

# WATERBEACH GREENWAY

**Cambridge – Milton – Waterbeach**

Have your say on a new walking, cycling and, where possible, horse riding route linking Cambridge, Milton and Waterbeach.



# WHY ARE WE SEEKING YOUR VIEWS?

This consultation is seeking your views on a revised alignment for the Waterbeach Greenway, which will connect Cambridge to Milton and Waterbeach.

The Waterbeach Greenway is one of twelve proposed greenways, which aim to make local walking and cycling journeys easier. They will connect villages along the route to each other and will enable a direct connection with Cambridge.

The previous public consultation was held in 2018 with supportive feedback for the Waterbeach Greenway's original alignment. Further design work on the route was approved by the Greater Cambridge Partnership (GCP) Executive Board in 2020. However, this original alignment would have been very difficult to deliver. As a result, this led to a change in the proposed alignment, which is set out in this brochure.

## In this brochure

You will find:

- An explanation of the Waterbeach Greenway;
- A map providing an overview of the proposed route for the Waterbeach Greenway;
- Options for changes to the junction of the A10 at Ely Road;
- Options for Milton High Street and Coles Road;
- Information on further considerations and next steps.

## Why a new alignment?

The original alignment of the Waterbeach Greenway was proposed to run parallel to the railway line.

Technical assessments highlighted significant challenges with the delivery of the route.

These include:

- High likelihood of flooding, which would obstruct the route at times and cause issues with ground stability. This would also add high cost to scheme elements including flood mitigation.
- Impacts on the environment and ecology, especially from the need for multiple bridges, embankments and drains.
- Issues with providing a route through Milton Country Park and the potential for park closures during periods of high wind.
- Challenge of construction for the off-road route, which would require an access track to transport materials and equipment at significant cost.
- Limited potential to connect with the wider network.

We are therefore proposing a new route for the Waterbeach Greenway which avoids many of the issues found with the original route and provides greater integration with the existing active travel network, delivering better value for public money. The new route design is shown in the maps within this brochure. We would like to hear your feedback and remain open to listening to other suggestions that you may have on the proposals and options.

# WHAT IS A GREENWAY?

Greenways will be new or improved walking, cycling and, where possible, horse riding routes. They will follow off-road paths, route along quiet streets and provide improved facilities alongside roads. They will help more people reach more of Greater Cambridge with safer, easier and more direct journeys.

## The greenways will



**Provide better cycling and walking routes**



**Enhance public spaces where possible**



**Reduce the impact of traffic congestion and growing traffic levels**



**Support access to jobs and opportunities**



**Reduce air pollution and improve our health**

## The challenge

The GCP is investing to secure sustainable economic growth and improve the quality of life for everyone in our area through a series of ambitious projects and programmes. Although a thriving centre for education, high-tech business and world-leading healthcare, there are significant transport challenges the area needs to address, including:

**Continued growth of traffic and congestion**

**Limited public transport choices and lack of attractive walking and cycling routes**

**Toxic levels of air pollution and high carbon emissions as a result of limited alternatives to the car**

# WHAT ARE THE PROPOSALS FOR THE WATERBEACH GREENWAY?

## The route

The route will be approximately 5.5km long and improve access to schools, residential communities and employment areas, including the Cambridge Science Park and Cambridge North Railway Station.

The improvements will focus on the creation of a more direct, safer and more convenient walking and cycling connection between Cambridge and Waterbeach.

## The proposals

The route would be part on-road and part off-road, including:

- An off-road route from Waterbeach village to Milton village, including a surfaced path and a grass strip to accommodate multiple modes of transport, including walking, wheeling, cycling and horse riding.
- A shared used path along Ely Road into Milton village. Two design options are presented for the A10 / Ely Road junction.
- In Milton village, measures are proposed to provide a safer and more comfortable environment for pedestrians and cyclists. These include a reduction in on-street parking and the introduction of 20mph speed limits adjacent to the proposed route, along with new signage and road markings. A wider shared use path is being considered to safely accommodate walking and cycling where physical obstructions and limited carriageway width restrict the ability to create a segregated walking and cycling route.
- On Milton village High Street, two options are proposed for the section of route near the shops, both including improvements to the public realm.
- As an alternative to the high street, a potential quiet route is proposed along Coles Road, with two options presented for on-street parking.
- The route will continue across the Jane Coston Bridge and connect with improvements being delivered early on Cowley Road, Milton Road and to the existing shared use path to Cambridge North Station.

- On Cowley Road, the existing segregated track is proposed to be widened. Drainage swales will provide a natural drainage channel alongside this path.
- The proposals also include new or upgraded crossings and junction treatments, which will enhance the environment for walking, wheeling and cycling, providing safer and more comfortable crossings.

## The wider network

The proposed realignment of the Waterbeach Greenway was part of a strategic review of projects within the Waterbeach to Cambridge corridor. A range of GCP schemes are underway to contribute to the development of a better, greener transport network for our busy region. The transport network map to the right shows how schemes currently in progress link with existing infrastructure. The Waterbeach Greenway is one of twelve routes connecting key areas of growth with the city, complemented by travel hubs to encourage Park & Ride journeys, walking and cycling.

The Waterbeach Greenway project team have been working with the teams working on the A10 corridor, the Waterbeach New Town development, the Waterbeach Public Transport Corridor, and the Waterbeach Railway Station relocation to make sure that the projects can compliment each other, whichever options are selected.

