Waterbeach Greenway – Public Consultation 2023 – FAQs

1. What is the Waterbeach Greenway?

The Waterbeach Greenway will be an important walking and cycling route that provides safe and direct connectivity between Waterbeach, Milton and Cambridge North railway station. The route connects the local and growing populations of Waterbeach and Milton with key employment areas, such as Cambridge Science Park, St John's Innovation Park, local schools and colleges, health facilities, retail, recreation and transport hubs.

There will be provision for equestrian use in appropriate locations.

The route between Cambridge Road in Waterbeach and Cambridge North railway station is fully funded by the Greater Cambridge greenways programme. Two enhanced routes connecting the Waterbeach Greenway to Waterbeach New Town and the railway station will be delivered through Section 106 (S106) funding provided by Urban & Civic.

A second phase of the greenway proposes to provide two spurs further into Waterbeach village and to Cambridge Science Park, St John's Innovation Park and Waterbeach New Town at Denny End Road via Glebe Road. This second phase is currently unfunded and would be consulted on when funding is secured.

2. What is happening on the route now?

Public consultation on the proposed route alignments for the 12 greenways was held in 2018.

Further design work on the Waterbeach Greenway was approved by the Greater Cambridge Partnership (GCP) Executive Board. This work identified several significant issues with the originally proposed route and we are now proposing to change the alignment of the greenway.

The new alignment has been established as the preferred alternative option following extensive engineering reviews and detailed consideration of a number of alternatives. The new proposed route would use a new off-road route behind the A10 and then pass through Milton, rather than run parallel to the railway line.

The greenway will make use of a number of upgrades to the A10 and Milton cycle routes improvements associated with the Waterbeach New Town. The greenway will improve existing infrastructure and provide new pedestrian and cycle facilities along other sections of the route.

This public consultation is an opportunity for the public to provide feedback on the proposals at an early stage of design. The results of the consultation will be used to inform our plans and any decisions to progress before they move to more detailed stages of design.

3. Why has the route of the proposed Waterbeach Greenway changed since the last consultation?

After the 2018 public consultation, an off-road route running parallel to the railway line between Waterbeach and Cambridge North was selected. This meant that the route remained mostly away from roads and avoided Milton village.

Further technical assessments highlighted significant challenges with this route. For example, substantial earthworks would have been required to elevate the greenway so that it would not flood. This task would have had a significant environmental impact and substantially increased the cost of the scheme well beyond its allocated budget.

The greenway route was therefore reviewed, with consideration given to the changing transport context of the area and recent development proposals. This review identified an alternative route that provides greater integration with the existing active travel network and better value for public money. This is the new proposed route we are consulting on.

We will continue to engage local stakeholders on the design of the route as it develops. A final plan (business case) for the route will be presented to the GCP Joint Assembly and Executive Board before construction could commence on the majority of the route. The Executive Board has approved early works on the Cowley Road section of the route.

4. Is the proposed route for the Waterbeach Greenway fixed?

The new preferred route was approved for public consultation by the GCP Executive Board on 28 September 2023. It was developed in part through feedback received from residents and other local stakeholders as part of the previous public consultations in 2016 and in 2018/19. Further engagement would be required with private landowners, the public and other key stakeholders before certain sections would be delivered.

The creation of a new shared use path between Milton and Waterbeach is subject to further feasibility work and landowner agreement.

5. Who is being included as part of the Waterbeach Greenway consultation process?

The Waterbeach Greenway consultation is open for eight weeks, until midday on Friday 8 December 2023.

The public consultation is open for anyone to provide their feedback.

In addition to the information published online, it can also be made available in hard-copy on request. We will host a virtual event on Microsoft Teams on Monday 30

October 2023 and an in-person event at Milton Community Centre on Tuesday 7 November 2023. Register your place for our online event here [INSERT LINK]

No decisions have been made on the route and design options. Once the consultation is closed, we will review all the feedback provided. We will publish a report of the feedback received and how we plan to amend our plans in response, where necessary, for discussion with local elected members and the GCP's Joint Assembly and Executive Board.

Throughout the route's development, we have been engaging with key stakeholders including local authority officers, our non-motorised user forums (walking, cycling, horse riding organisations), relevant parish councils and landowners, as well as Network Rail and National Highways, where appropriate.

6. Will the sections of Waterbeach Greenway in the countryside be lit during hours of darkness?

We are considering a series of solar studs which could be installed along the off-road sections of the route to illuminate the path. Environmental studies will be completed to assess the potential impacts of new lighting in rural areas. Any lighting proposals would be subject to the outcome of this assessment and approval by the County Council.

Solar studs are low-impact and considered most appropriate for rural settings where a balance has to be struck between safety and impact on the local environment.

7. What is the proposal for the new off-road link between Milton and Waterbeach?

The intention is to create a new Bridleway for people to walk, wheel, cycle or ride horses on. It would provide a quieter, safer alternative to the A10. Specific design details for the path width and surfacing are yet to be confirmed, but will be consistent with other Cambridge greenways. This will provide good quality provision for active travel users and conform to the latest LTN 1/20 cycle design guidance, where possible.

8. How will a new greenway be incorporated into the villages of Waterbeach and Milton where there is limited space available?

Where physical obstructions and limited carriageway width restrict the ability to create a new walking and cycling path, alternative traffic arrangements will be considered. Potential measures include reducing or moving on-street parking and introducing a 20mph speed limit, in some areas, along with improvements to the public realm. For more information see our designs options for these sections here.

9. Why don't the proposals segregate cyclists on the shared use path / create protected cycle lanes in the carriageway?

There are sections of public highway through Milton that are constrained by narrow widths, so we are unable to fully segregate cyclists and pedestrians. Guidance within LTN 1/20 indicates that in areas where there are 300 pedestrians and 300 cyclists per hour, a shared use path of three metres is acceptable. The proposals for the greenway will be subject to three Road Safety Audits that are undertaken independently by a road safety engineer.

10. Why doesn't the proposed Waterbeach Greenway follow the alignment of the A10 or be incorporated within the A10 highway improvements scheme?

Where possible, the Waterbeach Greenway will be incorporated into the wider A10 improvements being delivered by Cambridgeshire County Council with funding from the New Town development (S106 highway mitigation funding).

Consideration was given to aligning the Waterbeach Greenway along the entirety of the A10, between Cambridge and Waterbeach, but this option was not taken forward for three key reasons:

- First, from a connectivity perspective, the A10 passes along the western edges of Milton and Waterbeach, missing significant residential areas and places people want to visit.
- Second, in Milton there are physical obstructions (including private properties) adjacent to the A10 that would need be deviated around, reducing the directness of the route.
- Third, aligning a significant proportion of the greenway alongside the A10 adjacent to Milton would require the removal of a number of trees and hedgerows, as well as potentially significant earth works that provide noise protection and separation from residential dwellings and the A10. However, after further discussions with Milton Parish Council, the design team is looking again at the green area alongside the A10 adjacent to Milton.

11. Why doesn't the Waterbeach Greenway utilise the existing National Cycle Network Route along the River Cam?

National Cycle route 11 has the potential to provide an attractive greenway, but there are several concerns around this route.

One concern is the potential impact of flooding along the towpath. Reducing the chances of flooding would require significant engineering works that could be costly and difficult to achieve, due to the limited width available on the towpath. The towpath is also indirect and sits away from built-up areas, meaning it would likely attract low levels of use between Cambridge, Milton and Waterbeach. The towpath

route would also require crossing the railway line at two locations, which raised safety concerns and would require approval from Network Rail.

The proposed Waterbeach Greenway better serves the villages of Waterbeach and Milton and key employment and education sites in the north of Cambridge.

