



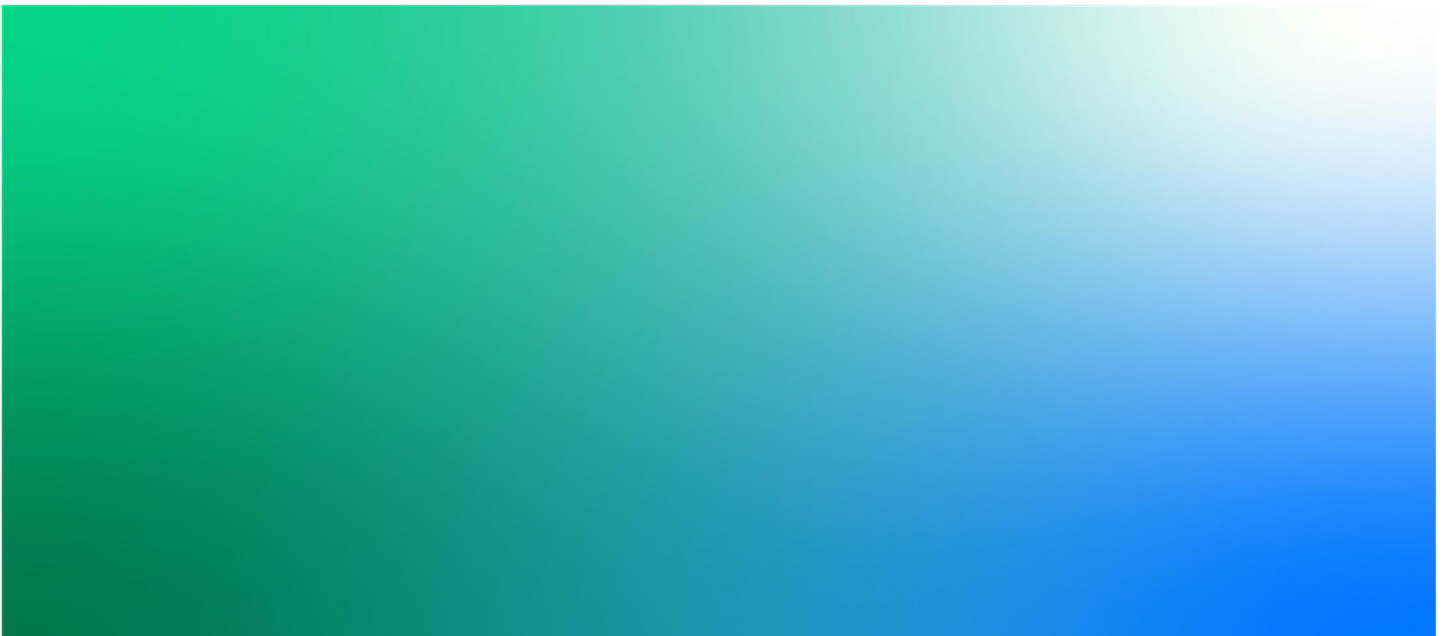
A10 Junctions and Dualling

Public Information Exhibition Report

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17 July 2020

Cambridgeshire and Peterborough Combined Authority



A10 Junctions and Dualling

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1. Introduction

1.1 Overview of the A10

The A10 corridor between Cambridge and Ely is a primary route in the Greater Cambridgeshire area, used by local traffic, public transport and agricultural vehicles and long-distance traffic including freight. The single carriageway road forms part of the direct route between London (via the M11 and A14), Cambridge and King's Lynn, with the road providing onward connections to the Strategic Road Network (A47 and A17) and primary routes (A142, A1122 and A148) within Cambridgeshire and Norfolk. Locally it provides connectivity to communities such as Milton, Landbeach, Waterbeach, Stretham and Little Thetford, as well as centres of employment such as the Cambridge Science Park and Cambridge Research Park. It also provides access to locally important east-west routes such as the A1123 between Fordham, Haddenham and St. Ives.

1.2 Background to the project

Cambridgeshire and Peterborough Combined Authority have developed the strategic outline business case (SOBC) for improvements to the A10 corridor. A number of options for upgrading the A10 corridor have been identified and assessed, which could be implemented alongside complementary projects such as the Cambridgeshire Automated Metro (CAM), the relocation of Waterbeach railway station, and the Greater Cambridge Partnership's Greenways to encourage a modal shift from private transport to more sustainable modes. The purpose of this exercise was to provide the public and other key stakeholders with an outline of the current options being considered for the A10 between Cambridge and Ely, and to get an early understanding of public viewpoints. This gave an opportunity to understand the public's concerns regarding the current situation along the corridor and how the options presented are perceived.

Seven options were presented to the public. These options are as follows:

- Option A – online dualling, western Stretham bypass;
- Option B – online dualling, eastern Stretham bypass;
- Option C – offline dualling of southern A10 and junction improvements;
- Option D – offline dualling between Cambridge and Ely;
- Option E – online dualling with western Stretham bypass;
- Option F – online dualling of southern A10 and junction improvements; and
- Option G – junction only improvements.

Figure 1.1 outlines the shortlisted options. Individual drawings showing the indicative alignments of each of the options are included in Appendix A

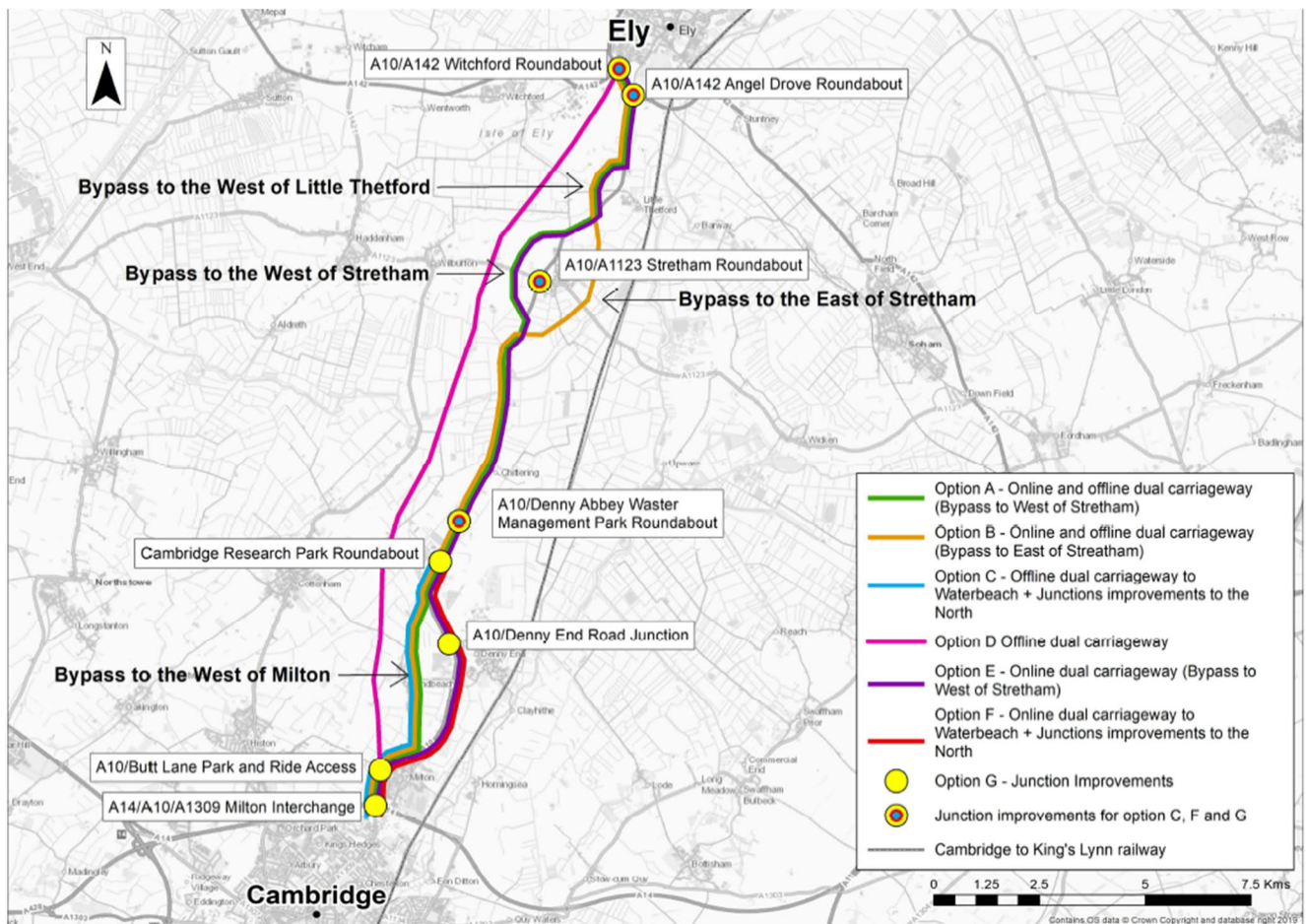


Figure 1.1: Shortlisted Options (A-G)

East Cambridgeshire District Council are supportive of the proposals, however, there has previously been a suggested new road to the North West of Ely, which would divert non-local traffic away from the two Ely roundabouts. The Council requests that the Combined Authority investigates this proposal fully before making any decisions about preferred route options.

2. Exhibition attendance

The information exhibition was available online through a virtual portal between the 24th June 2020 and 14th July 2020. The press release that was issued to publicise the exhibition is linked here:

<https://cambridgeshirepeterborough-ca.gov.uk/news/mayors-road-trip-shares-a10-options-with-public-despite-covid/>, and there was also extensive use of social media to make people aware of the exhibition.

A number of respondents commented that the virtual exhibition was not accessible to those with no or limited internet access, and that not all local people used social media, so were not aware of it. When formal consultation takes place on the project, early next year, we will use a combination of different approaches to address these issues, and to enable people to ask questions of the project team directly.

A screenshot of the exhibition is shown in Figure 2.1 below



Figure 2.1: Virtual exhibition screenshot

Whilst the exhibition was live, there were a total of 73,684 page views, 9,295 of which were from unique visitors, with the average time spent viewing information documents being four minutes.

A survey was provided within the exhibition site, of which there were 709 responses.

47% of those viewing the exhibition provided details of their age (Figure 2.2) and gender. The highest number of respondents came from those aged between 25 and 34 years old, with those aged 55 and above, and below 24 showing lower response rates. Of these responses, 46.2% were female and 53.8% were male.