## Phasing

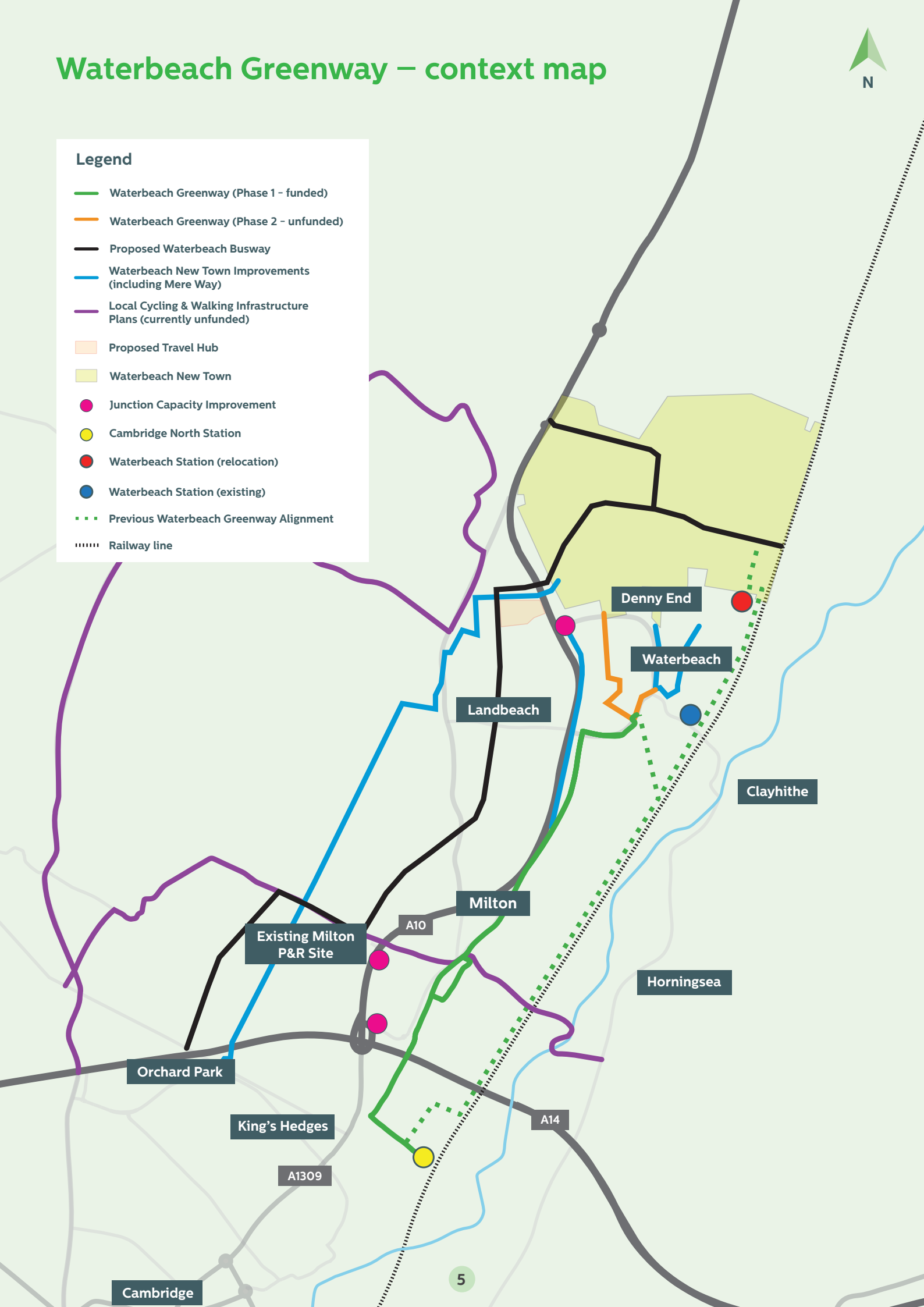
Phase 1 (the green line on the context map) of the proposed Waterbeach Greenway is currently funded and proposed for delivery as part of the main package of greenways. Phase 2 (the orange line on the context map) is not currently funded and will not be delivered as part of the main scope of works but could offer further onward connections to Waterbeach village including the new town development if further funding is identified. There are no existing public rights of way in the immediate area adjacent to the Waterbeach Greenway.

# Waterbeach Greenway – context map



## Legend

- Waterbeach Greenway (Phase 1 - funded)
- Waterbeach Greenway (Phase 2 - unfunded)
- Proposed Waterbeach Busway
- Waterbeach New Town Improvements (including Mere Way)
- Local Cycling & Walking Infrastructure Plans (currently unfunded)
- Proposed Travel Hub
- Waterbeach New Town
- Junction Capacity Improvement
- Cambridge North Station
- Waterbeach Station (relocation)
- Waterbeach Station (existing)
- Previous Waterbeach Greenway Alignment
- Railway line



## Greenway improvement types

The Waterbeach Greenway will include the following types of route sections:

### A. QUIET ROAD

On sections of the route using quieter roads where vehicle speeds are reduced, white painted signage would be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route.

### B. NEW/UPGRADED SHARED USE PATH

A shared use path would typically include a 3-metre-wide sealed track with a 2–3 metre grass verge for soft surface users (including horse riders) running parallel where appropriate. Where the path runs beside the carriageway, a verge would separate the path from the road, where possible.

### C. SEPARATED WALKING AND CYCLING FACILITIES

A bi-directional cycle track separated from the road with a parallel accessible footway. Typically used to safely separate all users where there are high levels of walking, cycling and motor-traffic.

