The design of the junction is really bad. Drivers from Milton and Landbeach are looking left and then accelerate hard towards pedestrians and cyclists. They do not see or consider other junction users so it can take ages to get across
108	52.24594	0.166031	Milton	Other	Redesign of Junction	Pinch point. A pedestrian/cycle crossing restricts the road size. Car drivers never allow the room to overtake cyclists.
109	52.24214	0.159755	Milton	Other	Redesign of Junction	Pinch point. The pedestrian crossing restricts the road size almost 100% of car drivers fail to leave any space when overtaking people on bikes
110	52.24597	0.151255	P&R	Cycling	Maintenance	There is a cycle path here but is so poor quality and narrow that it's unusable. Further up on the new path it's better but too narrow for two people to pass each other
111	52.2364	0.155761	Camb E of Milton Rd	Cycling	Maintenance	The bollards and the railings at the bottom of the bridge are pretty dangerous. Everything too close

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
112	52.23322	0.152913	Camb E of Milton Rd	Other	Maintenance	The road surface here is a mess. Also priority should be given to people on the shared use path
113	52.24178	0.182917	Out of Study Area	Walk	Segregated Path	Towpath between Waterbeach and Milton is narrow to be shared between cyclists and walkers. As a walker, it's often not enjoyable trying to get out of the way of cyclists passing at full speed
114	52.24459	0.163748	Milton	Bus	Public Transport Provision	No 9-bus service is now so infrequent that it deters use unless one has no alternative. In the later afternoon, there is about 90 minutes between buses to Milton
115	52.27167	0.181473	Waterbeach	Cycling	Continuous cycle/walk route	No cycle lane available to get to A10 and cycle to Cambridge. Problem gets worse with the amount of cars parked in Denny End Rd
116	52.24528	0.150276	P&R	Bus	Public Transport Provision	Relocate the park & ride to Waterbeach or have a frequent service from the village to Milton P&R
117	52.27053	0.178785	Waterbeach	Cycling	Segregated Path	Improve cycle lane from Denny End Road to Cambridge. Lane needs to be wider, have lights and ideally have separate lane for pedestrians
118	52.27206	0.186049	Waterbeach	Cycling	Ped/Cycle Crossing	Cycle lane across Waterbeach to the new Rail station
119	52.26987	0.20211	Waterbeach	Other	Continuous cycle/walk route	An opportunity exists to link Banned Road with Burgess Road over land that I have assembled on behalf of my company (Landhold Capital). If provided the link will create one of the few circular equestrian routes in the parish. We could achieve a gallop between these two roads and a cycleway. Both of these can be achieved at nil cost to the public as they could be provided by a residential development scheme that is being promoted between these two roads
120	52.2638	0.19323	Waterbeach	Car	Maintenance	Add double yellow lines along the whole of station road to avoid bottlenecks and dangerous overtaking by cars
121	52.2662	0.1909	Waterbeach	Car	Traffic Calming Measures	Add parking restrictions to avoid train station commuter parking e.g. max 4 hours parking between 8am-6pm
122	52.2319	0.13355	Camb W of Milton Rd	Other	Redesign of Junction	Underpass for P&R buses, cyclists, scooters, pedestrians and equestrians to avoid congestion at the Milton Junction 33

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
123	52.2622	0.19705	Out of Study Area	Cycling	Continuous cycle/walk route	Develop cycle route adjacent to rail line similar to the route connecting Shelford to Addenbrookes
124	52.265	0.19188	Waterbeach	Car	Maintenance	Double yellow lines around this junction to alleviate dangerous parking
125	52.2707	0.19035	Waterbeach	Car	Maintenance	double yellow lines at the end of Bannold Road to alleviate dangerous parking
126	52.2622	0.19667	Waterbeach	Train	Public Transport Provision	Work with national rail to increase the number of trains stopping at Waterbeach when platform extension is completed. The trains stopping at Waterbeach particularly in the evening are cramped and are significantly emptier after the Waterbeach stop suggesting this is a major pinch point in the network
127	52.2719	0.18319	Waterbeach	Car	Traffic Calming Measures	Traffic calming measures such as speed bumps down Denny End Road and the High Street would discourage drivers using the village as a rat run to get to Fen Ditton