12. How will the Waterbeach Greenway connect to the relocated Waterbeach railway station?

The link between the greenway and relocated station will be delivered as part of the Waterbeach New Town and station relocation improvements.

13. Can equestrians use the shared use paths on the Waterbeach Greenway?

Yes, equestrians will be able to use the off-road section of the greenway between the A10 and Waterbeach and it will be designated as a Bridleway. Further south, equestrians can use the existing highway to access Milton Country Park and destinations further south.

14. When will the Waterbeach Greenway be open to the public?

The proposed Waterbeach Greenway is expected to start construction in late 2025/early 2026 so we anticipate it opening in 2026.

15. How many cyclists currently cycle through Milton?

The greenway proposes to enhance the safety of the route for those already cycling and attract more people to use it.

Non-motorised user counts were undertaken along the proposed Waterbeach Greenway route in November 2022. The results indicated that in the weekday AM peak (between the hours of 08:00-09:00) there were 39 cyclists through Milton, and in the weekday PM peak (between the hours of 16:00-17:00) there were 16 cyclists.

Preliminary calculations using the Propensity to Cycle Tool and Waterbeach New Town forecast cycling trips, suggested that there could be over 200 cyclists using the Waterbeach Greenway in peak hour periods in 2031. It should be noted that these figures are subject to further investigation, with more detailed analysis being undertaken as part of the wider Waterbeach Greenway project.

16. Are there any further options for the A10 – Ely Road junction?

An additional option has also been considered at the A10 – Ely Road junction, which proposes to close both the slip lane and priority junction to motorised vehicles and

relocate this space to active modes. All motor vehicles could use the junction of A10 at Humphries Way / Landbeach Road to access Milton from the north or the A10 roundabout to access Milton from the south.

This option is aligned with the proposals to signalise the junction of A10 at Humphries Way / Landbeach Road, as this may increase the incidence of rat running along Ely Road and onwards through Milton. The signalisation of Humphries Way/Landbeach Road is not part of the Waterbeach Greenway proposals. The works are being delivered as part of highway mitigation package associated with the Waterbeach New Town.

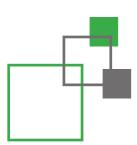
Any decisions to close the Ely Road junction slip will be based on responses to the Waterbeach Greenway consultation and outcomes of modelling of the junction to understand the impact on the A10. Any closure of the junction would ensure that access to businesses, residences, and the allotments would be retained, but there would be no through route from the A10 into Milton using Ely Road.

17. What will the environmental impact of the Greenway be? Will any mature trees be felled?

Existing vegetation may be affected to accommodate a high-quality active-travel path. The scheme will include landscaping and ecological enhancements, including planting to make the route more attractive and support a wide range of wildlife, in line with GCPs target for 20% Biodiversity Net Gain. The details of the landscaping and ecological enhancements will be developed in further design stages.









Have your say on a new greenway route linking Cambridge North to Milton and Waterbeach.

The Greater Cambridge
Partnership is seeking feedback
on a new alignment for the
Waterbeach Greenway.

The public consultation will run until midday Friday 8 December 2023.

HAVE YOUR SAY

Please visit our website or attend an event to find out more and provide your feedback. Details for the events can be seen overleaf.

www.greatercambridge.org.uk/waterbeach-greenway



Scan here to find out more

What are the proposals?

Please visit our website where you can find out more and provide feedback: www.greatercambridge.org.uk/waterbeach-greenway

Our plans aim to make walking, cycling and horse-riding safer and easier. They include:

- A new, off-road shared use path running adjacent to the A10 connecting Waterbeach and Milton
- Traffic calming, speed reductions and surface improvements through Milton village
- Upgraded pedestrian and cycle crossings along the entire route to enhance the safety of all users
- Options for a wider, more comfortable, shared use path running through Milton village, replacing the existing cycle lanes
- Widened segregated walking and cycling facilities along Cowley Road, including upgraded crossing facilities
- Options for enhanced safety measures at the Ely Road junction

FIND OUT MORE AND HAVE YOUR SAY



View our designs and fill out the online survey on our website.



Email us:

consultations@ greatercambridge.org.uk



Contact us on Facebook: facebook.com/greatercambs



Contact us on X (Twitter):

@greatercambs #cambsgreenways



Telephone us: 01223 699906



You can request a printed survey by contacting us on the details provided.



See below for more details on events.



Register for our online event via our website.

Date: Monday 30 October

Time: 18:30-20:00



Attend our in-person event.

Venue: Milton Community Centre, Coles Road,

CB24 6BL

Date: Tuesday 7 November

Time: 14:30-19:00



Write to us at:

Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 OYR



Greater Cambridge Greenways – Waterbeach Survey

Introduction

The Waterbeach Greenway is one of twelve proposed greenways, which aim to make local walking, cycling and, where possible, horse-riding journeys safer and easier – connecting the villages of Waterbeach and Milton to Cambridge.

The new proposed route would provide connectivity with:

- new housing developments;
- transport projects planned for Waterbeach;
- key employment sites;
- local schools;
- Cambridge North railway station; and
- existing and new walking, wheeling and cycling routes.

We have provided this survey for you to give your views on the design proposals for the revised route of the Waterbeach Greenway. Your feedback is essential in helping us refine the Waterbeach Greenway designs.

Landscaping and ecological enhancements will also form part of the scheme, including planting to make the route more attractive and support a wide range of wildlife.

We welcome feedback on specific features and suggestions that the design team should consider for the next stage of design.

The Cowley Road section of the scheme was consulted on in 2018 and is planned for construction in 2024, as part of our commitment to deliver sections of greenway schemes early where possible.

For the rest of the Waterbeach Greenway, site surveys are being carried out and will be used, alongside your feedback, to finalise the concept design before starting the next stage of design where finer details are determined.

We want to hear what you think about the proposed designs, and the look and feel of the Waterbeach Greenway.

Please note that discussions with landowners are currently ongoing regarding the proposed designs.



What information do you need before completing the survey?

We encourage you to read the Waterbeach Greenway brochure before completing this survey. You can download the brochure from the document section of the Waterbeach Greenway consultation page.

If you require any of the material in an alternative format or language, please email: consultations@greatercambridge.org.uk or call 01223 699906.

Please read the brochure carefully before completing the questionnaire. Questions will refer you to specific sections of the brochure (text, diagrams, tables and plans).

To view the designs in detail, technical plans can be downloaded from the document section of the Waterbeach Greenway consultation homepage.

If you are unable to complete the form online, fill in this Word version and return it to:

Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR

Please ensure your response reaches us by midday on Friday 8 December 2023.



About you

Q1. Aı	re you responding as?
	select the option from the list below that most closely represents how you will be ding. Please select one option.
	An individual A representative of an organisation, business or voluntary group An elected representative, please specify Other, please specify:
organi the na	f you are responding as an elected representative or on behalf of an sation, business or voluntary group, please state its name. We will publish mes of elected representatives, organisations, business and voluntary side their response in our public reports.
	Please tell us the first four or five characters of your ode e.g. CB3 7 or CB21 6



About the scheme

The Waterbeach route has been split into nine sections for the purpose of this survey, from south to north, with a summary of each section provided before each question.