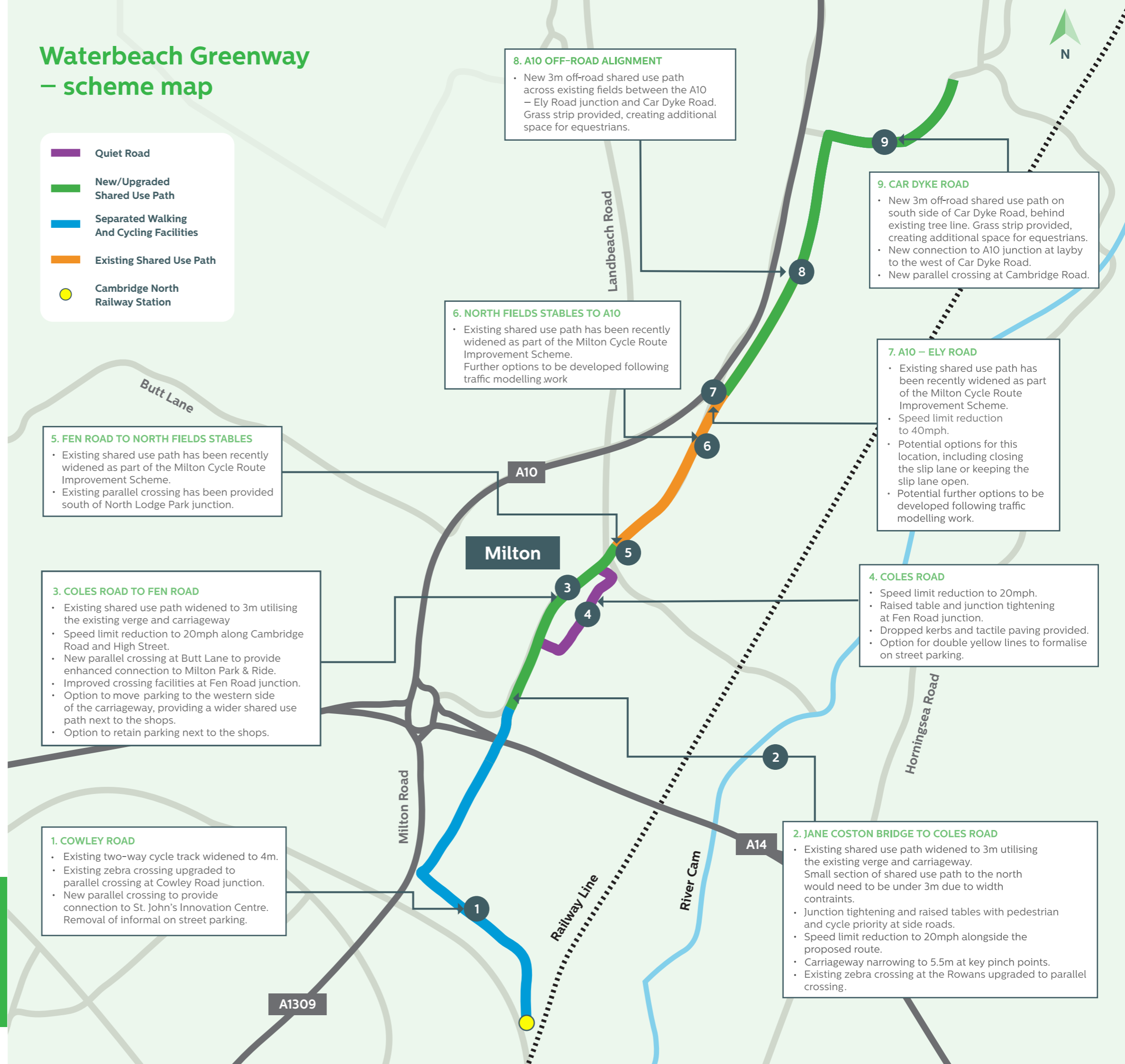
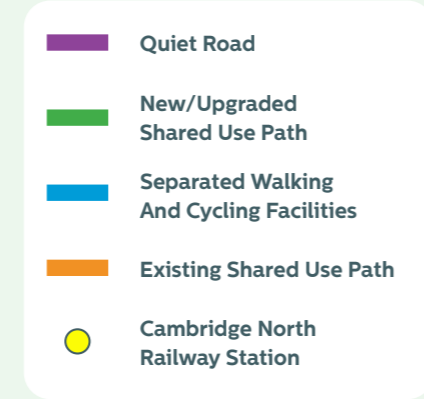
### D. EXISTING SHARED USE PATH

Existing active travel routes which will form part of the Waterbeach Greenway, creating a continuous route.

The map illustrates the scheme alignment and key proposals. For further details, technical drawings for the Waterbeach Greenway can be viewed at:

[www.greatercambridge.org.uk/waterbeach-greenway](http://www.greatercambridge.org.uk/waterbeach-greenway)

## Waterbeach Greenway – scheme map



**1. COWLEY ROAD**

- Existing two-way cycle track widened to 4m.
- Existing zebra crossing upgraded to parallel crossing at Cowley Road junction.
- New parallel crossing to provide connection to St. John's Innovation Centre.
- Removal of informal on street parking.

**3. COLES ROAD TO FEN ROAD**

- Existing shared use path widened to 3m utilising the existing verge and carriageway
- Speed limit reduction to 20mph along Cambridge Road and High Street.
- New parallel crossing at Butt Lane to provide enhanced connection to Milton Park & Ride.
- Improved crossing facilities at Fen Road junction.
- Option to move parking to the western side of the carriageway, providing a wider shared use path next to the shops.
- Option to retain parking next to the shops.

**5. FEN ROAD TO NORTH FIELDS STABLES**

- Existing shared use path has been recently widened as part of the Milton Cycle Route Improvement Scheme.
- Existing parallel crossing has been provided south of North Lodge Park junction.

**6. NORTH FIELDS STABLES TO A10**

- Existing shared use path has been recently widened as part of the Milton Cycle Route Improvement Scheme.
- Further options to be developed following traffic modelling work

**8. A10 OFF-ROAD ALIGNMENT**

- New 3m off-road shared use path across existing fields between the A10 – Ely Road junction and Car Dyke Road.
- Grass strip provided, creating additional space for equestrians.

**9. CAR DYKE ROAD**

- New 3m off-road shared use path on south side of Car Dyke Road, behind existing tree line. Grass strip provided, creating additional space for equestrians.
- New connection to A10 junction at layby to the west of Car Dyke Road.
- New parallel crossing at Cambridge Road.

**7. A10 – ELY ROAD**

- Existing shared use path has been recently widened as part of the Milton Cycle Route Improvement Scheme.
- Speed limit reduction to 40mph.
- Potential options for this location, including closing the slip lane or keeping the slip lane open.
- Potential further options to be developed following traffic modelling work.

**4. COLES ROAD**

- Speed limit reduction to 20mph.
- Raised table and junction tightening at Fen Road junction.
- Dropped kerbs and tactile paving provided.
- Option for double yellow lines to formalise on street parking.