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
128	52.269	0.14838	West Area of Interest	Other	Maintenance	There is many scenarios that I can imagine but a plausible one and I think in term of beneficial long term vision surrounding of course, Innovation, Science and Technology to create a mix and just a little oriented on the human side since right now, we will need less operation involving human because with Artificial Intelligence, IoT world and Multi-platform connectivity, the city of North Cambridge will not be the same and will probably be seen as the best human wellbeing around. The idea is to build to Ouest side and North, South but Ouest direction, doing this, we can keep a lot of agricultural that is currently used and is good for import export, while to the Ouest there is some room to reach Cambridge Research Park and to the Ouest You can join Cottenham (Not Right now but it will surely happen) and to the South you join Histon and Milton with the same proportion in time than Cottenham. This will attract a great generation of informed human since they will be aware of Cambridge plan in term of expansion and price of the house, condominium, will gain a positive leverage. In a more affirmative expression directly in Waterbeach, we really need to put the emphasis on the attraction of the human and build more wellbeing structure like futurist pedestrian allocated area and within these projects, others projects will be created to involve the community and people will get involved, doing so will be profitable in many ways, for the crown, but for the consumer also, we can collect impressive amount of Data and concentrate the research in real time with what people really want in their city, with limitation, :) Artificial Intelligence will take place in many projects with automation, from there we can build more habitations for resident. The spectrum is pretty short as an idea but this is also a must do or use, new products and is the right time to do so, involving recycled plastics modules for example with a complete draining system where this use overtime, would put Cambridge in the top position around Carbon Emission Reduction, but also because these materials are durable if well applied, the economies made overtime will be beneficial and investments can be done in the same context with technology and Innovation

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129	52.2632	0.19797	Out of Study Area	Cycling	Ped/Cycle Crossing	It's proposed the level crossing will be replaced by full barriers which will be down for 20 mins at a time, or eventually closed with vehicular access via a bridge on Bannold Road; this would be a good location for a foot/cycle route under the railway with fewer steps / shorter ramps than a bridge over the railway would have
130	52.2507	0.14746	West Area of Interest	Cycling	Continuous cycle/walk route	Mere Way is an excellent choice for a cycling route into north Cambridge provided it is adequately surfaced. It needs to cross Butt Lane and continue through to CRC though
131	52.2334	0.13657	Camb W of Milton Rd	Cycling	Maintenance	The barriers at the busway path in this area need removing, it is difficult or impossible to negotiate them with considerable load on the bike
132	52.2333	0.13653	Camb W of Milton Rd	Cycling	Ped/Cycle Crossing	A controlled crossing of Kings Hedges Road is needed here for pedestrians and cyclists, to allow easy access between the busway and Kings Hedges. There is a quiet route across Nun's Way Recreation Ground that is currently difficult to access at busy times
133	52.2323	0.13507	Camb W of Milton Rd	Cycling	Width of Path Improvements	The access point from Kirkwood Rd to Nun's Way needs widening and resurfacing for pedestrians/cyclists
134	52.2296	0.14859	Camb E of Milton Rd	Cycling	Ped/Cycle Crossing	A bridge or underpass on the busway cycle route here to avoid the long wait at the traffic lights on Milton road would be valuable for accessing Cambridge North
135	52.2709	0.16261	West Area of Interest	Cycling	Segregated Path	Off road cycle path to Cottenham and Village College, linking with Urban&Civic's cycle path from Waterbeach New Town
136	52.2669	0.1614	West Area of Interest	Cycling	Segregated Path	Upgrade present pavement on east side to dual cycle/pedestrian path from proposed Urban&Civic cycle path to High Street at Abrahams Close
137	52.2631	0.16286	West Area of Interest	Cycling	Segregated Path	White line cycle path on east side from Abrahams Close southwards to start of cycle path at end of village
138	52.2487	0.16326	Milton	Cycling	Continuous cycle/walk route	Cycle path on north side of A10 from Landbeach Road junction to Butt Lane to give connection to Park & Ride