Section 1: Cowley Road

Section 2: Jane Coston Bridge to Coles Road

Section 3: Coles Road to Fen Road:

- Option 1 Wider shared use path, with parking relocated to the west (High Street)
- Option 2 Realign carriageway and retain parking on the east, narrower shared use path (High Street)

Section 4: Coles Road:

- Option 1 Mixed traffic with double yellow lines to formalise on street parking
- Option 2 Mixed traffic with no alterations to on street parking

Section 5: Fen Road to North Field Stables

Section 6: North Field Stables to A10

Section 7: A10 – Ely Road:

- Option 1 Retain slip lane
- Option 2 Close slip lane to motorised traffic
- Potential additional option: full closure subject to forthcoming modelling work

Section 8: A10 Off-Road Alignment

Section 9: Car Dyke Road



Section 1: Cowley Road

This section of the Waterbeach Greenway is not subject to public consultation, as it was consulted on in 2018, but it will form part of the Waterbeach Greenway. The Cowley Road section will be delivered as an early works scheme in advance of the rest of the Waterbeach Greenway being delivered. It is therefore included in this consultation to provide context for the Waterbeach Greenway.

This section follows the existing cycleway between Cambridge North railway station and the Jane Coston Cycle Bridge across the A14. To the south of Cowley Road, the route provides excellent connectivity with Cambridge Science Park, National Cycle Network Route 51 and improvements to Milton Road.

Minor works are proposed for the initial stretch between Cambridge North railway station and Milton Road, as the existing cycleway is in a relatively good condition. The path surface will be repaired where required and vegetation will be trimmed back along the route to improve accessibility for users and enhance sight lines. Improved wayfinding will also be provided.

The existing toucan crossing on Cowley Road (by Milton Road) will be upgraded to a signalised parallel crossing. North of this crossing, the carriageway on Cowley Road will be narrowed, and on-street parking will be rearranged. These changes will enable the existing cycleway to be upgraded to a 4m-wide two-directional cycle path and parallel 2m-wide footpath, with 1m verge between the cycle path and the carriageway. Side road entries adjacent to the greenway will also be raised to provide a smooth and uninterrupted journey for people walking, wheeling or cycling. This part of Section 1 will be delivered as part of the early works.

The technical drawings of the proposals for this section can be viewed at ##### link to be embedded]. They can also be downloaded from the Waterbeach Greenway consultation homepage.



Section 2: Jane Coston Bridge to Coles Road

This section north of the Jane Coston Bridge would include widening and straightening the existing shared use path along Cambridge Road to 3m, utilising the existing verge and carriageway. Where width allows, the shared use path would be increased to more than 3m. Throughout this section, side-road junctions would be 'tightened' and raised tables with pedestrian and cycle priority provided. The existing zebra crossing at the Rowans will be upgraded to a parallel crossing for people walking and cycling. There would also be a speed limit reduction to 20mph through this section of Milton.

The technical drawings of the proposals for this section can be viewed at #### link to be embedded. They can also be downloaded from the document section of the consultation page.

comments or suggestions on the proposed design and Section 2? (Jane Coston Bridge to Coles Road)



Section 3: Coles Road to Fen Road

Two options have been considered through Milton between Coles Road and Fen Road as part of this section.

Option 1 – Relocate parking to the west

Option 1 proposes to move all parking to the western side of the High Street across from the shops. This option provides a 3.7m-wide shared use path outside the shops and reduces conflict between people on the path and those accessing parked cars. The existing north-bound bus stop would be relocated 85m further south. A section of the shared use path north of the High Street would need to be narrower than 3m for a short section. The carriageway would need to be narrowed to 5.5m for this option (still wide enough to allow two lorries to pass in opposite directions, for example).

Option 2 - Retain parking to the east

Option 2 proposes retaining parking on the eastern side of the road directly 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 provides a 3m-wide shared use path outside the shops plus a "door zone" buffer to prevent collisions between people accessing parked cars and people walking or cycling on the path. The existing northbound bus stop would be relocated 85m further south. In order to retain parking on the eastern side of the carriageway at the High Street, and to accommodate a 3m shared use path, minor adjustments to the western kerb would be required.

Both options will also include:

- A speed limit reduction to 20mph through this section of Milton;
- Providing a 3m shared use path along the majority of High Street, utilising the existing verge and carriageway;
- Junction tightening and raised tables with pedestrian and cycle priority at side roads:
- A new parallel crossing at Butt Lane providing connectivity to the north west of Milton and the Park & Ride;
- Junction 'tightening' and wider pavements will be provided at the Fen Road junction to create a more pleasant environment for pedestrians and cyclists and improve visibility for cyclists at the Ely Road – Fen Road junction;
- Moving and upgrading the existing pedestrian crossing at the Ely Road Fen Road junction (opposite the private access) to allow cyclists to cross safely, while providing a connection to Willow Crescent.

The technical drawings of the proposals for this section can be viewed at ####_link to be embedded. They can also be downloaded from the document section of the consultation page.



Q4. To what extent do you support or oppose the proposed options for Coles Road to Fen Road?

	Strongly support	Tend to support	Neither support nor oppose	Tend to oppose	Strongly oppose	Don't know
Option 1 - Relocate parking to the west						
Option 2 - Retain parking to the east						
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-	tures for O	ption 2 of Se		_	roposed des to the east)?	_



Section 4: Coles Road

Coles Road could provide an alternative to the High Street through this section of Milton. As it is a quiet residential street, we are proposing that people cycling would use the carriageway. Two options have been considered as part of this section. Both options include:

- A speed limit reduction to 20mph;
- Raised tables and junction tightening at the Coles Road Fen Road and Coles Road – Cambridge Road junctions with dropped kerbs and tactile paving to improve the pedestrian environment;
- Cycle symbols on the carriageway to notify all users that the road is part of a cycle route.

Option 1 – Formalise parking

Option 1 would formalise on-street parking by introducing double yellow lines, preventing parking along certain sections. This has the potential to provide a safer environment for cyclists along Coles Road. This would result in a minor reduction in on-street parking capacity on Coles Road.

Option 2 – Do not formalise parking

Option 2 would propose no changes to the existing on-street parking arrangements.

The technical drawings of proposals for this section can be viewed at #####_link to be embedded. They can also be downloaded from the document section of the consultation page.

Q7. To what extent do you support or oppose the proposed options for Coles Road?

	Strongly support	Tend to support	Neither support nor oppose	Tend to oppose	Strongly oppose	Don't know
Option 1 - Formalise parking						
Option 2 - Do not formalise parking						

Q8. Do you have any comments or suggestions on the proposed design and different features for Option 1 of Section 4 (formalise parking)? (Coles Road – Option 1)



differe	you have any comments or suggest t features for Option 2 of Section 4 (Option 2)	



Section 5: Fen Road to North Field Stables

To improve safety, we are proposing to reduce the speed limit from 30mph to 20mph along this section.

The shared use path has been recently widened to between 3-3.5m as part of works associated with the Waterbeach New Town development. A parallel crossing has been provided south of North Lodge Park junction.

The technical drawings of the proposals for this section can be viewed at ####_link to embedded. They can also be downloaded from the document section of the consultation page.
Q10. Do you have any comments or suggestions on the proposed design and different features for Section 5? (Fen Road to North Field Stables)



Section 6: North Field Stables to A10

To improve safety, we are proposing to reduce the speed limit from 50mph to 40mph along this section.

The shared use path has been widened recently and a white line buffer has been provided as part of the Waterbeach New Town works.

The technical drawings of the proposals for this section can be viewed at #####_link to be embedded]. They can also be downloaded from the document section of the consultation page.

consultation page.
Q11. Do you have any comments or suggestions on the proposed design and different features for Section 6? (North Field Stables to A10)



Section 7: A10 – Ely Road

Three options have been considered at the junction of Ely Road and the A10. The offline alignment of the Waterbeach Greenway is proposed to tie in at the northern end of the slip lane.