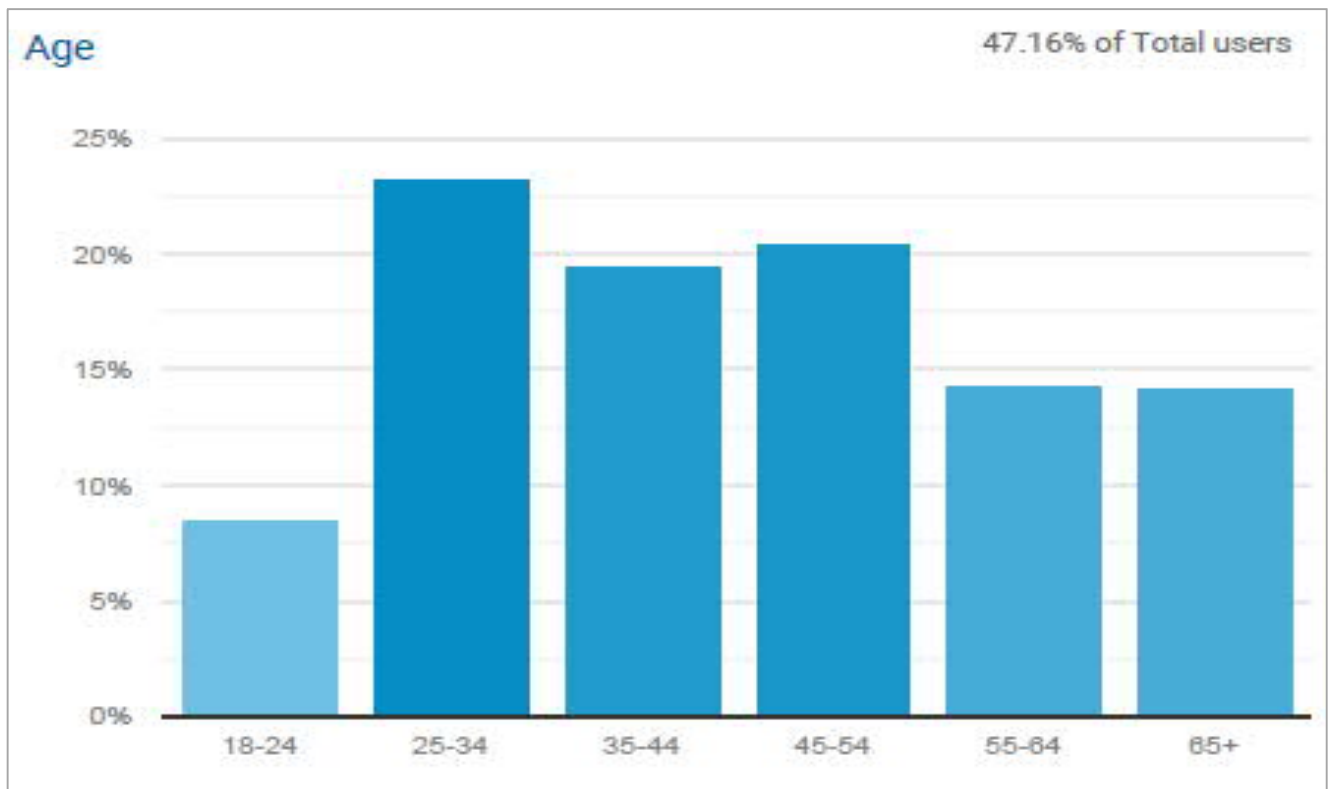


Figure 2.2: Age demographic of exhibition attendants¹

Further to this, question one of the survey asks respondents to provide their postcode, to give an understanding of the reach of the virtual information. Figure 2.3 presents this in map form. It is clear that exhibition has covered a large swathe of Cambridgeshire and the A10 corridor, alongside locations as far away as Chippenham, Great Yarmouth, London and Ipswich.

¹ © 2020 Google

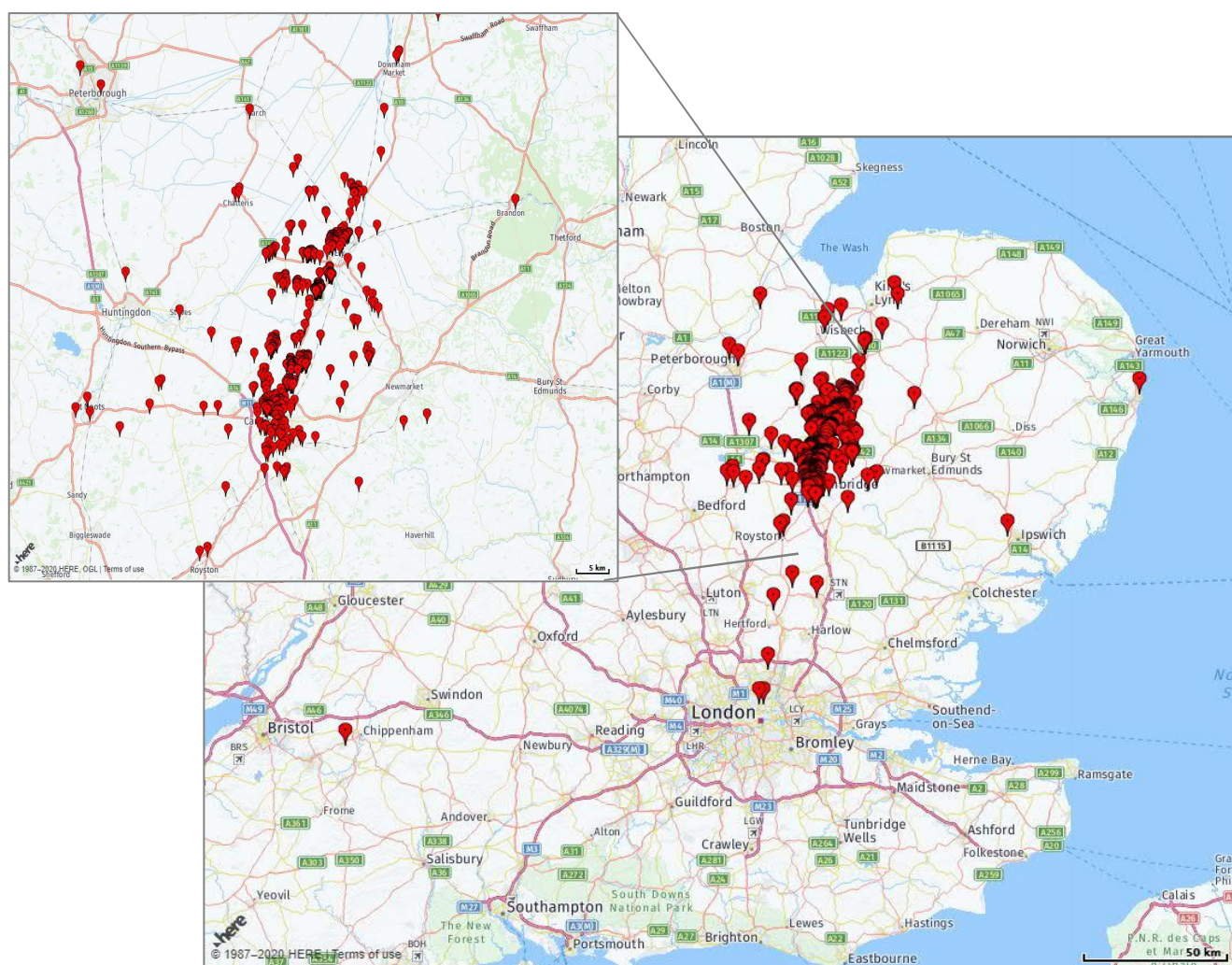


Figure 2.3: Postcode location of survey respondents

Question two of the survey asked respondents in what capacity they were answering the questionnaire: resident; business; resident and business; representing a voluntary/community organisation; representing public sector organisation; visitor to the region; or other. Table 2.1 shows the number of responses to each.

Table 2.1: Survey responses by type of responder

Response	Number of responses	Percentage of responses
Resident	577	81%
Business	15	2%
Resident and business	67	9%
Representing a voluntary/community organisation	9	1%
Representing a public organisation	4	1%
Visitor to the region	14	2%
Other	22	3%

Appendix B lists the organisations and businesses specified in the open text section of this question.

3. Response analysis

For the review and comparison of each of the options presented, a set of key themes have been allocated to each response, to highlight the concern raised. With the open nature of the questions posed, a wide range of responses have been submitted covering a broad range of themes. The following theme categories have been used:

- Community concern
- Environmental concern
- Construction concern
- Sustainable transport concern
- Traffic flow/Junction concern
- Supportive of the option
- Disagreement with the option
- No comment made.

It should be noted that in many cases these categories have been applied to both a positive and negative response associated with the theme.

Figure 3.1 shows the comparison of each option against each of the aforementioned themes.

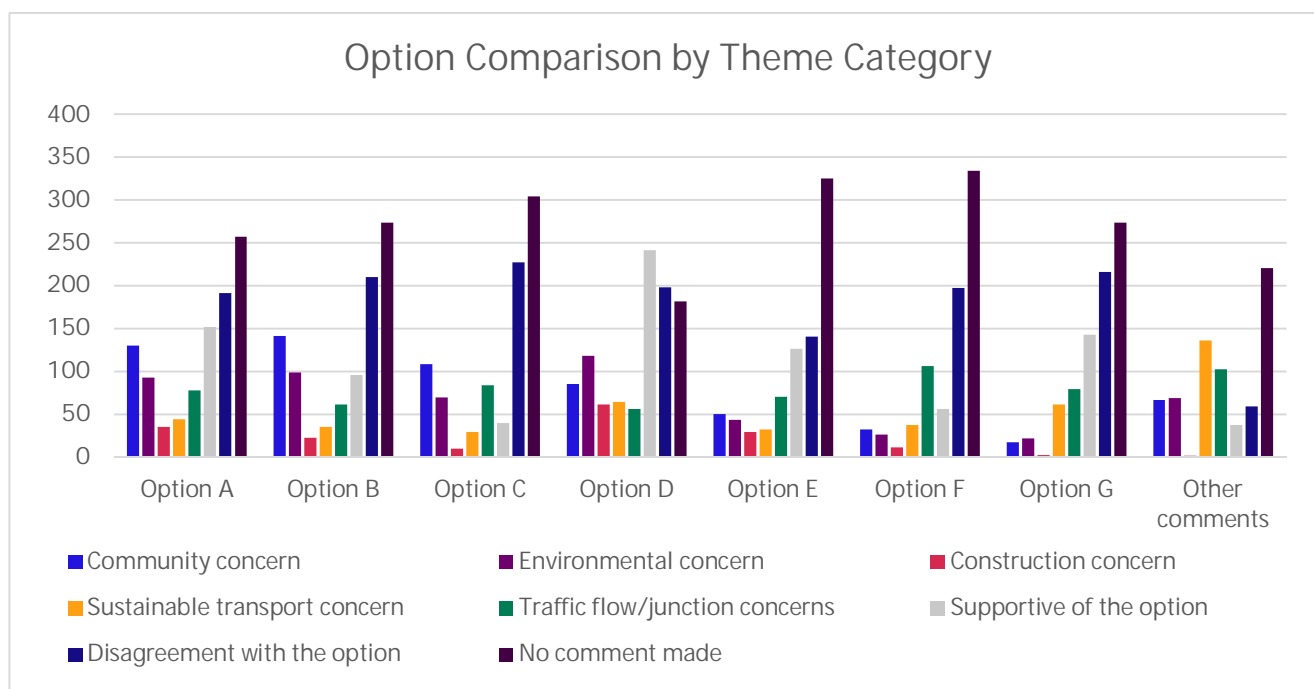


Figure 3.1: Comparison of survey responses by theme (Options A-G)

A more detailed assessment has been carried out to further investigate each theme category. Many responses have been grouped within this detailed assessment to capture key concerns for inclusion to inform in future decision making and design. These details can be found in Appendix C for each option presented.

3.1 Question 3 - Option A

Option A is predominantly online full length dualling, bypassing the key pinch points to the west of Milton and Stretham using a western bypass, and Little Thetford. The survey question was open text asking respondents what they thought of the option.

441 people responded to this question, Figure 3.2 presents the percentage of responses related to each of the theme categories.