**2. JANE COSTON BRIDGE TO COLES ROAD**

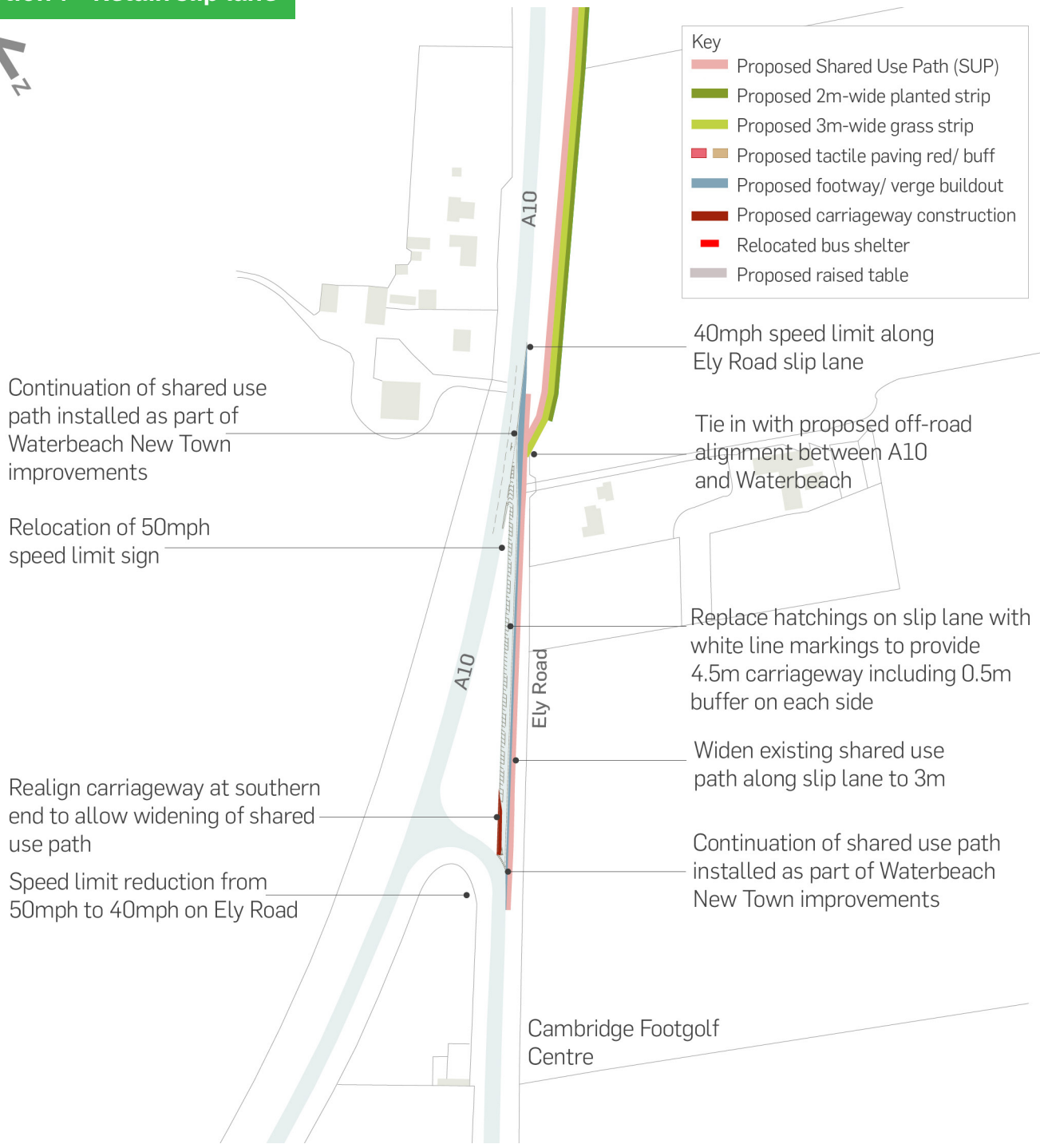
- Existing shared use path widened to 3m utilising the existing verge and carriageway.
- Small section of shared use path to the north would need to be under 3m due to width constraints.
- Junction tightening and raised tables with pedestrian and cycle priority at side roads.
- Speed limit reduction to 20mph alongside the proposed route.
- Carriageway narrowing to 5.5m at key pinch points.
- Existing zebra crossing at the Rowans upgraded to parallel crossing.

# Ely Road options

At the A10 / Ely Road junction, the off-road path from Waterbeach would join the existing A10 path into Milton village.

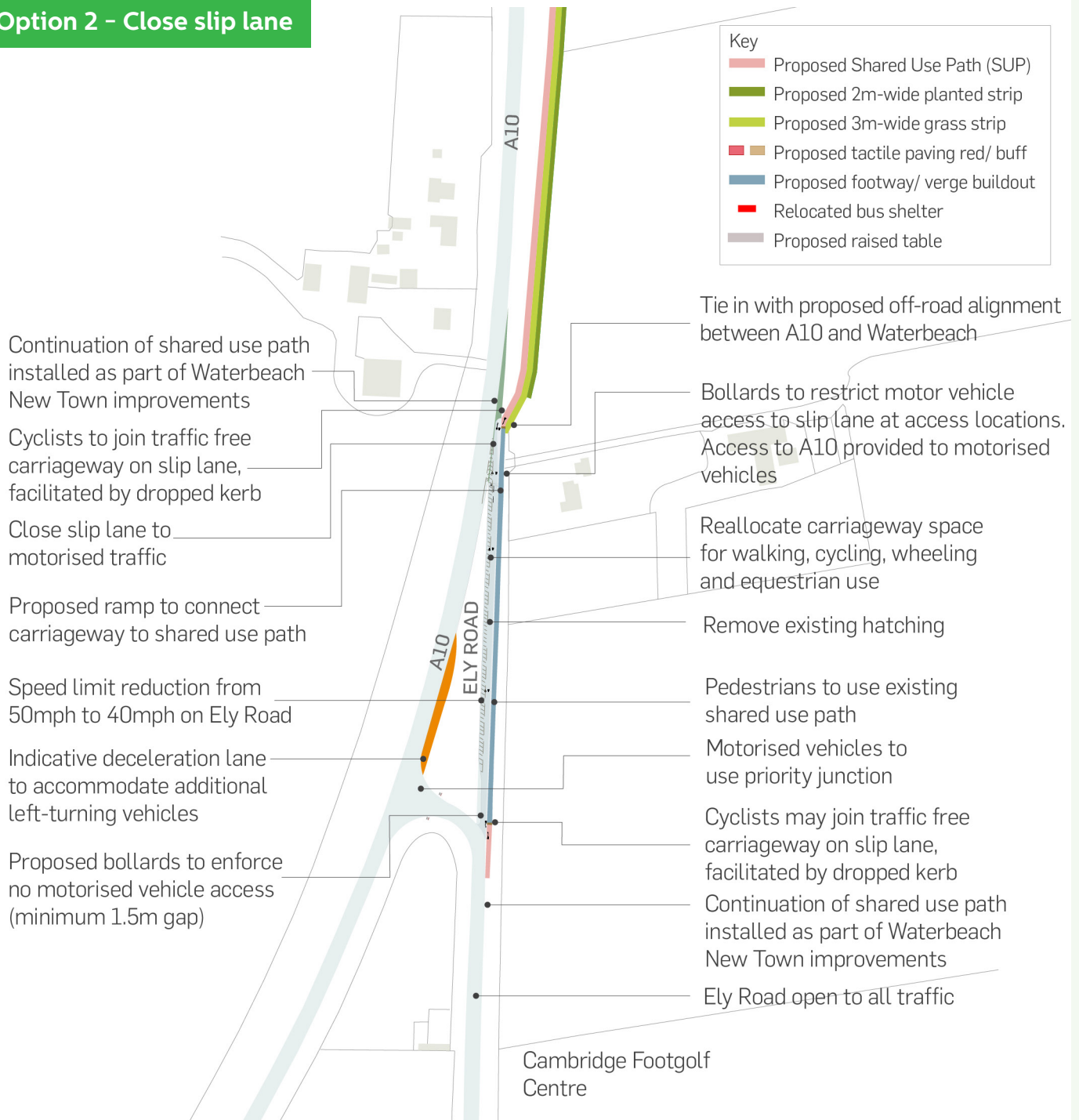
Two options are proposed for the Ely Road slip lane. No changes are proposed to the path into Milton beyond the junction. The path was recently reconstructed as part of the Waterbeach New Town.