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 0.5m-wide buffer to the road. This option would include moving the 40mph 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, which will also help discourage rat-running of cars through Milton. All motor vehicles would use the priority junction further south to access Ely Road. A deceleration lane would be provided at the priority junction to ensure the safety of left turning vehicles, using existing verge space.

Potential additional option – Close slip lane and priority junction (vehicle access to A10 via Landbeach Road)

An additional option has also been considered at this location, which proposes to close both the slip lane and priority junction to motor vehicles to reduce traffic on these roads and create a safer, more pleasant environment for walking, wheeling and cycling. This option would be dependent upon Cambridgeshire County Council's proposals to signalise the junction of A10 at Humphries Way / Landbeach Road, which seeks to improve safety. The signalisation would also help to prevent rat running through the Humphries Way / Landbeach Road if the consultation feedback demonstrates appetite to close the Ely Road junction to motor vehicles. Vehicle access to businesses, residences, and the allotments would be retained, but there would be no through route from the A10 into Milton using Ely Road. This option would create further opportunities to provide additional improvements south along Ely Road and is subject to forthcoming modelling work to determine the impact of this proposal on the A10. It is also subject to further public consultation.

Q12. To what extent do you support or oppose the proposed options for the A10 Ely Road design?

0,	d to Neither port support nor oppose	3,	Don't know
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Option 1 - Retain slip lane					
Option 2 - Close slip lane					
Potential additional option – Close slip lane and priority junction					
Q13. Do you h different featu Option 1)	-		 -	-	_
Q14. Do you h different featu (A10 – Ely Roa	res for Op	tion 2 of Sec			

Q15. Do you have any initial comments or suggestions on the proposed additional option for Section 7 (close slip lane and priority junction)? (A10 – Ely Road – *Additional Option*)



<u>-</u>		



Section 8: A10 Off-Road Alignment

For this section of the route, we are proposing a new off-road, shared-use path (subject to landowner agreement) along an existing field boundary, and retaining property and field accesses. This would be designated as a bridleway. The path would be approximately 1.2km long and provide a direct connection between the villages of Milton and Waterbeach, providing a safe alternative to the A10 for people travelling between the two villages. The path will comprise a hard surface suitable for cycling and walking, plus a grass strip suitable for horse riding and walking. Subject to the outcome of environmental studies and approval by Cambridgeshire County Council (as Highway Authority), a series of solar studs could potentially be installed along the route to illuminate the path. Further work will determine the environmental impact of the scheme, but the current design aims to minimise environmental impact, including on trees, vegetation and habitats.

The technical drawings of the proposals for this section can be viewed at ####_link to be embedded]. They can also be downloaded from the document section of the consultation page.

consultation page.	
Q16. Do you have any comments or suggestion different features for Section 8? (A10 Off Road	



Section 9: Car Dyke Road

This section includes a new off-road, 3m-wide shared use path on the south side of Car Dyke Road, behind the existing tree line. The path will comprise a hard surface suitable for cycling and walking, plus a grass strip suitable for horse riding and walking. A new connection between the off-road greenway and A10 junction would be provided at the layby to the west of Car Dyke Road. The route is proposed to end at the junction of Car Dyke Road / Cambridge Road, where the off-road section will tie in with the carriageway. A new parallel crossing would also be provided at this junction. The proposed route for the greenway north of this location is unfunded and would be delivered as part of phase 2 of the scheme. Subject to the outcome of environmental studies and approval by Cambridgeshire County Council (as Highway Authority), a series of solar studs could potentially be installed along the route to illuminate the path.

The technical drawings of the proposals for this section can be viewed at ####_link to be embedded]. They can also be downloaded from the document section of the consultation page.

consultation page.
Q17. Do you have any comments or suggestions on the proposed design and different features for Section 9? (Car Dyke Road)



Q18. Overall, to what extent do you support or oppose proposals for the Waterbeach Greenway?



Equality analysis

We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010.

negatively af	comment if you feel any of the proposals would either positively or ffect or impact on any such person/s or group/s.
	Icome your views. If you have any other comments on the proposals
ma route, in	cluding any suggestions for inclusion in the design, please add them
n the space	



More about you

These questions are not mandatory but answering them will help us better evaluate the feedback received.

Q22. What is your sex? (please tick one answer)
Female
Male
Prefer not to say
Q23a. The next question is taken from the Census 2021. We ask this question of people who are aged 16 years old and over. (please tick one answer)
This question is voluntary, so you can leave it blank if you prefer.
Select "Yes" if:
 you identify as female, and your sex registered at birth was female; or you identify as male, and your sex registered at birth was male.
Select "No" if:
 your gender identity is different to the sex recorded on your birth certificate whe you were born, for example if you are transgender or non-binary.
Yes
No
Prefer not to say
If you answer "No", please give the term you use to describe your gender in Question 23c.
Q23b. Is the gender you identify with the same as your sex registered at birth? (please tick one answer)
Yes



	No
	Prefer not to say
Q23 belo	c. If you selected no, please give the term you use to describe your gender ow.
Q24	. What is your ethnic group? (please tick one answer)
	Asian or Asian British: includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background Black, Black British, Caribbean or African: includes Black British, Caribbean, African or any other Black background Mixed or Multiple ethnic groups: includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background White: includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background Other ethnic group: includes Arab or any other ethnic group
Q25	. Please indicate your interest in the project (please tick all that apply).
	Resident in Cambridge
	Resident in Clayhithe
	Resident in Fen Ditton
	Resident in Horningsea
	Resident in Landbeach
	Resident in Milton
	Resident in Waterbeach
	Resident elsewhere in Cambridgeshire



Resident elsewhere
Local business owner/employer
I regularly travel in the area
I occasionally travel in the area
Other (please specify)



Q26. Please indicate your age Under 15 15-24 25-34 35-44 45-54 55-64 65-74 75 and above Prefer not to say Q27. Are you: In education **Employed** Self-employed

Unemployed

Prefer not to say

Other (please specify)

Retired

Stay-at-home parent, carer, or similar



Q28. Would you plan to use this greenway for:		
	Travel to/from work	
	Travel to/from university/school/college	
	Recreation	
	Prefer not to say	
	Other (please specify)	
condit	Oo you consider yourself to have any long-term physical or mental health ions or illnesses, lasting or expecting to last 12 months or more, that limits ects the way you travel?	
	Yes	
	No	
	Prefer not to say	



Q30. How did you hear about this consultation? (Please tick all that apply)

Flyer
Newspaper advert
Newspaper article
Website
Local community news
Email
Social media
Word of mouth
GCP newsletter
Other (please specify)



Contact details

This consultation is intended to inform and guide the development of the Greater Cambridge Partnership projects. The information you provide will be used to help the officers and Executive Board members make decisions. We may share your information with our consultants and with the council analysis team.

You do not have to give us any personal information. We will not publish any personal details you do give us, but may publish your response, and include it in public reports, with personal details removed. Personal data will be held securely, in accordance with data protection legislation. We will only store it for 12 months after the consultation results have been analysed and the consultation report published.

If you have asked to be added to our mailing list, we may send you details on the consultation results, and information about other projects and consultations. You retain the right to opt out of the mailing list at any time, either by using the self-service system or by emailing contactus@greatercambridge.org.uk

We will not sell your personal contact details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses, who will only use it to contact you in regards of this consultation.

You can find further details on privacy and data protection in our Privacy Policy

Q31. I	vame
Q32. I	Email address
Q33. \	Nould you like to be added to our mailing list?
	Yes
	No



Q34. Are you happy for the Greater Cambridge Partnership to contact you via email to find out more about your views?		
	Yes	
	No	





We'd like to hear from you!

The Greater Cambridge
Partnership is seeking feedback
on a new alignment for the
Waterbeach Greenway.