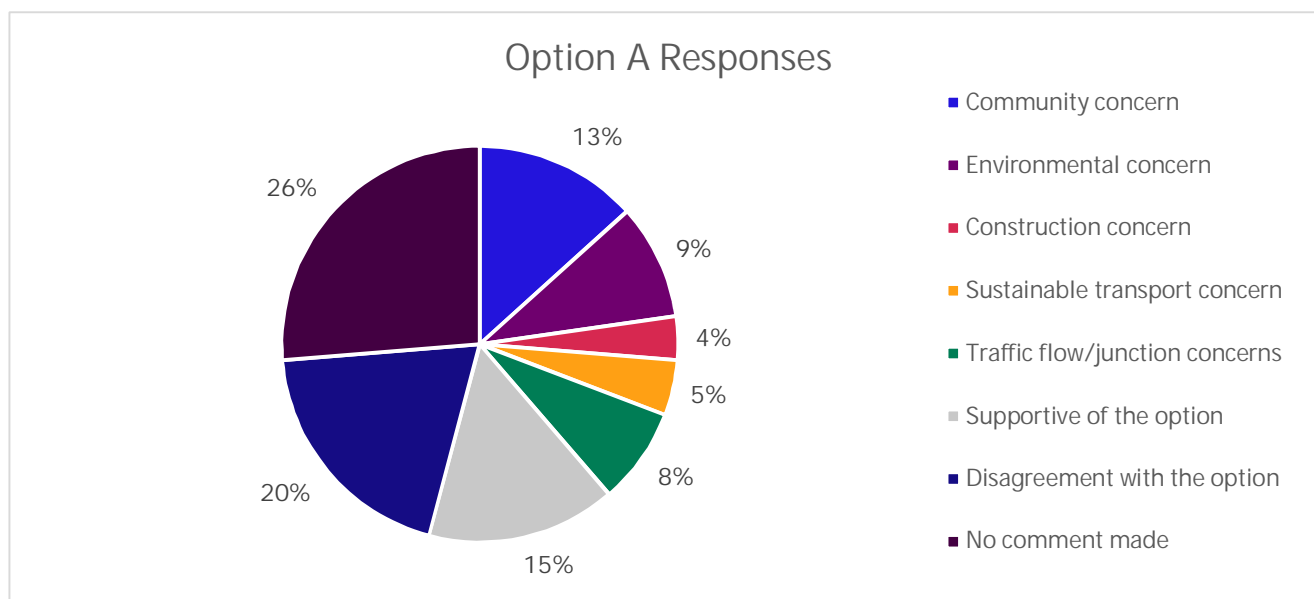


Figure 3.2: Option A responses by theme

The greatest proportion of people raised a disagreement with the option proposed, with 120 people raising that they did not like the option, for reasons such as concerns for the environment, construction disruption and the community.

"Increase capacity will increase CO² emissions. Years of delays because of online works"

The highest proportion of people stating a specific concern related to the community, most notably with reference to the impact on Landbeach and the severance of community.

"Landbeach village will be split in half and cut off from Waterbeach and Milton by dual carriageway. All shops, pubs, train station, community facilities, schools, youth clubs, scouts etc. are in Waterbeach or Milton. Many houses will be directly effected (sic) by route and unnecessary proximity of road."

Despite this, only a slightly smaller proportion of people supported the option, with 65 people simply stating they liked it and a further 22 people noting it as their preferred option.

"Like this option – has good potential"

3.2 Question 4 - Option B

Option B is predominantly online full length dualling, bypassing the key pinch points to the west of Milton and Stretham using an eastern bypass, and Little Thetford. The survey question was open text asking respondents what they thought of the option.

424 people responded to this question, Figure 3.3 presents the percentage of responses related to each of the theme categories.

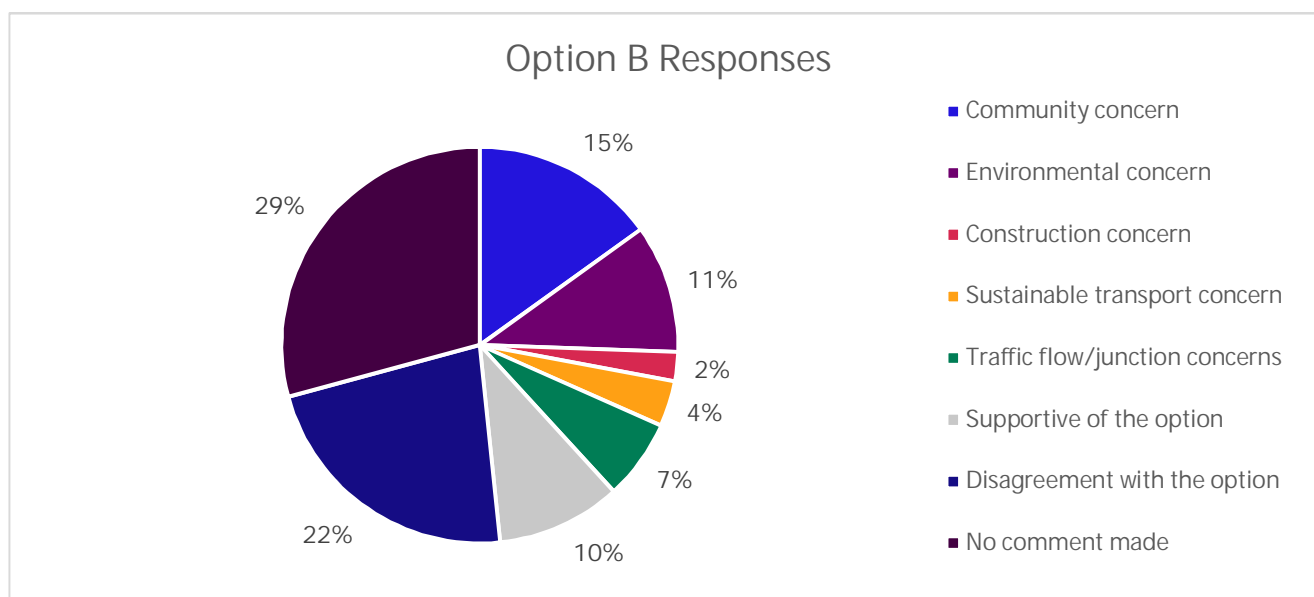


Figure 3.3: Option B responses by theme

Much like Option A, the greatest proportion of respondents disagreed with the option, and a slightly larger proportion raising community concern. There was also a significantly lower proportion of people supporting the scheme when compared to Option A, with many citing concerns over the eastern Stretham bypass and the associated impact on the environment.

"The eastern bypass appears to be longer than the western bypass and doesn't flow as naturally. Due to the land on the eastern side, more drains etc. the western route appears to be simpler"

Eleven people specifically mentioned the impact on access to the river, compounded by 6 people noting the eastern bypass would run through floodplain and greenbelt land.

"This route cuts through farmland and the road leading to the river, which would affect many residents who enjoy walking, cycling and running to the river. It would also adversely affect people who live in boats moored on the river near Stretham bridge."

"risk of flooding due to low lying land"

3.3 Question 5 - Option C

Option C is the offline dualling of the southern section of the A10 to Cambridge Research Park in addition to a range of junction improvements. The survey question was open text asking respondents what they thought of the option.

394 people responded to this question, Figure 3.4 presents the percentage of responses related to each of the theme categories.

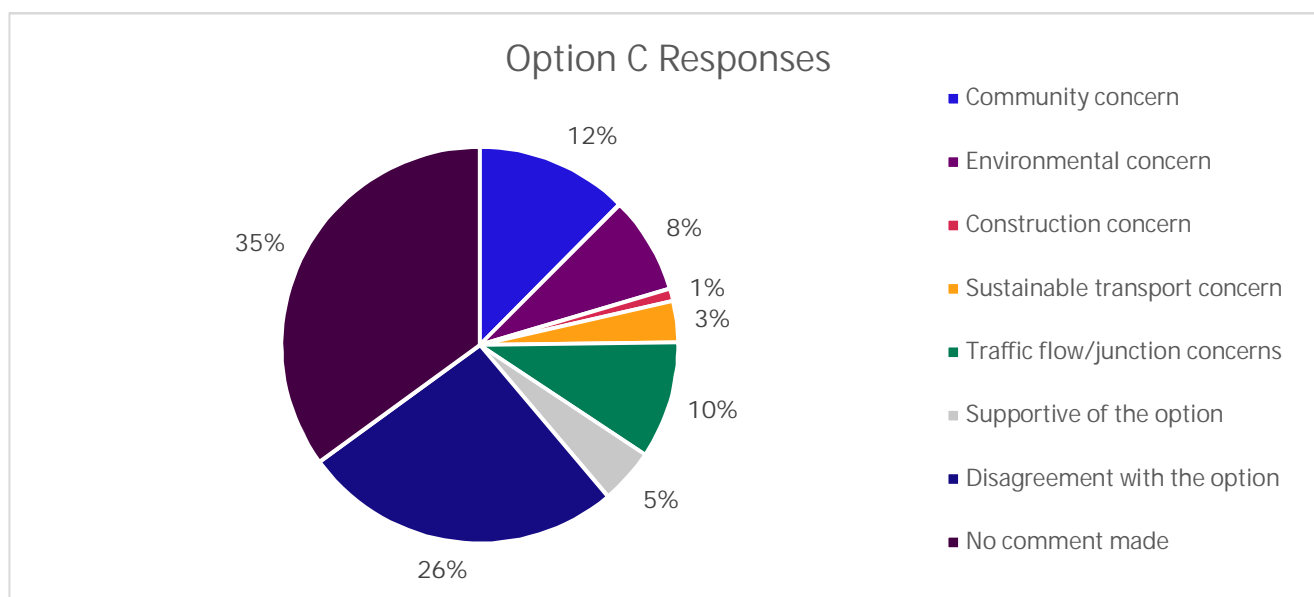


Figure 3.4: Option C responses by theme

The greatest proportion of respondents disagreed with the option proposed. There was a marked increase in this agreement when compared with Options A and B, with a significantly lower proportion of people supporting the proposal.

Community and Traffic Flow/Junction concerns offered the greatest number of responses. 85 people raised concern over the impact to Landbeach, with a further 16 concerned over Stretham. Respondents were also particularly concerned over the detail of junction improvements (24 responses) and the need to improve the A10/A14 Milton junction (25 responses) where there is already significant delay. This also led to concern that this proposal would not deal with congestion north of the research park (20 responses)

"This option will negatively impact Landbeach. The addition of dual carriageway for a short section will not improve congestion, but only provide more lanes for vehicles to queue in"

"The 'pinch point west of Milton' is the A10/A14 roundabout. The offline section through Landbeach does not address this"

"The majority of traffic heading north does not stop at the Cambridge Research Park, it continues towards Ely ... The current road past the research park cannot handle the amount of traffic so stopping dualling at the research park seems pointless"

3.4 Question 6 - Option D

Option D represents full length offline dualling. The survey question was open text asking respondents what they thought of the option.

514 people responded to this question, Figure 3.5 presents the percentage of responses related to each of the theme categories.