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
139	52.2467	0.15485	Milton	Cycling	Continuous cycle/walk route	Off road cycle path on north side of A10 from Landbeach Road to Butt Lane to give connection to Park & Ride
140	52.2644	0.16716	West Area of Interest	Cycling	Segregated Path	Designate pavement on north side to dual cycle / pedestrian path from village crossroads to A10
141	52.2637	0.17927	Waterbeach	Cycling	Ped/Cycle Crossing	Make a proper and safe crossing for cyclists and pedestrians from Waterbeach Road to Cambridge Road
142	52.2721	0.1953	Waterbeach	Cycling	Segregated Path	Cody Road will be an important access road following the development of the Waterbeach New Town and will probably see a significant increase in traffic Dedicated cycle lanes will become essential then
143	52.2548	0.17567	Milton	Cycling	Safety	Please provide safe cycle route lit at night and segregated from the road
144	52.2474	0.14032	West Area of Interest	Cycling	Continuous cycle/walk route	Excellent idea to create a tarmacked cycle walking route. It has to be sufficiently wide and lit if CCC is serious about getting people out of cars and into sustainable transport modes throughout the year
145	52.2486	0.14435	West Area of Interest	Cycling	Safety	The current cycle route from P&R to NEC is poor, due to A10 bridge. Create a new cycle path adjacent to Butt Lane to link into Mere Way route. It needs to be lit
146	52.2601	0.17796	Waterbeach	Cycling	Segregated Path	Segregated cycle route along the A10 please!
147	52.2438	0.16881	Milton	Cycling	Segregated Path	Create a path between North Lodge Park and Fen Road. If were mixed use for pedestrians and cyclists it would encourage active travel, especially for cycling into Cambridge along the riverside path
148	52.2444	0.17099	Milton	Cycling	Continuous cycle/walk route	If a new cycle route is created between Waterbeach and Cambridge running to the west of the railway it would be useful to have a connecting cycle path to North Lodge Park. This would avoid having to cycle through the road in Milton village

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
149	52.2461	0.16409	Milton	Car	Safety	Poor sight lines when turning right from High Street (section running east-west) into Landbeach Road. Consider changing priorities so that give way lines are on the north-south section of High Street, which would mean all turning traffic would have good sight lines
150	52.2452	0.16483	Milton	Walk	Width of Path Improvements	Widen mixed use pathway, as it is currently too narrow for two-way cycling and pedestrian traffic. Social distancing cannot be achieved without moving onto the verge
151	52.2444	0.16367	Milton	Walk	Safety	This is a dangerous corner for pedestrians coming from Fen Road pavement turning right onto Fen Road. There is no way of seeing any cyclists until the last moment
152	52.2523	0.17336	Milton	Walk	Segregated Path	Close the short stretch of one-way road and convert to separate cycle path and pedestrian path. Motorists can use the junction a short distance south, which will also help prevent speeding along Ely Road further south
153	52.272	0.15804	West Area of Interest	Cycling	Continuous cycle/walk route	The absence of a safe cycle route from Cottenham and Waterbeach and no public transport means there is no alternative but to drive when travelling between the two villages
154	52.2635	0.17921	Waterbeach	Cycling	Ped/Cycle Crossing	Safe crossing (Bridge) of A10 for cyclists and pedestrians
155	52.2898	0.16611	Cambridge Research Park	Cycling	Continuous cycle/walk route	Cycle route from Cottenham to Science Park
156	52.2888	0.17617	Cambridge Research Park	Cycling	Ped/Cycle Crossing	Cycle bridge over A10 to access new Station location
157	52.2452	0.15273	Milton	Walk	Ped/Cycle Crossing	New bridge needed here with wider track for both pedestrians and 2-way cycling and shallower ramps without tight bends
158	52.2621	0.19705	Out of Study Area	Bus	Public Transport Provision	Properly integrated public transport would mean the bus and train connections would coincide making it a more viable option especially for those who live furthest away from the station or who have mobility problems that prevent them walking to the station. Integrated ticketing would also help