Have your say on proposals to create a walking, cycling and, where possible, horse riding route between Waterbeach, Milton and Cambridge.

The public consultation will run until midday on Friday 8 December 2023.

Find out more at www.greatercambridge.org.uk /waterbeach-greenway

Telephone us **01223 699906**

Scan here to find out more























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Scan here to find out more The Greater Cambridge Partnership is seeking feedback on a new alignment for the Waterbeach Greenway.

Have your say on proposals to create a walking, cycling and, where possible, horse riding route between Waterbeach. Milton and Cambridge.









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 offroad 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.

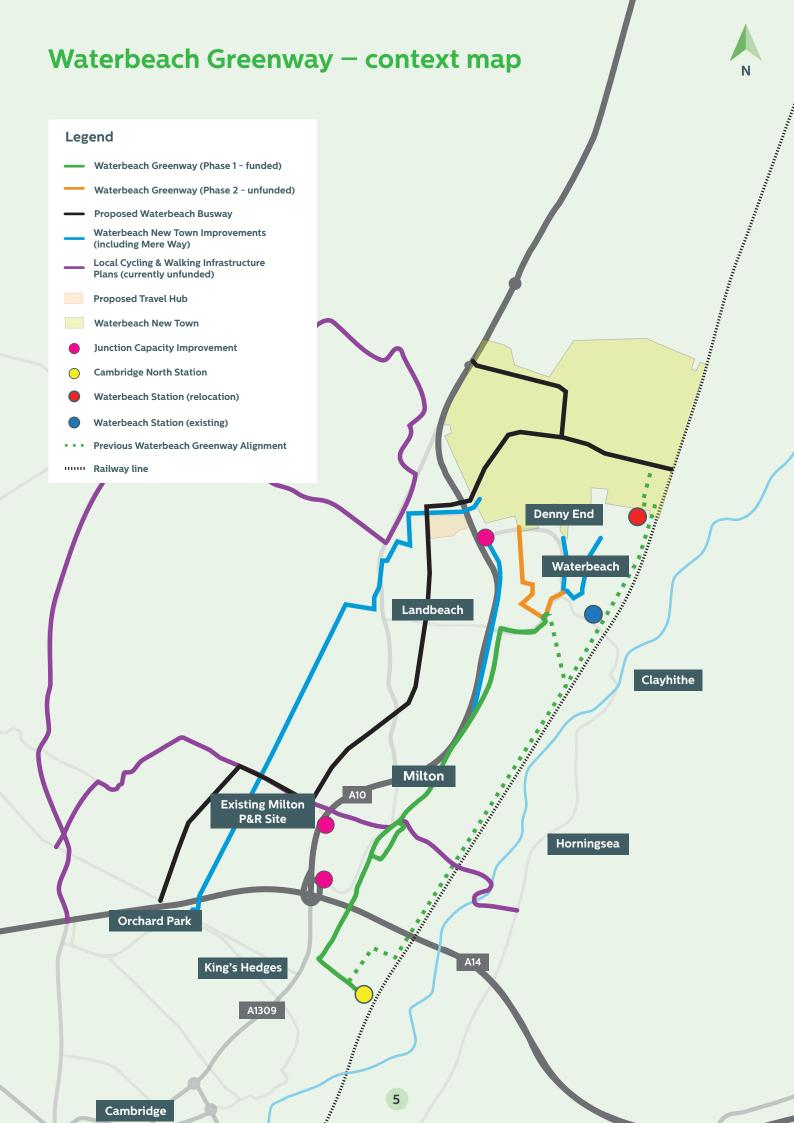
The wider network

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.



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

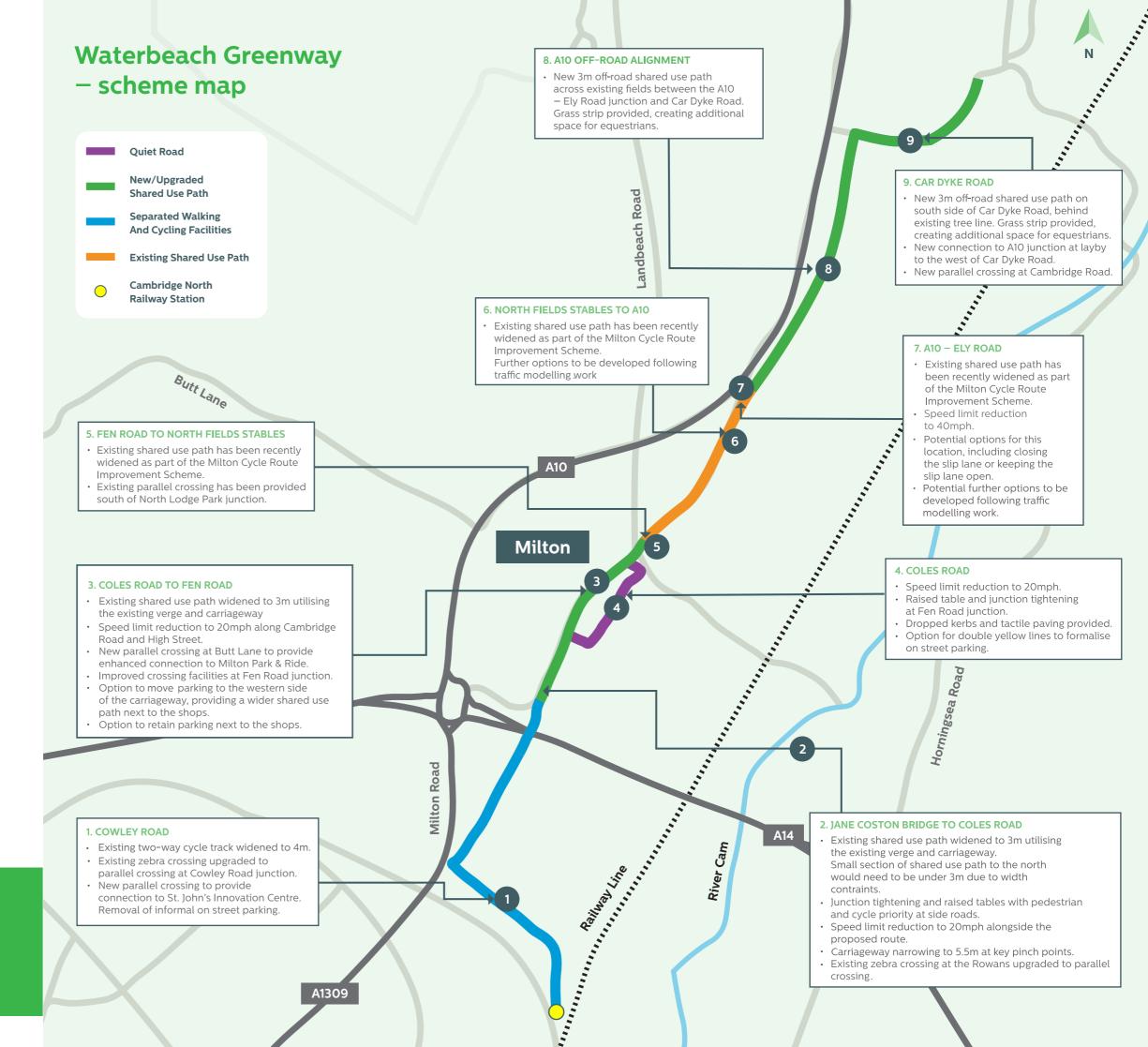
A bi-directional cycle track separated from the road with a parallel accessible footway. Typically used to safely separate all users where there are high levels of walking, cycling and motor-traffic.