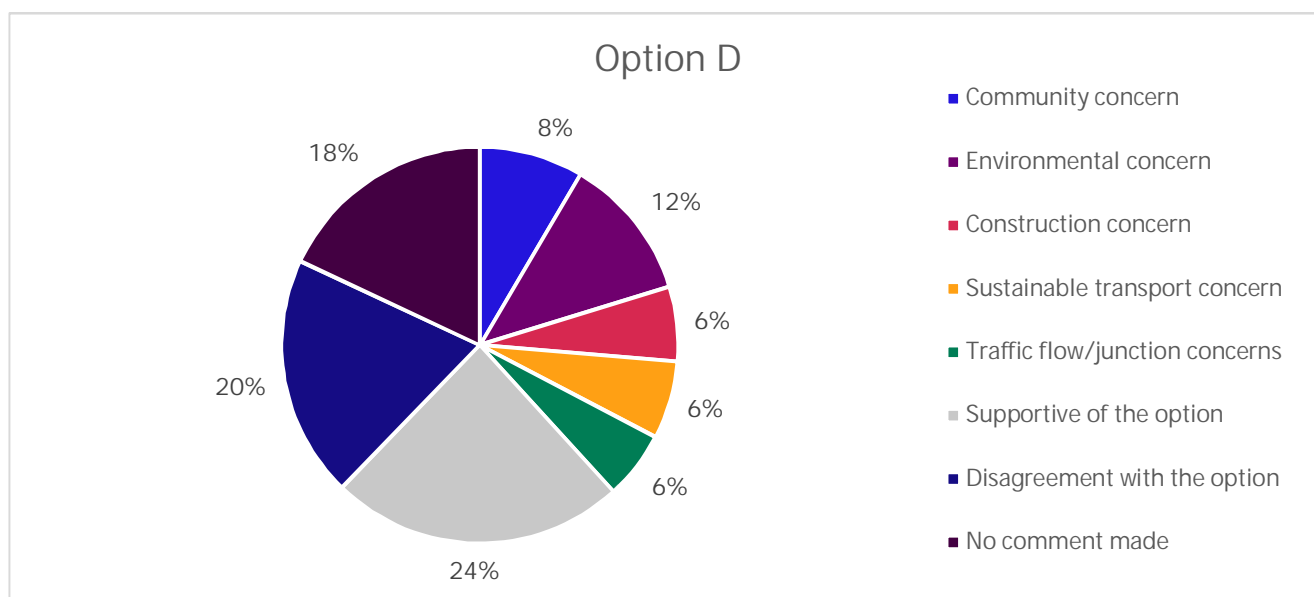


Figure 3.5: Option D responses by theme

The greatest proportion of people responded in support of this option proposal, this was also the highest proportion of support when compared with all other options.

Support specifically reflected having less impact from construction works (71 responses), the opportunity to use the existing A10 for high quality walking, cycling and horse-riding provision (32 responses), and the future-proof/long-term potential of the offline route (35 responses)

"Least disruption to existing traffic flow during construction and will leave the existing A10 as a locals access road"

"This could create a great opportunity for a fully segregated low-traffic route ideal for cycling"

"It is essential that this option is chosen, future proof, environmental, community"

There was also a high proportion of people who disagreed with this option proposal, noting particular issue with the high cost (27 responses) and environmental impact (143 responses).

"I do not believe that this option would be developed as it would be much more expensive than any other options"

3.5 Question 7 - Option E

Option E aims to maximise the extent of online dualling, whilst bypassing key pinch points at Stretham using a western bypass and Little Thetford. The survey question was open text asking respondents what they thought of the option.

379 people responded to this question, Figure 3.6 presents the percentage of responses related to each of the theme categories.

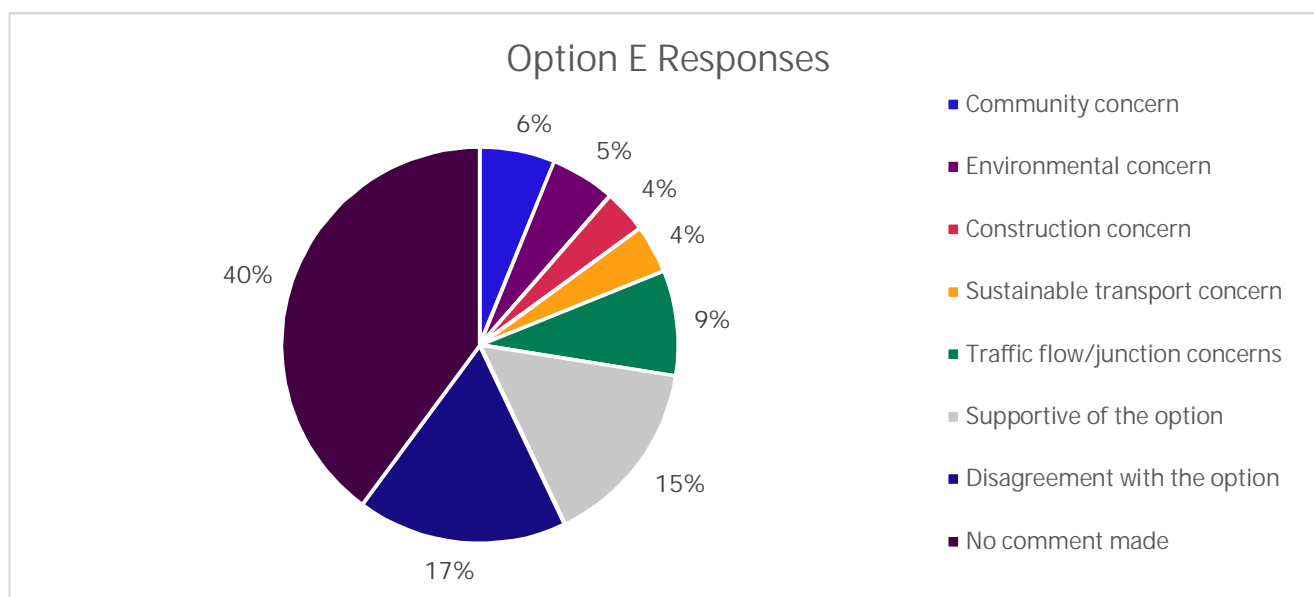


Figure 3.6: Option E responses by theme

There was a similar proportion of people supporting and disagreeing with this option proposal., and a broad range of concerns.

The concerns with the greatest proportion of responses included the increase in pollution/environmental impact (33 responses), consideration of walking, cycling and horse-riding (21 responses), and the negative impact of construction works (29 responses).

“Environmental factors, more road and more car and lorry traffic will lead to poorer air quality...Will cause an increase in light, noise and air pollution for residents and resident wildlife”

“Improvements along the corridor should be directed towards the railway, cycle schemes and improving public transport”

“Construction work would severely impinge on the current only direct route between Ely and Cambridge”

3.6 Question 8- Option F

Option F utilises online dualling of the southern section of the A10 to Cambridge Research Park in addition to a range of junction improvements. The survey question was open text asking respondents what they thought of the option.

371 people responded to this question, Figure 3.7 presents the percentage of responses related to each of the theme categories.

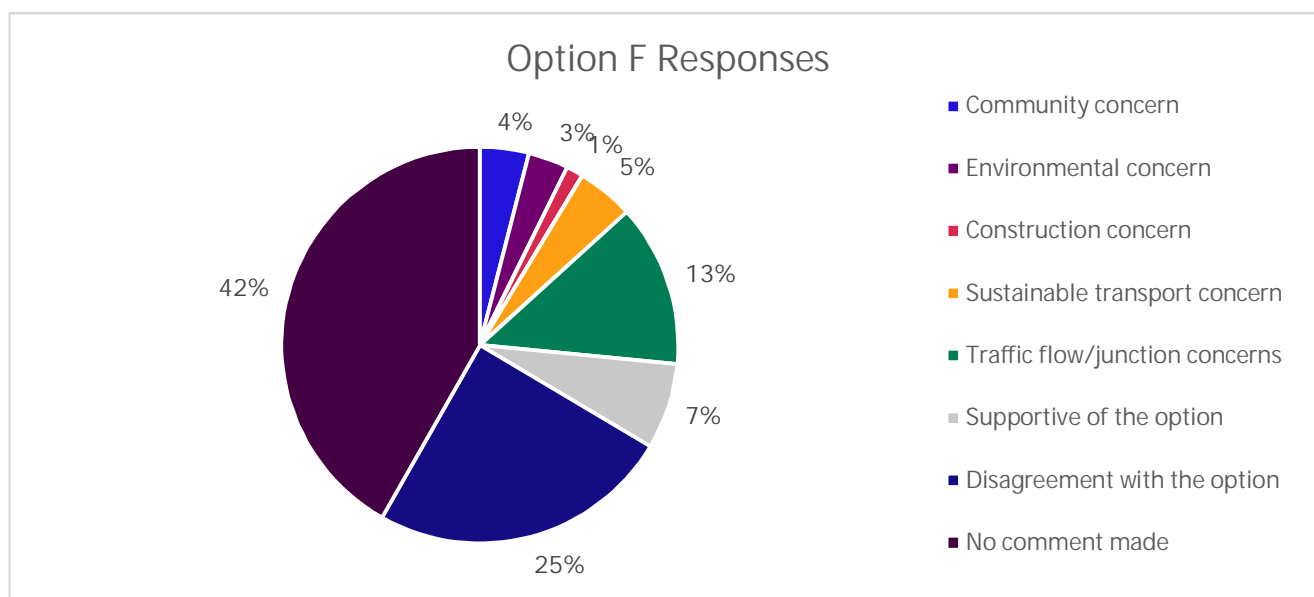


Figure 3.7: Option F responses by theme

A quarter of all respondents to this question disagreed with the option proposal, with the highest proportion having particular concern with traffic flow and junctions. Majority of these concerns noted that there would be significant bottlenecks transitioning between dual and single carriageway and increasing safety concerns.

"Slow traffic issues will continue to pose safety risks related to overtaking"

"Traffic from Waterbeach, Landbeach and Milton will still need to merge with the dual carriageway, so traffic lights or a roundabout will still cause a bottleneck for the traffic flow"

There was support for the option, with fewer respondents stating the negative impact of construction (9 respondents), community concern (29 respondents) and impact on the environment (19 respondents).

"I like this idea, the busier Cambridge area needs a dual carriageway, and significant improvements to junctions would help traffic flow"

3.7 Question 9 - Option G

Option G proposes junction only improvements along the A10 route between Cambridge and Ely. The survey question was open text asking respondents what they thought of the option.

430 people responded to this question, Figure 3.8 presents the percentage of responses related to each of the theme categories.

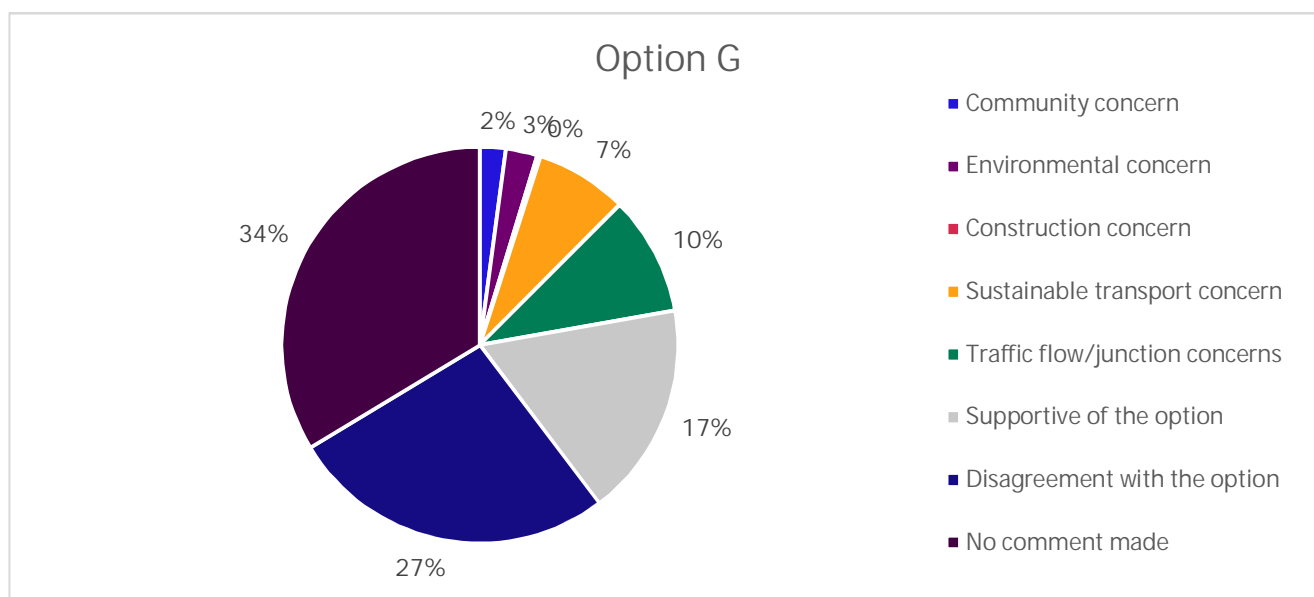


Figure 3.8: Option G responses by theme

This option has amongst the highest level of objection when compared against the other options proposed. 89 respondents specifically noted that they did not like this option. The majority of those objecting to the scheme noted that it was not enough or only addressed part of the solution.