Title	Latitude	Longitude	Area	Main Theme	Sub-Theme	Comment
159	52.2768	0.17286	Waterbeach	Cycling	Segregated Path	A segregated cycle way and footpath to Emmaus and the research park would provide alternatives to the car
160	52.2634	0.20011	Out of Study Area	Walk	Continuous cycle/walk route	if there was a decent footway to the north of the village along the rail line this could make a lovely walk - more direct and avoiding the Station Rd bottleneck
161	52.2427	0.18345	Out of Study Area	Walk	Segregated Path	I like the walk down the towpath but would prefer to see cyclists segregated further to the west as you do feel you are in danger of getting mown down at times
162	52.2519	0.14454	West Area of Interest	Other	Segregated Path	Existing equestrian route (on grass) must be kept when hard surface cycleway added
163	52.2454	0.15305	Milton	Cycling	Ped/Cycle Crossing	The current bridge is not good enough for cyclists, and might appear unsafe at night (poor sightlines, hemmed in by barriers and obscured by trees). Rather than providing a new bridge, it would be both better, and cheaper, to provide a toucan crossing on the south arm of the junction At the same time, there is scope for improving bus services to Milton. The Milton side of Butt Lane could be linked up to this junction, with access for buses and cycles only, and no access to/from the A10. This would allow buses to serve both the P&R site and Milton itself. Extending the P&R service to run into Milton along Butt Lane (with one stop near 33 Butt Lane and terminus at the existing stop at the Ely Road/High Street junction) would add less than 10 minutes to the route running on uncongested roads. This would restore a frequent bus service to Milton at little extra cost - it would be both cheaper to operate and faster than an extension of the Citi 2 (which used to serve Milton every 10 minutes) These two provisions should have a very small impact on the capacity of the junction for traffic on the A14, which could be entirely resolved as part of planned upgrades of the A10 Cambridge-Ely route

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164	52.2375	0.15629	Milton	Bus	Public Transport Provision	If a new bridge is built here (as in Atkins' "A10 area of interest), then this should be suitable for all buses to use, and should provide a link to the existing roundabout for local buses to use between Cambridge and Milton. The access to the county park could then join this link at a T-junction, with cycle priority across the side road
165	52.2455	0.18461	Out of Study Area	Cycling	Ped/Cycle Crossing	As recommended in the Greenway consultation reports, a new Cam crossing somewhere between Baits Bite and Bottisham locks with a good cycle path to Lode village and to join up with NCN11 somewhere near White Fen drove would be a valuable addition to cycling infrastructure servicing the Eastern villages and also fill in the longstanding gap in NCN11 at this point
166	52.2698	0.19514	Waterbeach	Bus	Public Transport Provision	Secondary School buses using this narrow road at primary school pick-up time create congestion and cause danger to pupils. They should be re-routed!
167	52.2699	0.19525	Waterbeach	Car	Safety	Primary school has highlighted major issues on Way Lane re: drop-off/pick-up. See statement submitted to Parish Council
168	52.2693	0.19077	Waterbeach	Walk	Ped/Cycle Crossing	School children crossing here, very congested in morning/evening. Reduce traffic speeds and provide permanent crossing facility?
169	52.2671	0.19021	Waterbeach	Car	Maintenance	As in many places around the village, double-yellow lines completely worn out, and now routinely ignored. Parking here obstructs view turning from Vicarage Close, very dangerous at when school children using High St.
170	52.2651	0.1918	Waterbeach	Walk	Safety	Width of junction and parking of cars makes crossing on foot towards station very dangerous. Cars turning left onto St Andrew's Hill do not need to slow down, pedestrians are badly exposed
171	52.2708	0.19029	Waterbeach	Walk	Safety	Dangerous junction for anyone walking or cycling, as cars coming from Denny End & turning left are not visible. Wide junction takes long time to cross increasing exposure. Incredibly dangerous!
172	52.2644	0.16233	West Area of Interest	Cycling	Traffic Calming Measures	Reduce rat-running down High St and make it safer for cyclists and pedestrians. Use some method of flow control
173	52.2665	0.1621	West Area of Interest	Other	Safety	Provide at least one safe drop-off space for elderly/disabled people visiting the church

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