## Option 1 – Retain slip lane



**Option 1** – proposes to realign the Ely Road slip lane and reallocate space to provide a wider shared use path with a 0.5 metre buffer, providing a more comfortable route for walking, wheeling and cycling. This option would include moving the 50mph speed limit further north on the A10 so that Ely Road is within the 40mph limit.

## Option 2 - Close slip lane



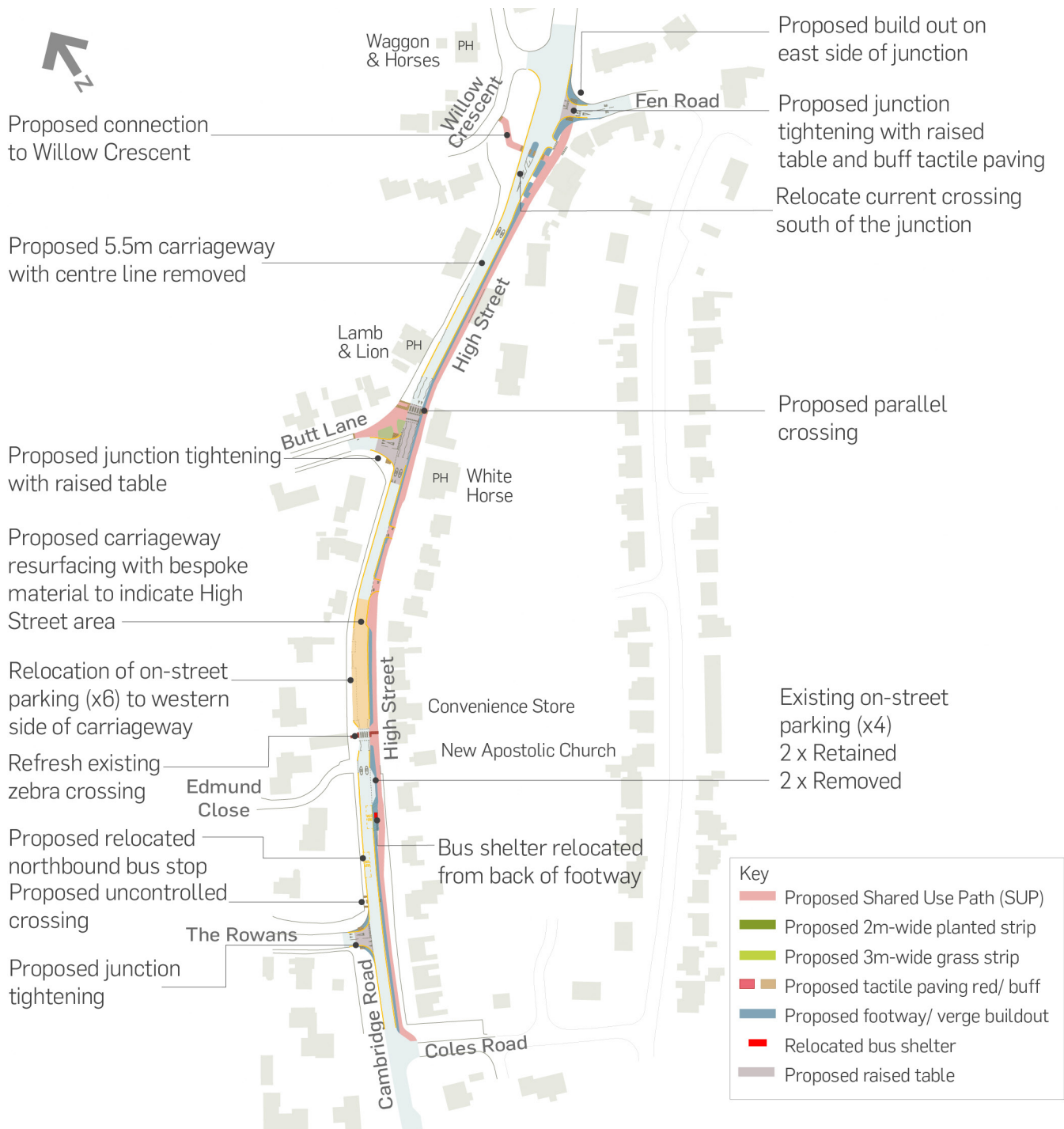
**Option 2** – proposes to close the slip lane to motorised traffic and reallocate the space to active modes. All motor vehicles would use the priority junction further south to access Ely Road. This would provide a significantly safer and more comfortable environment for walking, wheeling and cycling.