Respondents did not think that enough capacity could be created at the junctions to improve the traffic flow (16 respondents), while others thought junction improvements should be combined with other minor improvements to achieve a benefit (9 respondents).

"I don't feel that the junctions could be improved significantly enough to allow the traffic to still flow on the existing single carriageway road"

"The volume of traffic is the problem, so junction improvement seems to be an ineffective solution"

Support of the option raised lower cost, minimal impact to the community and fewer impacts on the environment (26 respondents). Many who supported this also noted it as the 'least bad' option

"This option would have far less negative impact on landscape, valuable agricultural land, and communities"

3.8 Question 10 - Any other comments

In order to capture any additional comments associated with the options proposed alongside relevant insight from the surrounding area, a final open text question asked whether the respondent had any other comments.

430 people responded to this question, Figure 3.9 presents the percentage of responses related to each of the theme categories.

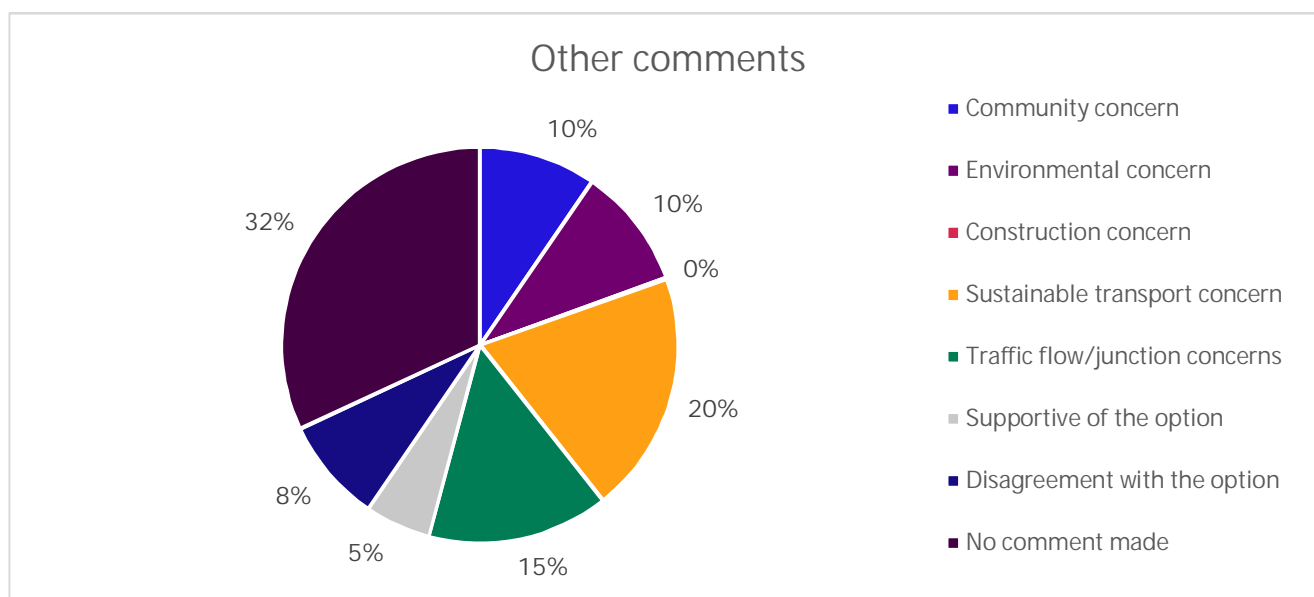


Figure 3.9: Other comments responses by theme

This question has yielded a broad range of responses, giving respondents the opportunity to raise any issues that they may have with the current A10 operation and considerations for future A10 interventions.

Sustainable transport concerns had the greatest response rate with 52 respondents highlighting the need for improved walking, cycling, horse-riding, bus and rail connections and would equally only support the scheme would it consider this as a key importance in driving modal shift.

"A fully segregates (sic) cycle path between Ely and Cambridge should be mandatory to these works"

"An improvement in public transport and safe and maintained cycle/pedestrian paths between Ely and Cambridge will provide safer more efficient travel options on this route which may lower the number of vehicles on the road to support with any options choses (sic)"

Traffic flow and junction concerns were also a particular point of comment, with many respondents raising concerns about junction improvements, particularly at the A10/A14 junction (19 respondents) and A10/A142 junction (10 respondents). 18 respondents also noted the preference for full dualling of the route.

"Junction capacity at Milton Road/A10/A14 will need increasing (as it appears in line with A14 improvements), as well as junctions into Cambridge link at Cowley Road, Science Park and the Business Park"

"I understand the A10 traffic flow problem must be addressed but I fail to understand how any of the proposed could have a significant solution without major works improving the Milton roundabout taking traffic quickly to designated routes"

Although not captured within the above themes, respondents took this opportunity to feedback on the nature of the public information exhibition. These comments align with the constraints raised in Section 2.

4. Summary

Option D has the greatest proportion of support compared to all other options proposed, however still retains a fair proportion of responses against the option, specifically relating to cost and the environmental impact.

Options C, F and G have a very similar proportion of responses against the schemes, with many respondents citing traffic flow and junction concerns. Many respondents raised that these options do not resolve the current issues and pinch-points will remain.

Option A is seen as the more desirable option when compared against Option B, particularly relating to the Stretham bypass. Many of the community and environmental concerns are the same between the two options, with Option B showing greater concern over land take, accessibility and floodplain.

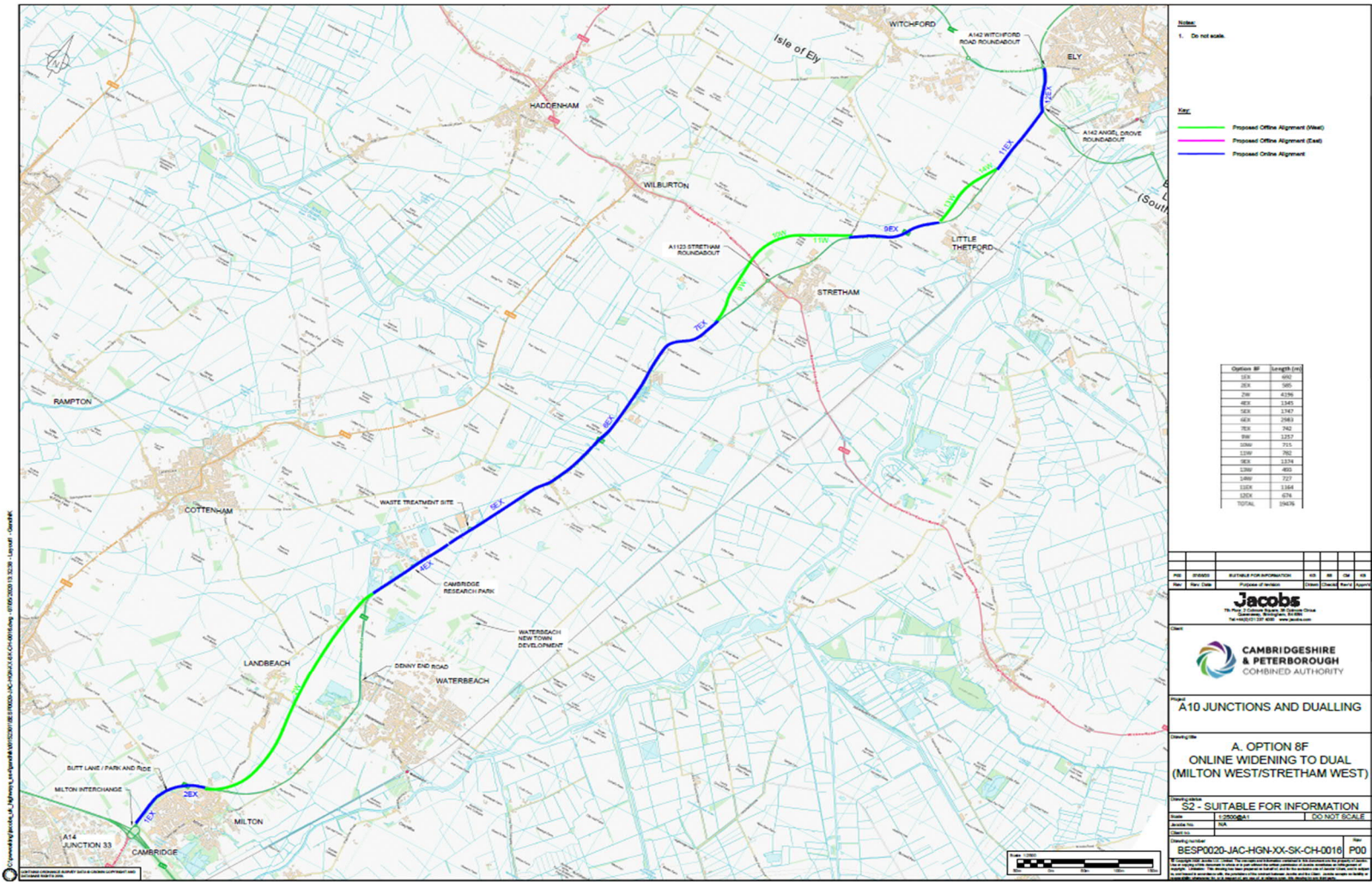
Key concerns raised are as follows:

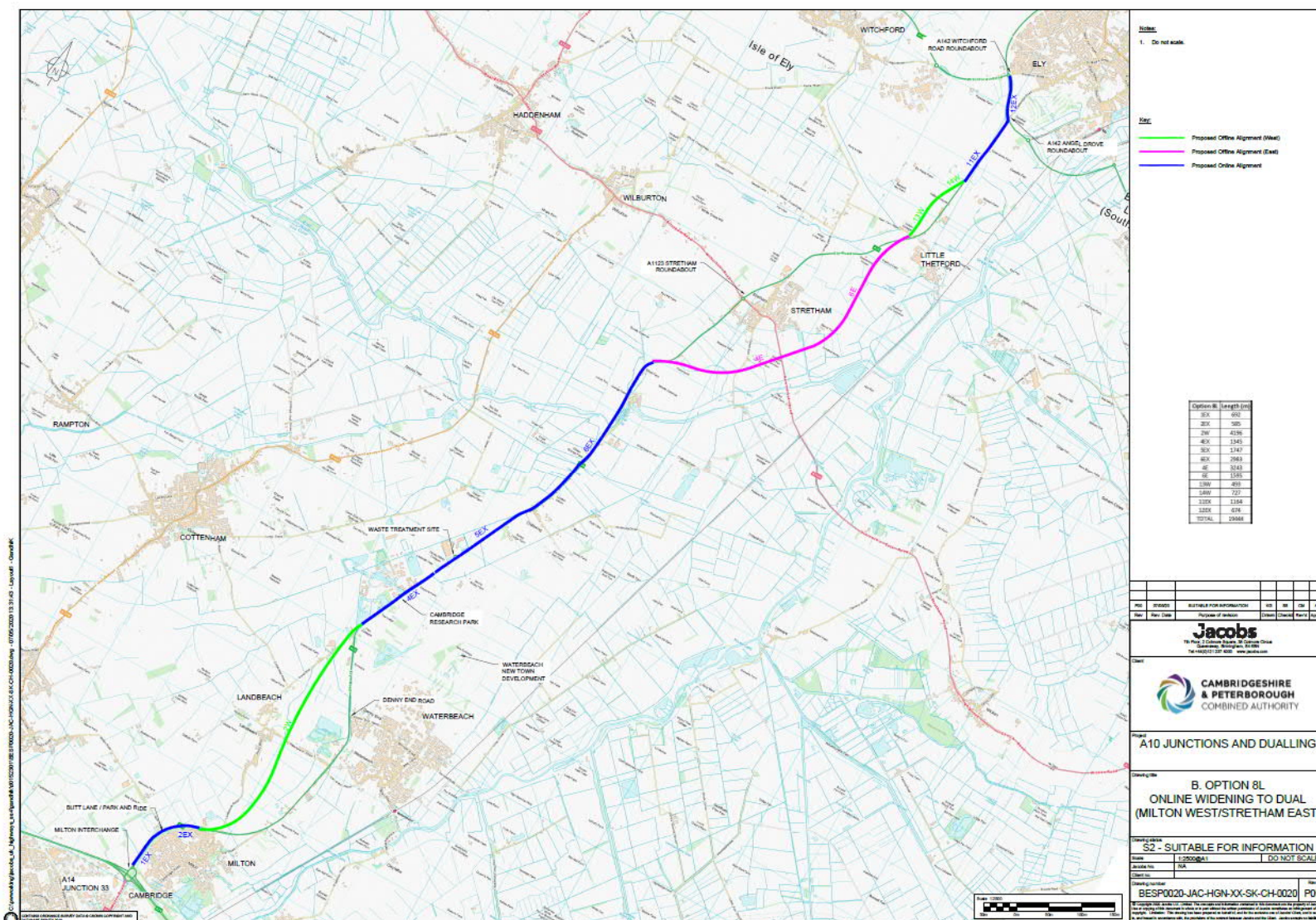
- Dualling will increase the capacity of the road and increase noise and air pollution;
- Need to improve the A10/A14 Milton roundabout to improve flow;
- Need to keep in mind the character of surrounding villages and ensure that is maintained;
- Sustainable transport is key in any improvement to support modal shift;
- Concern over community severance;
- Concern over the impact of construction rather than just the scheme options themselves.