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:

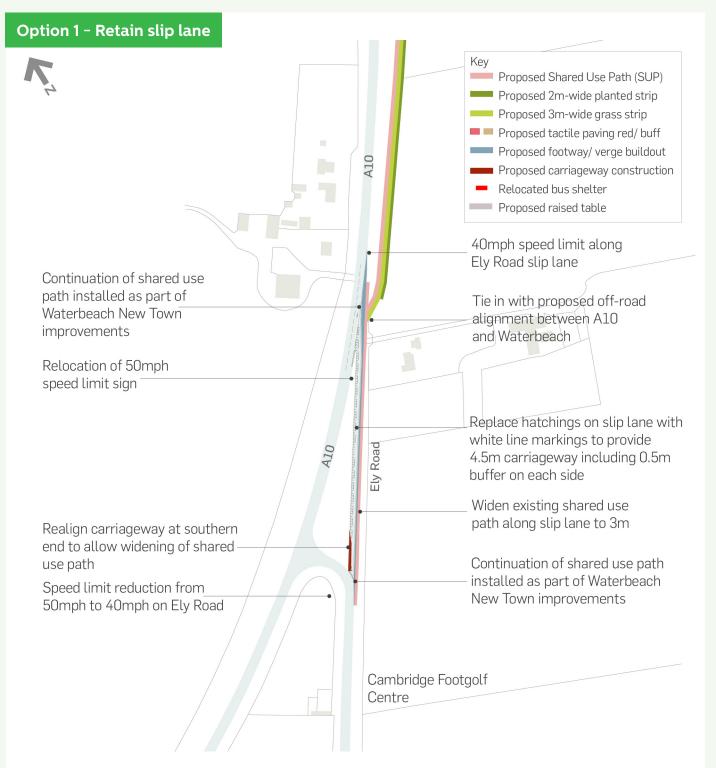
www.greatercambridge.org.uk/ waterbeach-greenway



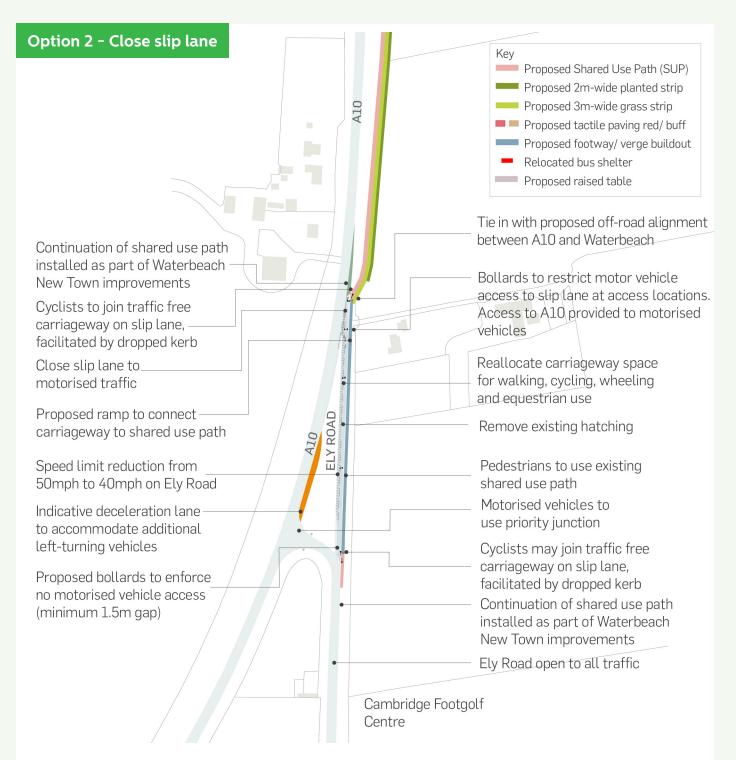
Ely Road options

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.



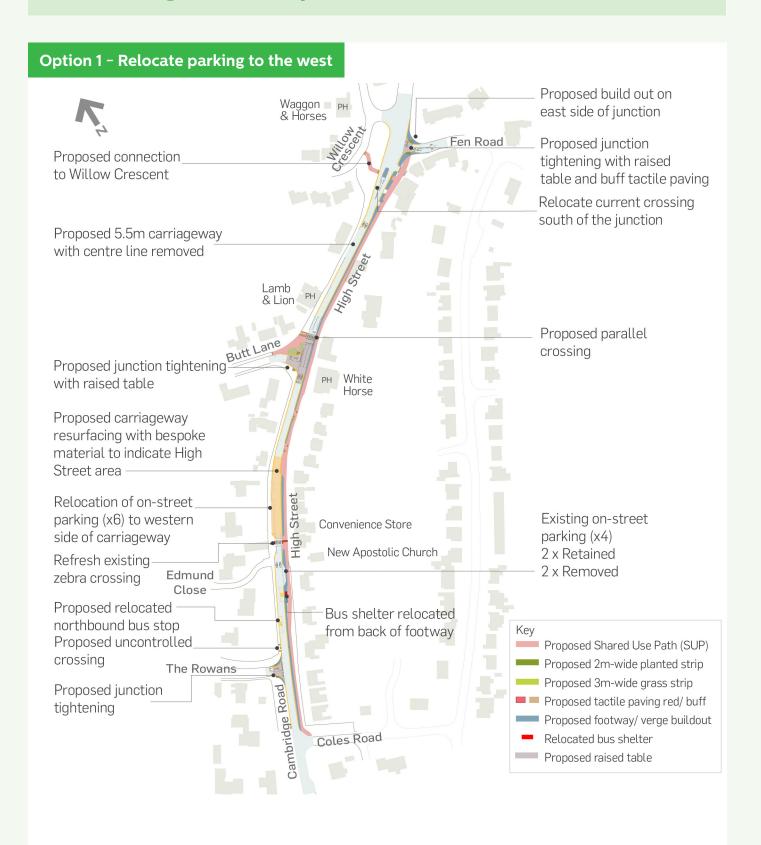
Option 1 – proposes to realign the Ely Road slip lane and reallocate space to provide a wider shared use path with a 0.5 metre buffer, providing a more comfortable route for walking, wheeling and cycling. This option would include moving the 50mph speed limit further north on the A10 so that Ely Road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



Option 2 – 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.

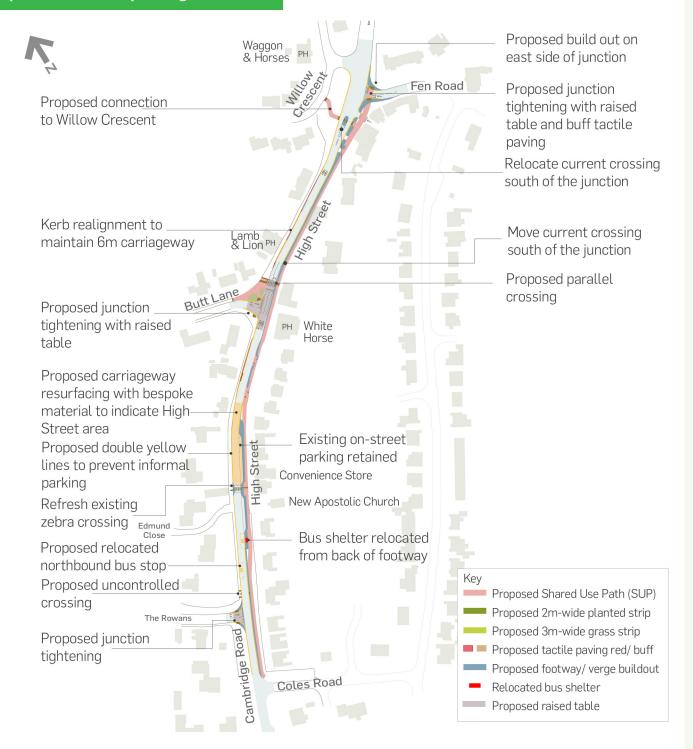
Potential option – An additional option has also been considered at this location. The proposed signalisation of the junction of A10 at Humphries Way / Landbeach Road may increase rat running along Ely Road and onwards through Milton. To mitigate this and create a more pleasant and safe local environment, 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 – 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 north-bound bus stop would be relocated 85 metres further south.