**Potential option** – An additional option has also been considered at this location. The proposed signalisation of the junction of A10 at Humphries Way / Landbeach Road may increase rat running along Ely Road and onwards through Milton. To mitigate this and create a more pleasant and safe local environment, this potential option proposes to close both the slip lane and priority junction and relocate this space to active modes. All motor vehicle through-traffic would use the junction of A10 at Humphries Way / Landbeach Road to access Milton village from the north. Properties along Ely Road could be accessed from the south rather than directly from the A10. This option is contingent on forthcoming modelling work to determine the impact of this proposal on the A10. Further consultation would also follow in due course were this option to be viable.



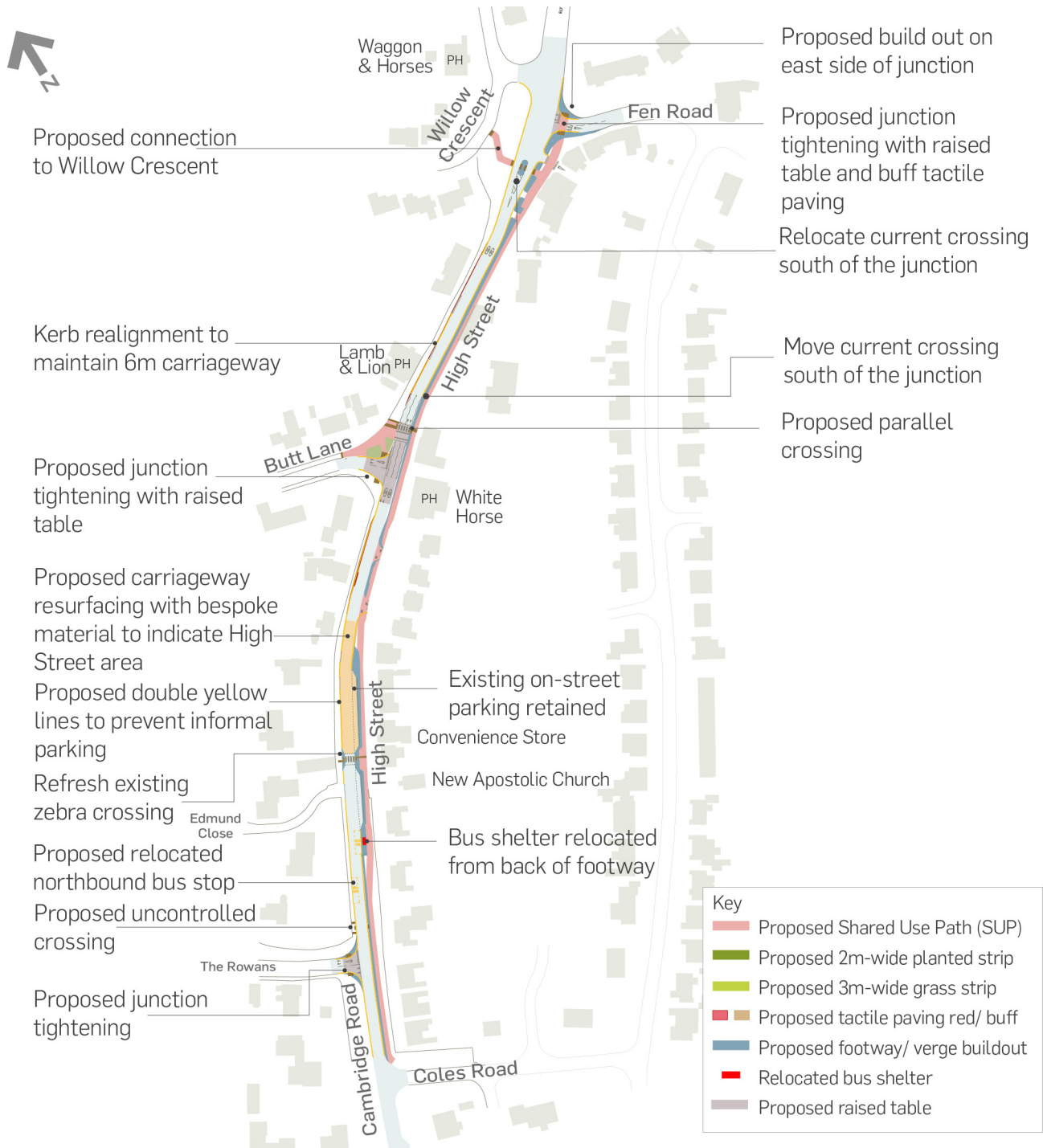
# Milton High Street options

## Option 1 - Relocate parking to the west



**Option 1** – proposes to move all parking to the western side of the road across from the shops. This option allows for a wider a 3.7-metre-wide share use path and avoids conflict between users of the active travel path and car parking. The existing northbound bus stop would be relocated 85 metres further south.