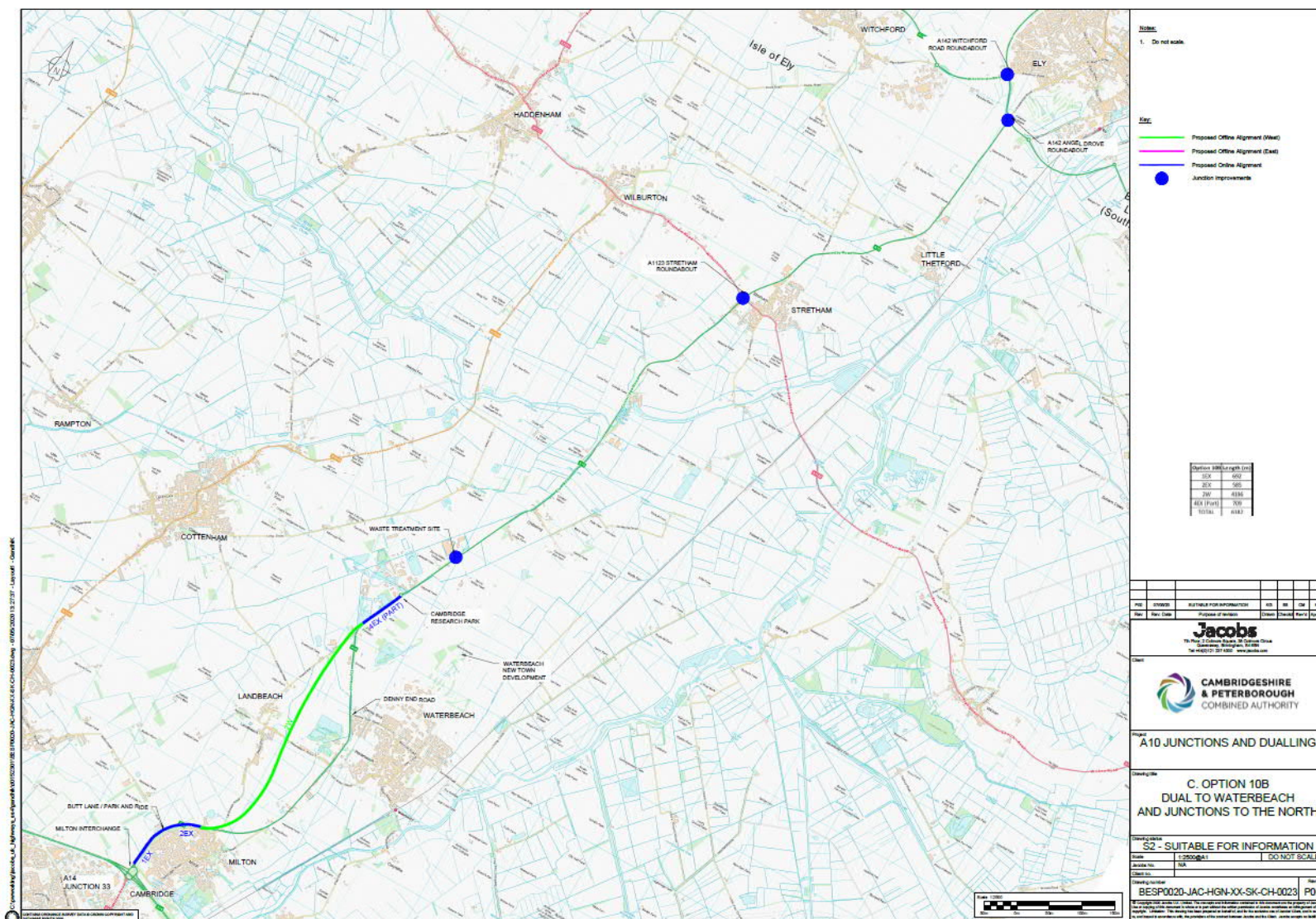
The A10 Junctions and Dualling SOBC will be presented to the Combined Authority Board in August 2020 and then submitted to the Department for Transport in summer 2020 with a request to fund the next stage: preparation of the outline business case. The findings from the public information exhibition will be used to inform this next stage, and will be considered as part of the option development. It is expected that formal consultation will be undertaken in early 2021, depending on the timing of when funding might be secured.