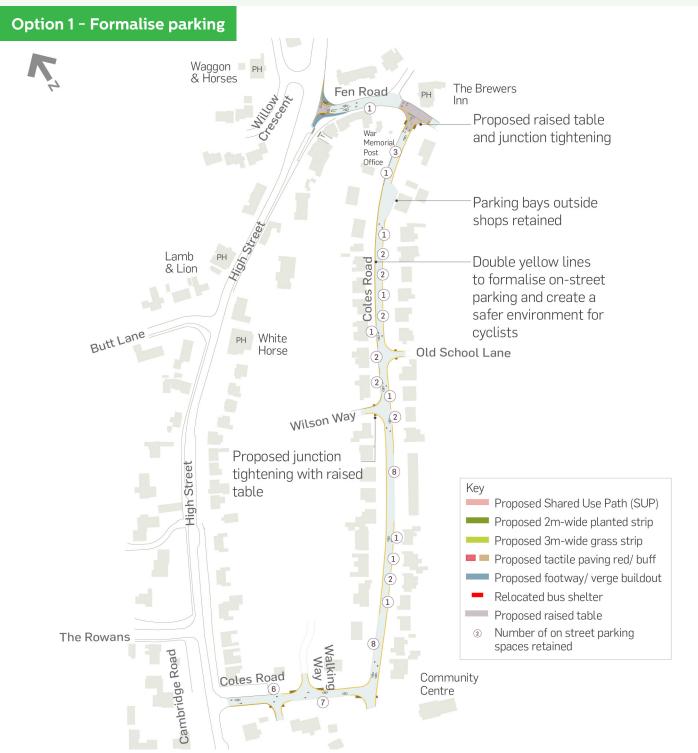
Option 2 - Retain parking to the east



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.

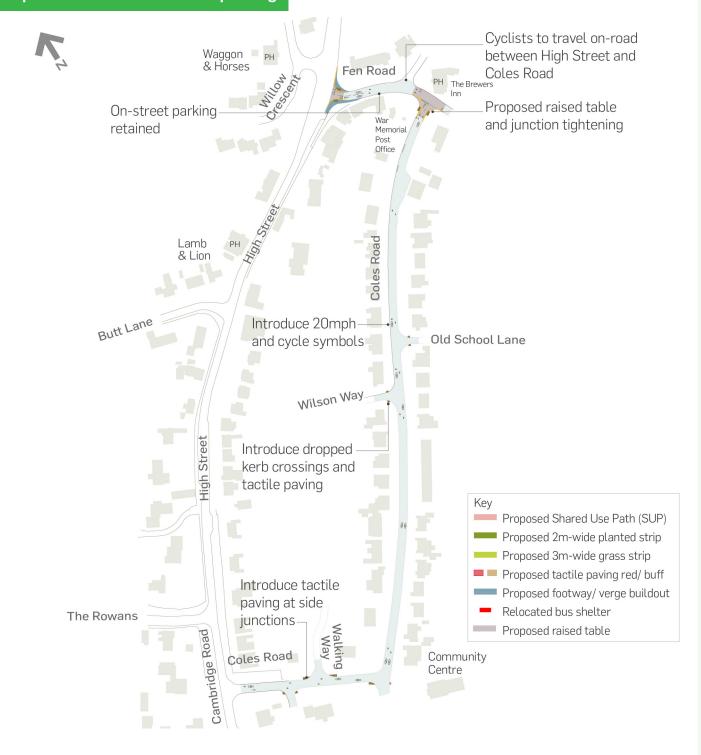
Coles Road options

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 – 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).

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.

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.

4 Traffic modelling

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

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.

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



Download or request a paper questionnaire and return to: Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 OYR



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

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



01223 699906



@greatercambs #cambsgreenways



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 or call 01223 699906.





WATERBEACH GREENWAY

Connecting Waterbeach and Cambridge, the greenway aims to make walking, cycling and horse-riding safer and easier. On Cowley Road, this would involve widening the segregated walking and cycling facilities and upgrading crossings. Through Milton village, there are options for a wider, more comfortable, shared use path, replacing the existing cycle lanes. There are options for enhanced safety measures at the Ely Road junction, which could include closing the

slip lane to motorised traffic, creating a more comfortable environment for active walking and cycling. A new, off-road shared use path will be provided adjacent to the A1O, connecting Waterbeach and Milton. Upgraded pedestrian and cycle crossings will be implemented along the entire route to enhance the safety of all users.

We want to hear your views on these proposed improvements.

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.