## Option 2 - Retain parking to the east

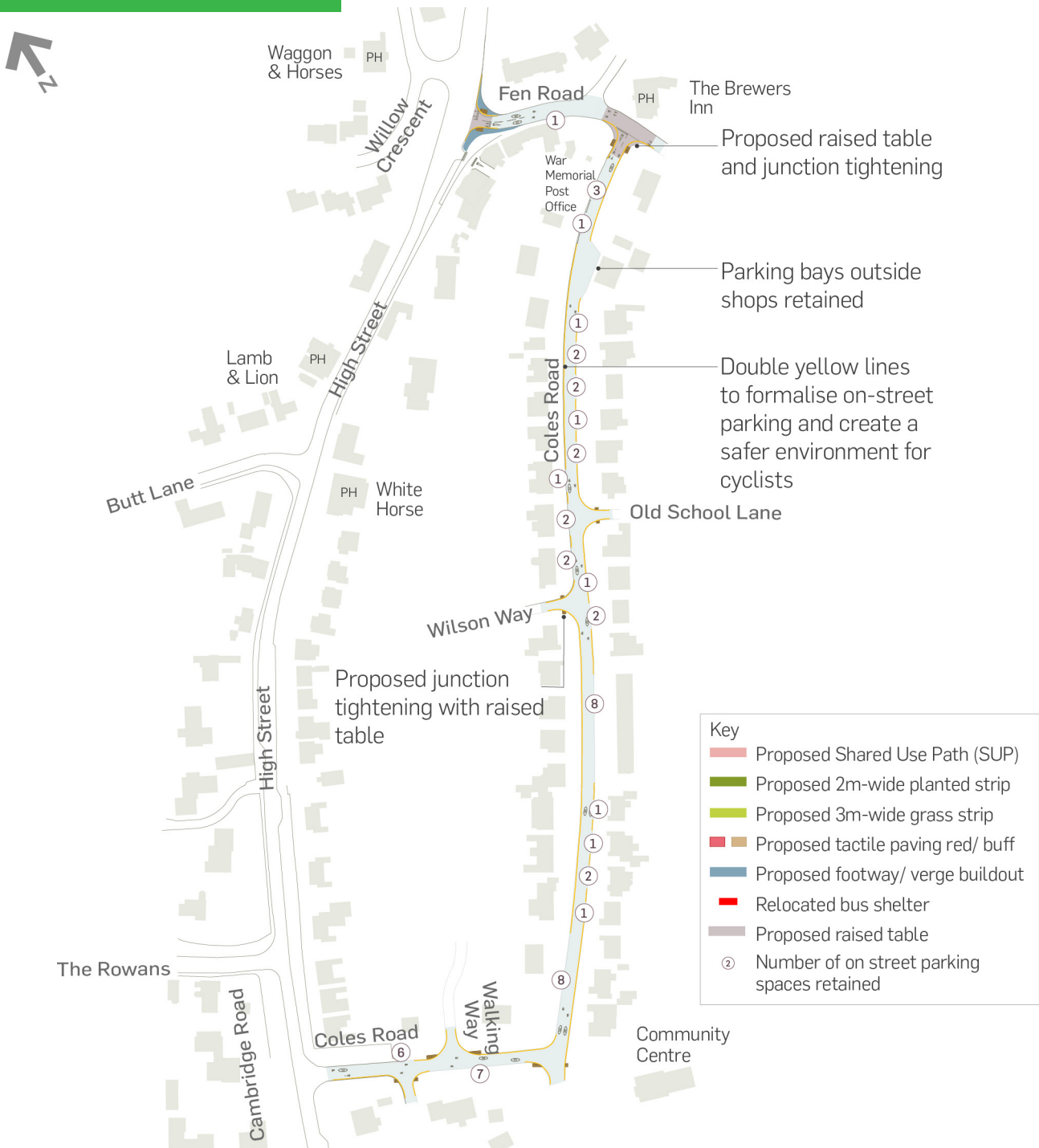


**Option 2** – proposes to retain parking on the eastern side of the road in front of the shops. To do this, parking would be restricted on the western side of the road with double yellow lines. This option allows for parking on both sides, but a narrower 3-metre-wide shared use path plus a “door zone” buffer, to reduce the risk of people opening car doors into the path of people walking or cycling. The existing north-bound bus stop would be relocated 85 metres further south.

# Coles Road options

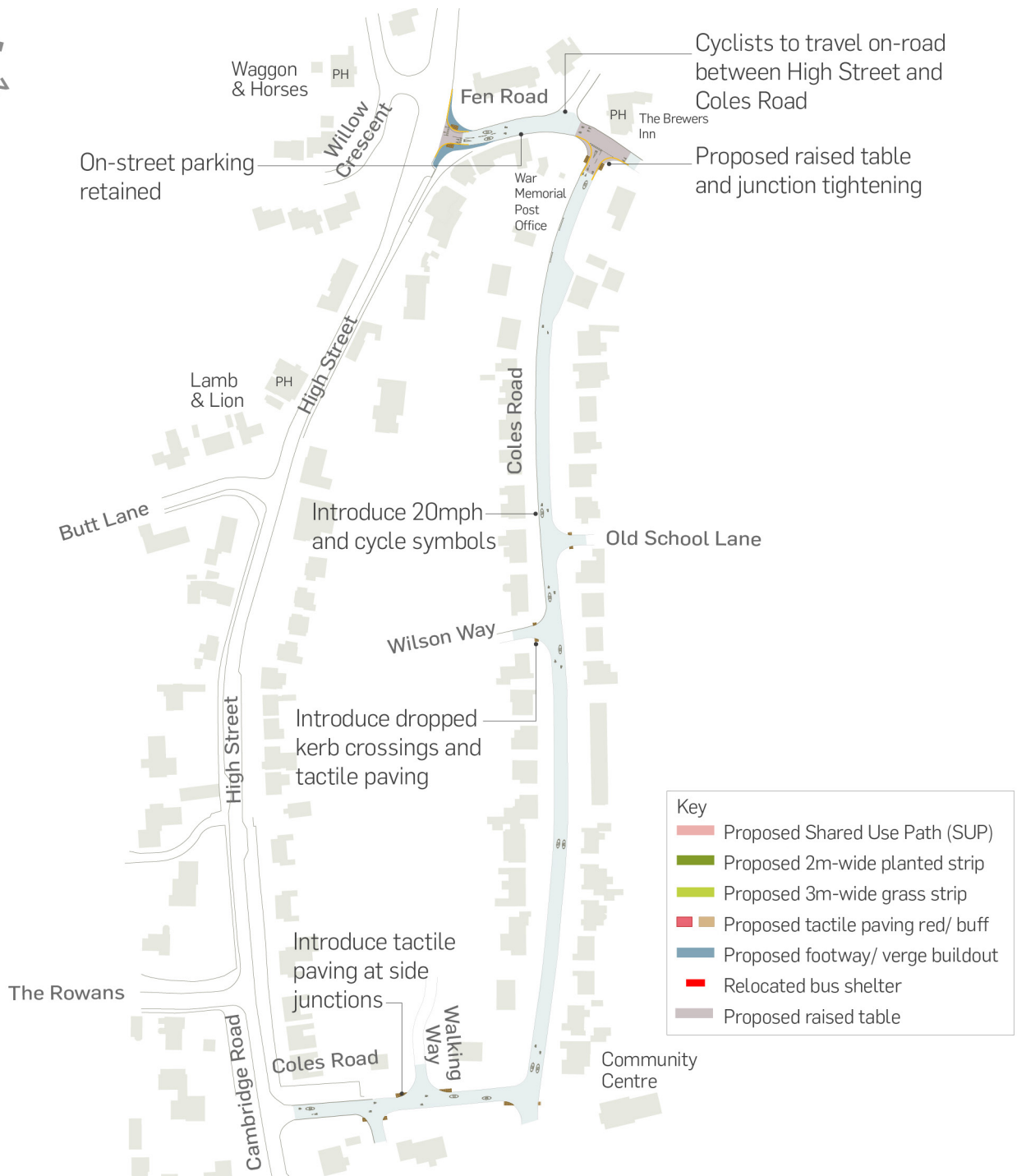
There are two options proposed for Coles Road, which could be used as a quieter alternative to the route along Milton High Street. Both options would benefit from a village-wide 20mph speed limit, a raised table at the junction of Fen Road and Coles Road to encourage slower vehicle speeds when turning and dropped kerb crossings with tactile paving at all side roads. These would provide safer crossing facilities and promote reduced vehicle turning speeds, all contributing to a safer environment for walking, wheeling and cycling.