Appendix A. Option Drawings

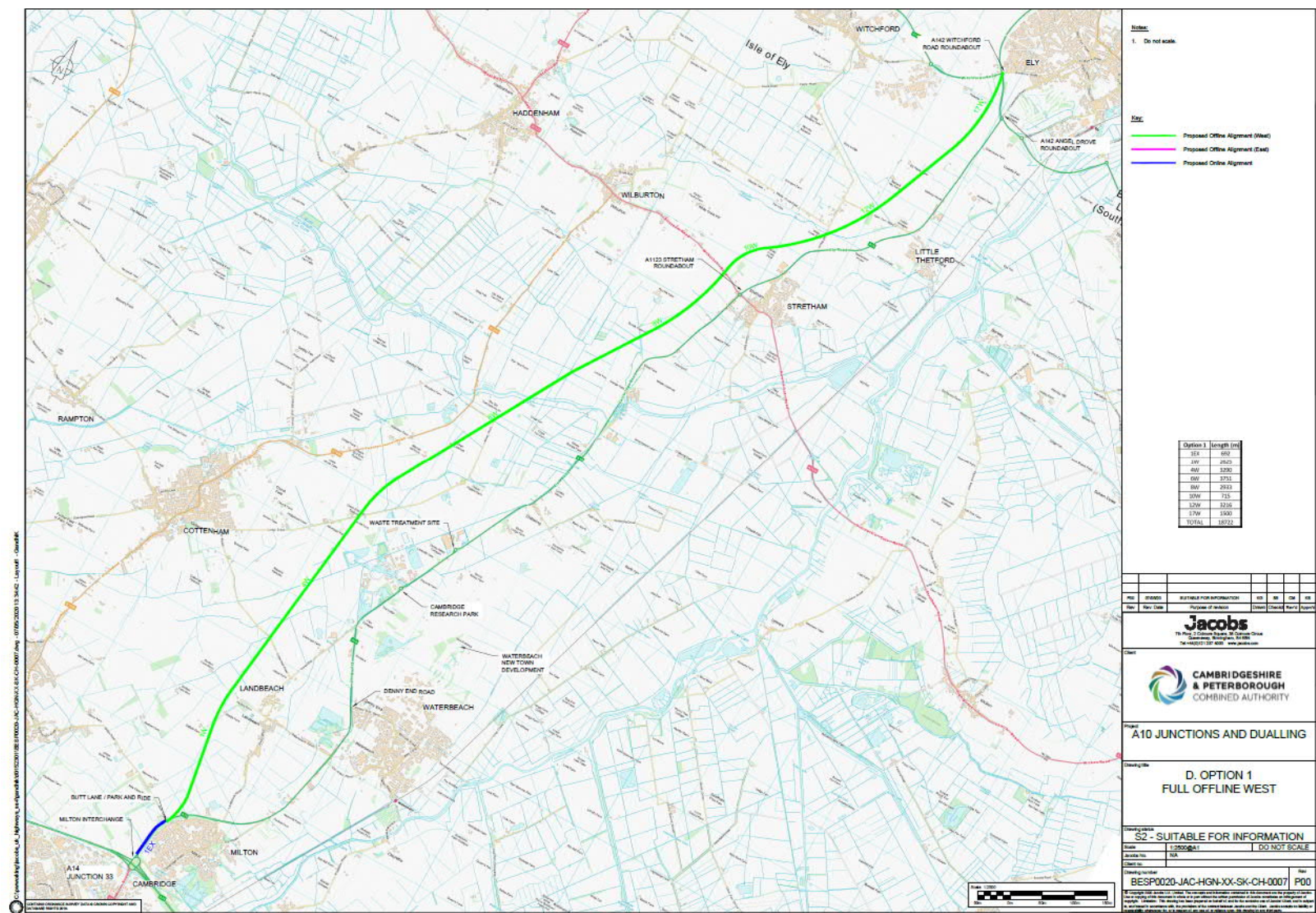
Option A



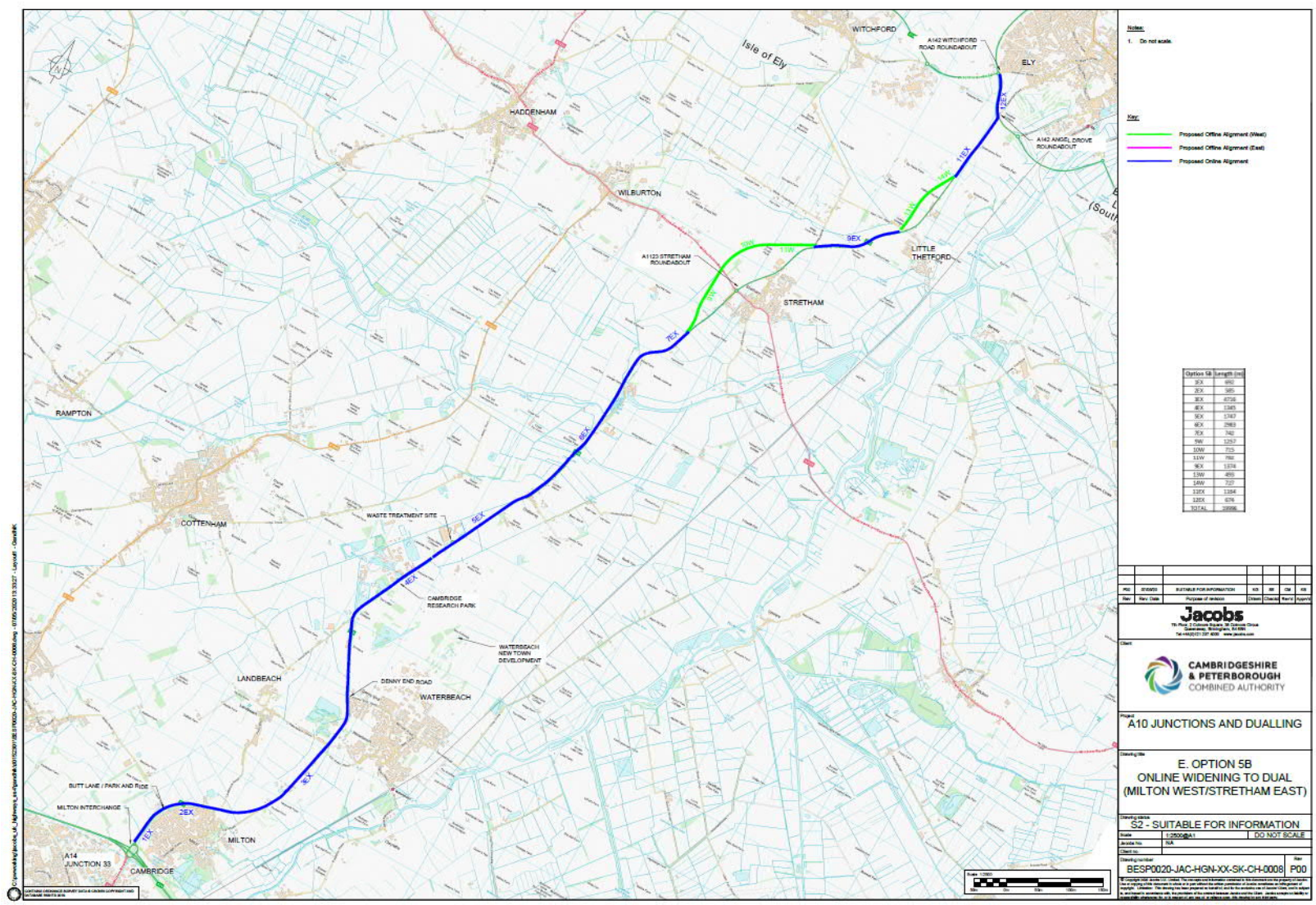




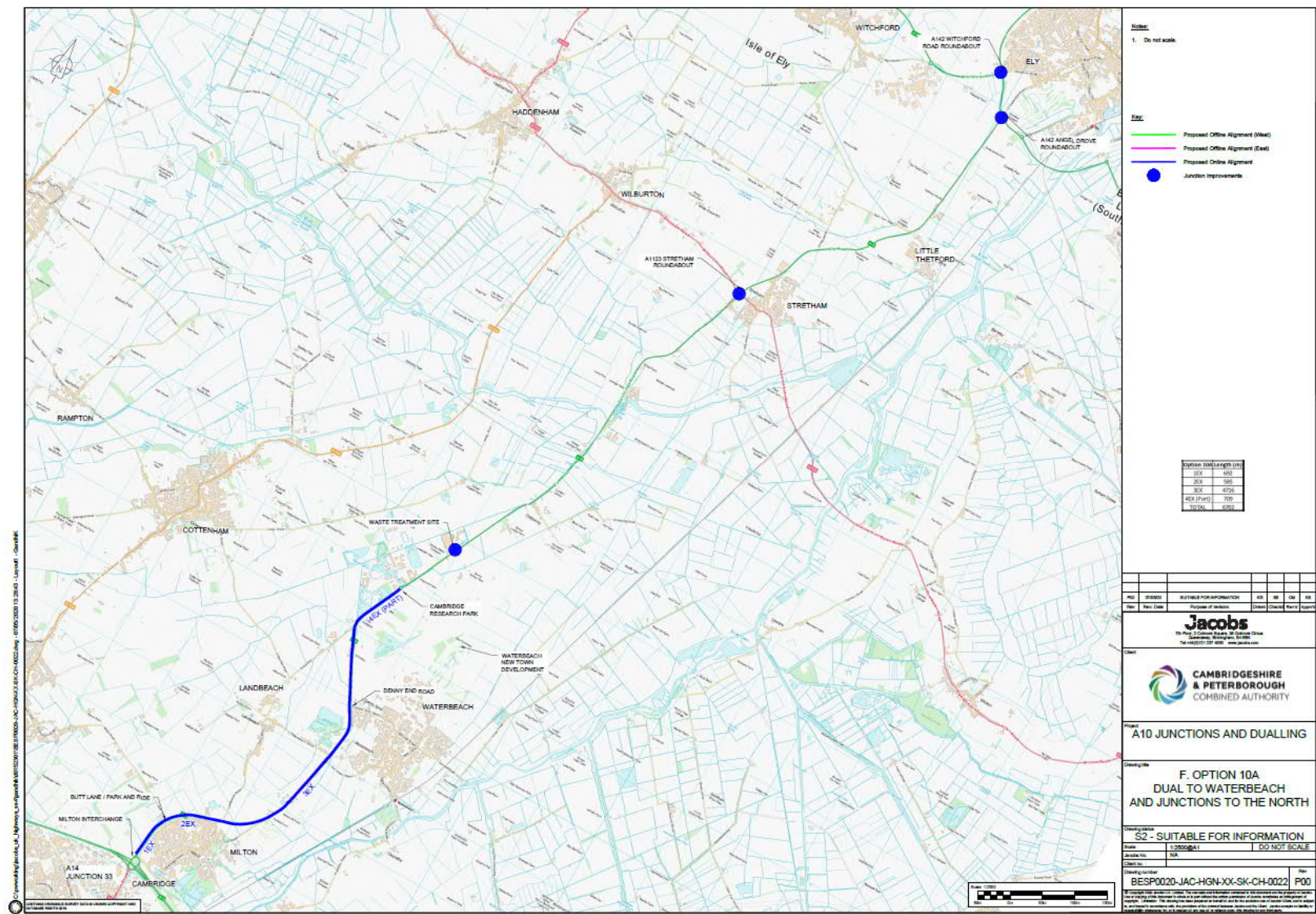
Option D



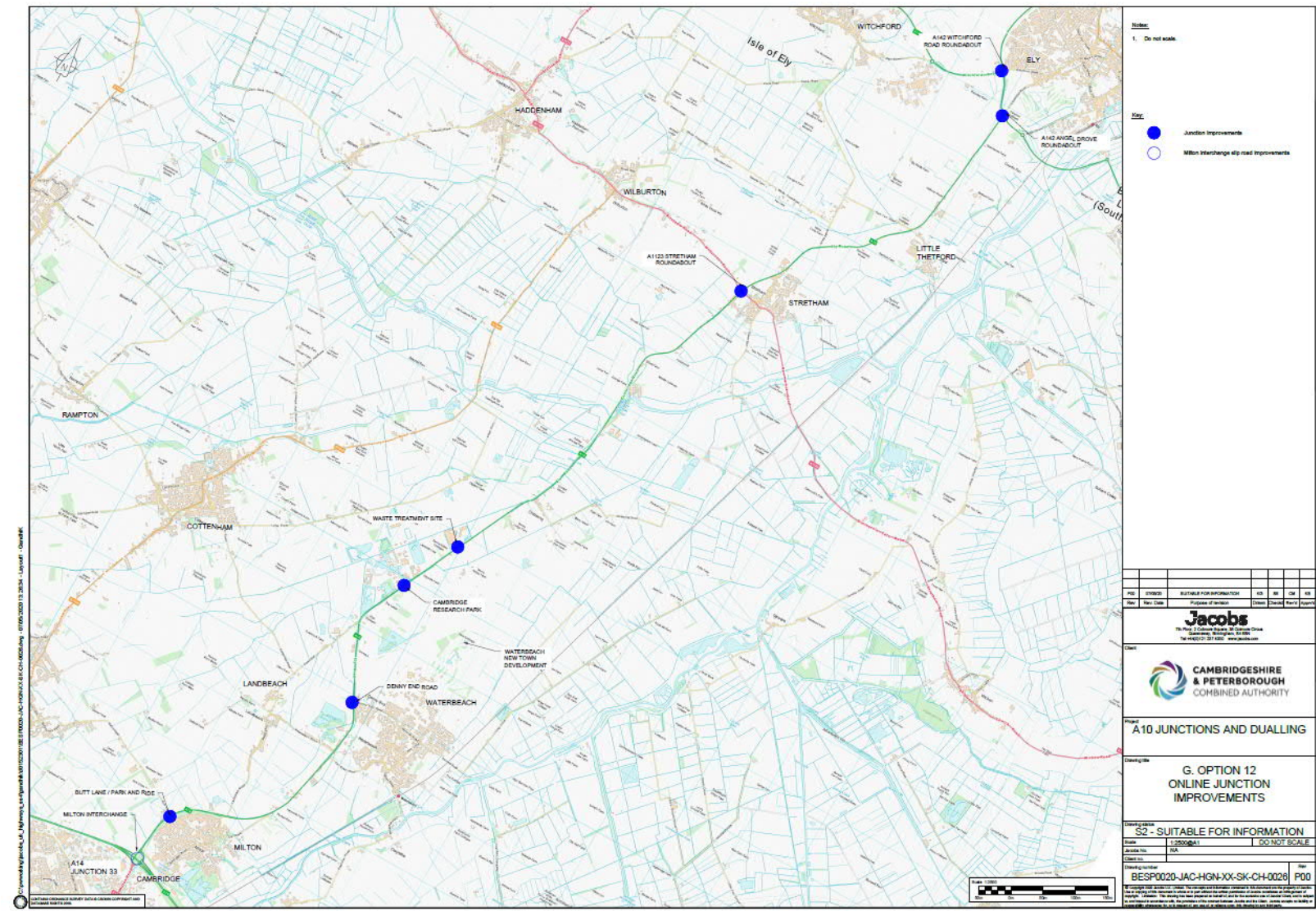
Option E



Option F



Option G



Appendix B. Question 2 Open Text responses

Organisations specified		
Voluntary/Community organisation	Public sector organisation	Other
Tithe Barn Trust	EACH at Milton	Regular visitor to Cambridge
*Wilburton Parish Council	Ely Group of IDBS	Use corridor to access horses between Ely & Witchford
Smarter Cambridge Transport	Milton Parish Council	Commuter to Cambridge/science park
Emmaus Cambridge – Chair of Trustees	Cottenham Parish Council	Carer in the area
Campaign to Protect Rural England		Future resident
Ely Cycling Campaign		Owner of Waterbeach Barracks and Airfield
Barton and District Bridleway Group		Occasional user of A10
Histon Road Area Residents' Association		British Horse Society
		Family live in the area
		Councillor for South Cambridgeshire DC
		Councillor for Cottenham and Rampton

*Note: Wilburton Parish Council classified themselves within the survey as Voluntary/Community organisation, when should be classified as Public sector.