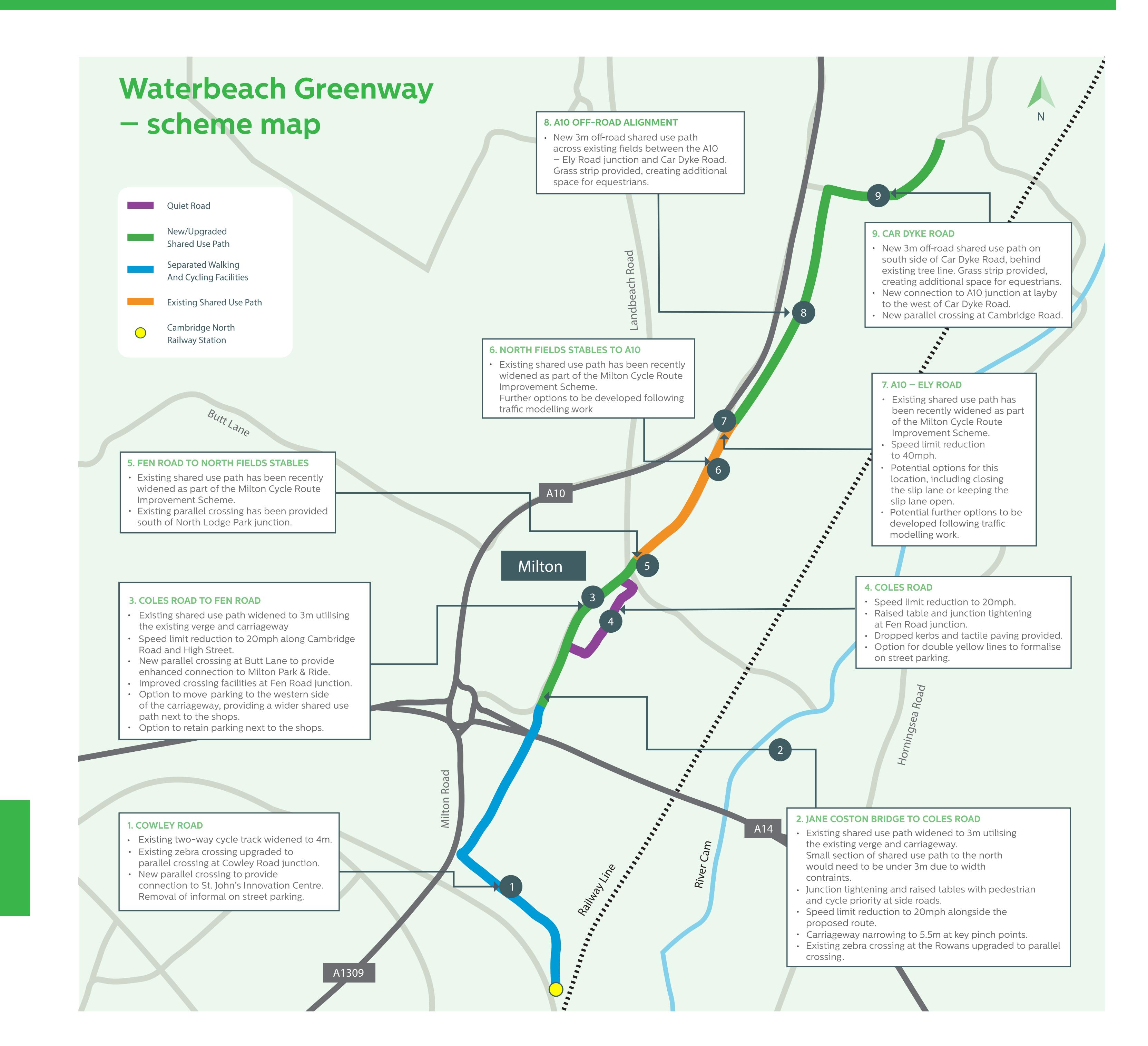
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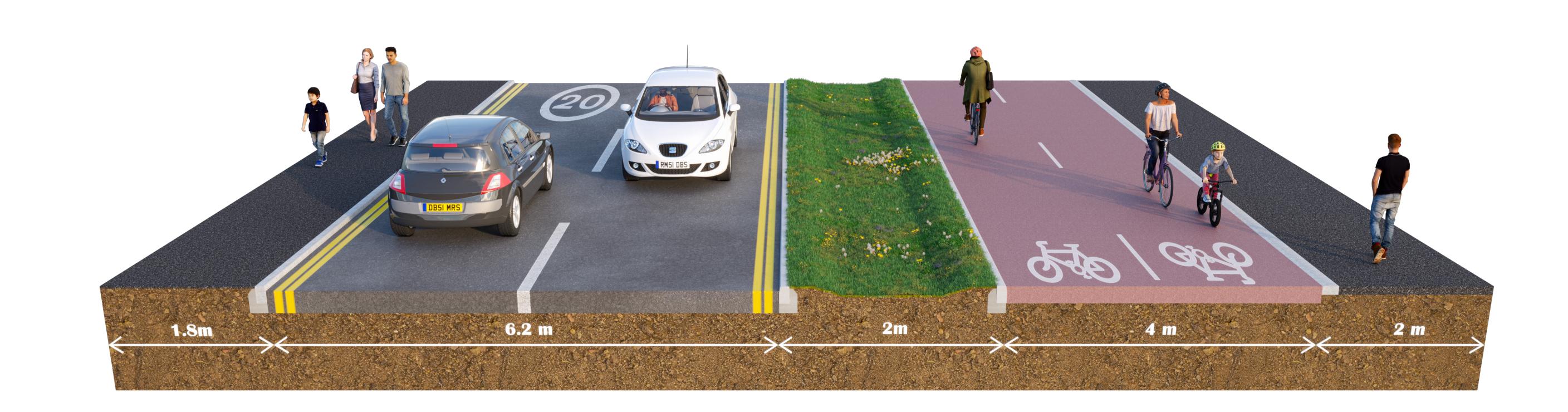
The map illustrates the scheme alignment and key proposals. For further details, technical drawings for the Waterbeach Greenway can be viewed at: www.greatercambridge.org.uk/waterbeach-greenway



How the off-road section of the route could look



How the northern end of Cowley Road could look









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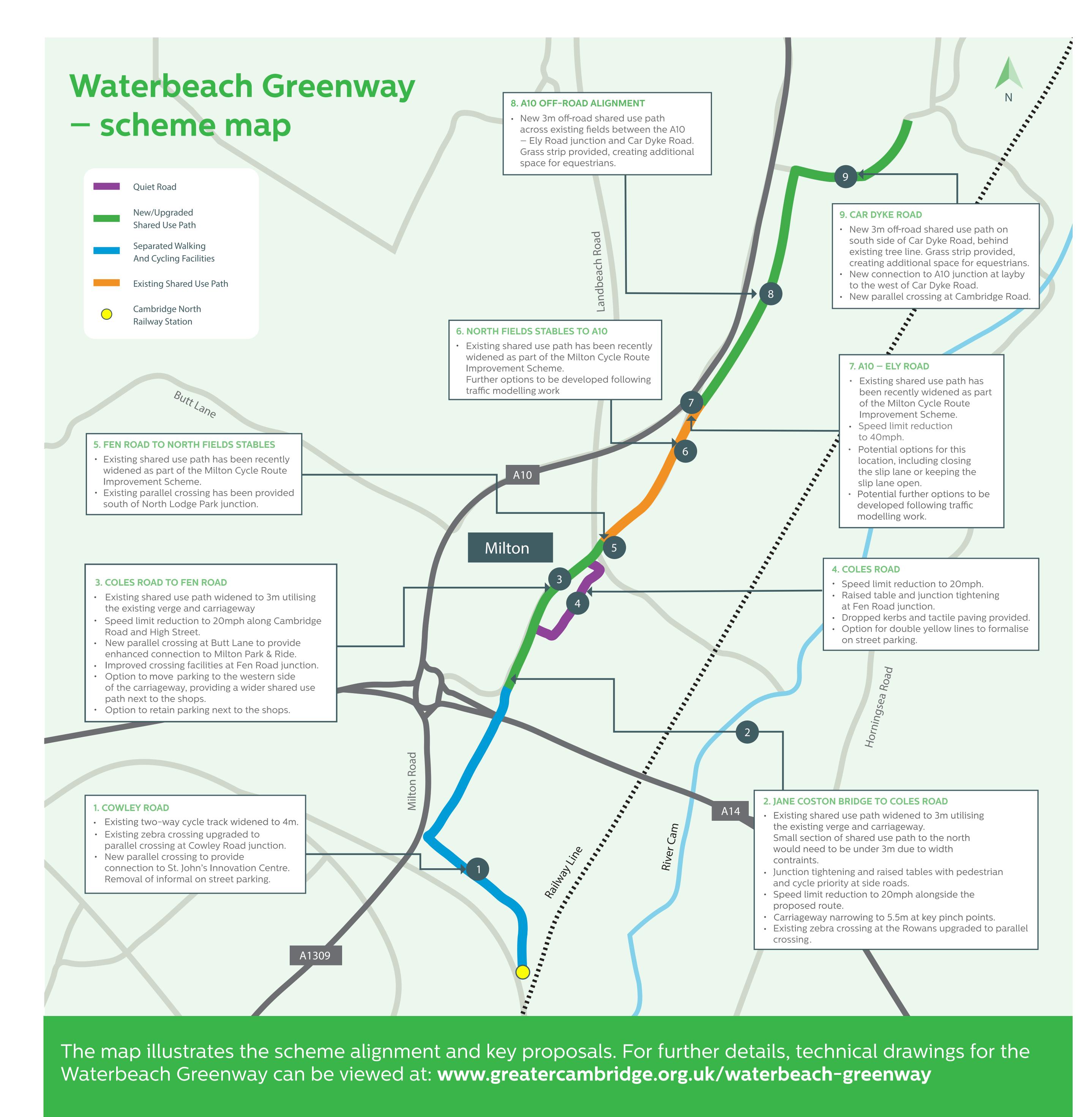
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How the off-road section of the route could look



How the northern end of Cowley Road could look