## Option 1 - Formalise parking



**Option 1** – proposes to introduce some parking restrictions in the form of double yellow lines to reduce conflict points and provide a safer environment for cyclists to cycle on the road. Cycle symbols on the road would highlight the presence of cyclists.

## Option 2 - Do not formalise parking



**Option 2** – proposes no parking restrictions but introduces cycle symbols to highlight the presence of cyclists.

# FURTHER CONSIDERATIONS

## Potential impacts and mitigations

The routes are being designed to be fully accessible for wheelchairs, non-standard cycles and other mobility aids, opening up more of our places to more people.

Proposals for on-road sections of the route will feature measures to improve safety for all, including traffic calming and safer crossing points, as set out in this consultation. We are reviewing car parking on the route to ensure it does not create excess risk to people walking and cycling.

## Materials and surfacing

Generally, routes will be made from a hard, smooth surface such as asphalt. In more rural locations, including bridleways we will introduce appropriate surface treatment that is sensitive to the local environment. The proposed off-road section of the Waterbeach Greenway will include a grass strip for users who prefer a soft surface.

## Visual impact

The visual impact of the route will be minimised through measures such as landscaping on the sides of paths where required, which will also include pollinator friendly planting.

## Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we are preparing an Equality Impact Assessment (EqIA) for the proposals put forward in this engagement exercise.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and carer's responsibilities.



# NEXT STAGES

The next stages to progress the design of the Waterbeach Greenway will include undertaking the following tasks:

## 1 Environmental & ecology impacts

We are considering the environmental constraints and assessing the possible effects of the proposals on the environment and local ecology, so that this can be incorporated into the next stage of scheme design. This will consist of arboricultural and ecological surveys and hedgerow assessments. Our aim will be to minimise the impacts and enhance biodiversity overall (biodiversity net gain).

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## 2 Engagement with landowners

We will continue to talk to the various private landowners along the route to gain their consent before the scheme is progressed.

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## 3 Planning consent

Under the Town and Country Planning Act 1990, planning consent may be required for the Waterbeach Greenway, subject to final preliminary designs, prior to construction.

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## 4 Traffic modelling

We will model and assess traffic flows at key junctions to understand the potential impact proposals may have on journey times.

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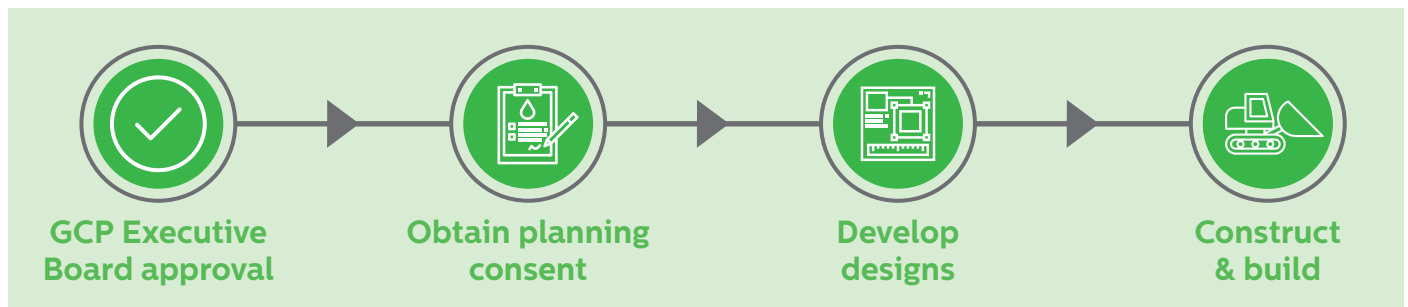
## 5 Design coordination

As mentioned previously, the Waterbeach Greenway route interfaces with a number of other projects. We will ensure that the design and implementation of the Waterbeach Greenway is coordinated with these other projects.

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# Timeline

We are consulting the public on a number of options that will improve connectivity between Cambridge, Milton and Waterbeach. The next stages are outlined below:






Engagement with key stakeholders and landowners will be ongoing across these stages.

## Have your say

We want to continue to understand the views of local communities and other interested parties on our proposals and we will use this feedback to help produce the design for this scheme.

The consultation period will run until midday on Friday 8 December 2023. There are a number of ways to respond and provide feedback:

-  Fill out the online questionnaire at: [www.greatercambridge.org.uk/waterbeach-greenway](http://www.greatercambridge.org.uk/waterbeach-greenway)
-  Download or request a paper questionnaire and return to: Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR
-  We will be holding one virtual and one in person consultation event.

### Virtual Teams Event

**Date:** Monday 30 October

**Time:** 18.30–20.00

Please register details online at:

[www.greatercambridge.org.uk/waterbeach-greenway](http://www.greatercambridge.org.uk/waterbeach-greenway)

### In Person Event

**Venue:** Milton Community Centre

**Address:** Coles Road, CB24 6BL

**Date:** Tuesday 7 November

**Time:** 14:30–19:00

## Next steps

Your feedback will be analysed once the consultation period ends. The findings will then be compiled into a summary report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the GCP Executive Board.

## Get in touch

-  [consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)
-  01223 699906
-  @greatercambs #cambsgreenways
-  [www.facebook.com/greatercambs](http://www.facebook.com/greatercambs)

## Alternative formats

If you require any of the material in an alternative format or language, please email:

[consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk) or call 01223 699906.