Appendix C. Detailed option analysis

C.1 Option A

Theme category	Detailed code frame	Number of responses
Community Concern	This route will sever communities	30
	Concern over impact to Landbeach	94
	Concern over impact to Stretham	16
	Concern over impact to Milton/Little Thetford	10
	Will this require compulsory purchase of homes?	2
Environmental Concern	This will destroy the countryside and farm land	30
	This scheme will increase pollution/air quality/noise	73
	Negative impact on wildlife, environment and heritage	14
Construction Concern	Negative impact of construction works (Increased HGVs and congestion)	34
Sustainable Transport Concern	Consideration of walking, cycling, horse-riding and public transport options (& their safety)	43
Traffic Flow/Junction Concern	More detail needed for impact of Waterbeach development	13
	More detail needed for side road access and junction capacity	25
	This won't solve the current issues	14
	Need to consider the need for improvement to the A10/A14 junction	39
	Need to consider the need for improvement to the A10/A142 junction	4
	Stop dualling at Waterbeach to avoid issues at Milton junction	1
	Not enough capacity generated	4
	How does Covid affect the A10 and scheme modelling?	8
	Dualling the whole road preferable	9
	Scheme will avoid bottlenecks	6
	No need to dual the whole route	11
Supportive of the option	This is my preferred option	22
	This is my second preferred option	17
	This is my third preferred option	7
	I like this option	65
	This option is better than B	9
	Option A and B are the best options	5
Disagree with the option	I don't like this option	120
	I object to the entire scheme	11
	Other options are preferable	5
Other	No preference relative to option B	6
	No preference of option	2
	No comment made	250

C.2 Option B

Theme category	Detailed code frame	Number of responses
Community Concern	This route will sever communities	20
	Concern over impact to Landbeach	88
	Concern over impact to Stretham	34
	Concern over impact to Little Thetford	10
	Access prevented to the river	11
	This will make Stretham safer	1
Environmental Concern	This scheme will increase pollution/air quality/noise	63
	Option routes through floodplain	6
	This will destroy the countryside, greenbelt and farm land	38
	Negative impact on wildlife, environment and heritage	8
Construction Concern	Negative impact of construction works	22
Sustainable Transport Concern	Consideration of walking, cycling, horse riding and public transport options (& their safety)	35
Traffic Flow/Junction Concern	No need to dual the whole route	9
	More detail needed for impact of Waterbeach development	9
	More detail needed for side road access and junction capacity	19
	Need to improve A10/A14 junction flow	20
	Need to improve Milotn/Landbeach junction	1
	Need to improve capacity of A10/A142 junction	7
	Opposed to Streatham eastern bypass	11
	Dualling the whole road preferable	4
	Not enough capacity generated	1
	This won't solve current issues	5
	More detail needed of exact route of offline sections	1
Supportive of the option	This is my preferred option	8
	This is my second preferred option	15
	This is my third preferred option	5
	I like this option	34
	Option A and B are the best options	3
	Option B better than Option A	4
Disagree with the option	I don't like this option	124
	I object to the entire scheme	13
	Prefer Option A	15
	Need a futureproof solution	1
Other	No preference of option	2
	No preference relative to Option A	16
	No comment made	267

C.3 Option C

Theme category	Detailed code frame	Number of responses
Community Concern	This route will sever communities	20
	Concern over impact to Landbeach	85
	Concern over impact to Stretham	16
	Concern over impact at Ely	6
	Concern over impact to Little Thetford	2
	Concern over safety implications	5
Environmental Concern	This scheme will increase pollution/air quality/noise	27
	This will destroy the countryside, greenbelt and farm land	8
	Negative impact on wildlife, environment and heritage	3
Construction Concern	Negative impact of construction works	7
Sustainable Transport Concern	Consideration of walking, cycling, horse-riding and public transport options (& their safety)	16
Traffic Flow/Junction Concern	Need to dual the whole route	13
	No need to dual the whole route	4
	Scheme should run further north	3
	More detail needed for side road access and junction capacity	24
	More detail needed for impact of Waterbeach development	9
	junction improvements are important	8
	Need to consider the need for improvement to the A10/A14 junction	25
	Need to improve Milton/Landbeach junction	2
	Need to consider the need for improvement to the A10/A142 junction	3
	Need a bypass around Stretham	3
	Concern over continued rat-running through surrounding villages	6
	Doesn't deal with congestion north of Research Park	20
	Bottleneck transitioning from dual to single carriageway	3
Supportive of the option	This is my preferred option	1
	Prefer this option to A and B	1
	This is my third preferred option	1
	I like this option	20
Disagree with the option	I don't like this option	150
	I object to the entire scheme	10
	Not enough/This option only addresses part of the solution	39
	This option is Cambridge centric	4
	This is only a short-term option	11
Other	No preference of option	2
	No comment made	297
	Does this option meet the scheme objectives?	3

C.4 Option D

Theme category	Detailed code frame	Number of responses
Community Concern	This route will sever communities	7
	Concern over impact to Landbeach	37
	Concern over impact to Cottenham	11
Environmental Concern	This scheme will increase pollution/air quality/noise	68
	This will destroy the countryside, greenbelt and farm land	66
	Negative impact on wildlife, environment and heritage	9
Construction Concern	Negative impact of construction works	5
	This option will have less impact from construction	71
Sustainable Transport Concern	Consideration of walking, cycling, horse-riding and public transport options (& their safety)	29
	Existing A10 to be used for cycles, peds, PT & farm traffic	32
Traffic Flow/Junction Concern	Need to dual the whole route	2
	Widening existing road sufficient	5
	More detail needed for side road access and junction capacity	31
	Need to consider the need for improvement to the A10/A14 junction	22
	Need to consider the need for improvement to the A10/A142 junction	14
	Concern over continued rat-running through surrounding villages	10
	Use new road northbound and A10 southbound	1
Supportive of the Option	This is my preferred option	116
	This is my second preferred option	3
	I like this option	69
	This option will have a greater impact than online duelling	3
	This is a futureproof/long-term option	35
Disagreement with the Option	I don't like this option	129
	I object to the entire scheme	8
	This would be too expensive	27
	This would not serve new development in Waterbeach or the Research Park	19
	This is only a short-term option	4
Other	More detail needed regarding cost	28
	No comment made	177
	Does this option meet the scheme objectives?	7

C.5 Option E

Theme category	Detailed code frame	Number of responses
Community Concern	This option provides good access to Waterbeach	2
	Concern over impact to Landbeach	12
	Concern over impact to Waterbeach	14
	Scheme will benefit Ely	1
	Concern over impact to Little Thetford	5
	Has the least impact on surrounding villages	7
	Will this require compulsory purchase of homes?	4
Environmental Concern	This scheme will increase pollution/air quality/noise	25
	Negative impact on wildlife, environment and heritage	8
	This option has a minimal impact on the environment	11
Construction Concern	Negative impact of construction works	29
Sustainable Transport Concern	Consideration of walking, cycling, horse-riding and public transport options (& their safety)	21
Traffic Flow/Junction Concern	Need to dual the whole route	6
	No need to dual the whole route	2
	Concern over continued rat-running through surrounding villages	11
	More detail needed for side road access and junction capacity	17
	More detail needed for impact of Waterbeach development	8
	Little Thetford needs junction improvements not a bypass	2
	Need to consider the need for improvement to the A10/A14 junction	27
	Bypass around Stretham important	4
	Need to consider the need for improvement to the A10/A142 junction	6
	Concern over geometry and safety	10
	Concern over congestion at waste treatment centre	1
	Scheme will disrupt traffic flow	2
	All junctions need improvement	7
Supportive of the Option	This is my preferred option	34
	This is my second preferred option	6
	This is my third preferred option	3
	I like this option	51
	This is a futureproof/long-term option	1
Disagreement with the Option	I don't like this option	90
	I object to the entire scheme	23
	Not enough/This option only addresses part of the solution	16
	Not as good as Option A	3
	This is only a short-term option	10
	Offline dualling preferred	4
Other	No comment made	312

C.6 Option F

Theme category	Detailed code frame	Number of responses
Community Concern	Scheme will benefit Ely	1
	Concern over impact to Landbeach	6
	Concern over impact to Milton	1
	Concern over impact to Waterbeach	12
	Concern over impact to Stretham	9
Environmental Concern	This scheme will increase pollution/air quality/noise	16
	Negative impact on wildlife, environment and heritage	3
	This option has a minimal impact on the environment	6
Construction Concern	Negative impact of construction works	9
Sustainable Transport Concern	Consideration of walking, cycling, horse-riding and public transport options (& their safety)	20
Traffic Flow/Junction Concern	Need to dual the whole route	13
	Need to show modelling results	2
	Concern over continued rat-running through surrounding villages	10
	More detail needed for side road access and junction capacity	12
	More detail needed for impact of Waterbeach development	13
	Need to consider the need for improvement to the A10/A14 junction	19
	Need to consider the need for improvement to the A10/A142 junction	1
	Bottlenecks caused by dual-single/safety concerns	25
	All junctions need improvement	3
Supportive of the Option	This is my preferred option	9
	This is my second preferred option	4
	I like this option	31
Disagreement with the Option	I don't like this option	104
	I object to the entire scheme	20
	Not enough/This option only addresses part of the solution	64
	This is only a short-term option	16
Other	No comment made	321

C.7 Option G

Theme category	Detailed code frame	Number of responses
Community Concern	Concern over impact to Stretham	6
Environmental Concern	This scheme will increase pollution/air quality/noise	4
	This option has a minimal impact on the environment	26
Construction Concern	Negative impact of construction works	2
Sustainable Transport Concern	Consideration of walking, cycling, horse-riding and public transport options (& their safety)	51
Traffic Flow/Junction Concern	Need to dual the whole route	10
	Bypass around Stretham important	1
	Concern over continued rat-running through surrounding villages	8
	More detail needed for side road access and junction capacity	10
	This option won't accommodate demand from Waterbeach and other developments	17
	Need to consider the need for improvement to the A10/A14 junction	11
	Need to improve capacity of Landbeach/Milton junction	3
	Junction improvements won't make the route safer for NMUs	4
	Junction improvements should be combined with other minor improvements	9
	Junction at Little Thetford needs increased capacity	2
	This will improve junction safety	15
	Don't need to improve all the junctions	2
	Not enough can be done to junctions to improve traffic flow/capacity	16
Supportive of the Option	This is my preferred option	30
	This is my second preferred option	1
	This is my third preferred option	1
	I like this option	52
Disagreement with this Option	I don't like this option	89
	I object to the entire scheme	5
	Not enough/This option only addresses part of the solution	98
	This is only a short-term option	31
Other	No comment made	261
	More detail needed regarding cost	4

C.8 Other Comments

Theme category	Detailed code frame	Number of responses
Community Concern	Concern over community severance	5
	Concern over house prices and community impact	8
	Concern over impact at Landbeach	14
Environmental Concern	Environmental mitigation should be provided	5
Sustainable Transport Concern	Improve walking, cycling & PT facilities in the area/along the corridor	39
	Need improved safe, segregated cycle and pedestrian crossing facilities	52
	Existing A10 to be used for cycles, peds, PT & farm traffic	8
	I would only support a scheme that caused a modal shift towards PT and active modes	52
	Consider Park and Ride @ Ely to access Cambridge	2
Traffic Flow/Junction Concern	Concern over Stretham bypass (both eastern & western)	3
	Need to consider the need for improvement to the A10/A14 junction	19
	Need to consider the need for improvement to the A10/A142 junction	10
	No need to dual road for full length - address pinch points only	11
	Concern over continued rat-running through surrounding villages	1
	Travel times along the corridor should be reduced	5
	All junctions need improvement to remove pinch points	7
	Need to consider new developments	8
	Preference for online dualling	3
	Preference for offline dualling	5
	Preference for full dualling	18
	Upgrade alternative routes not the A10	3
	More detail needed for side road access & private entrances	5
	Concerns over safety	2
Supportive of the Options	A10 has been waiting a long time to be duelled / improved	9
Disagreement with the Options	A10 capacity only a problem in AM and PM peaks, due to pinch points	3
Engagement Concerns	More detail over scheme plans and costs	20
	Difficulties accessing the virtual consultation material	8
	Positive feedback on virtual material	1
	Would be good to have documents to view as well as virtual in order to reach more people	5
	Lack of clarity / accuracy in consultation	1
Other	No comment made	181
	How does Covid affect the A10 and scheme modelling?	8
	Comment unclear / not relevant / referring to opinion expressed in other question	15
	Requests information on project timelines	1