GREATER CAMBRIDGE PARTNERSHIP

Waterbeach to Cambridge

via Landbeach and Milton park&ride

Making it quicker and easier to get to work, education and leisure.

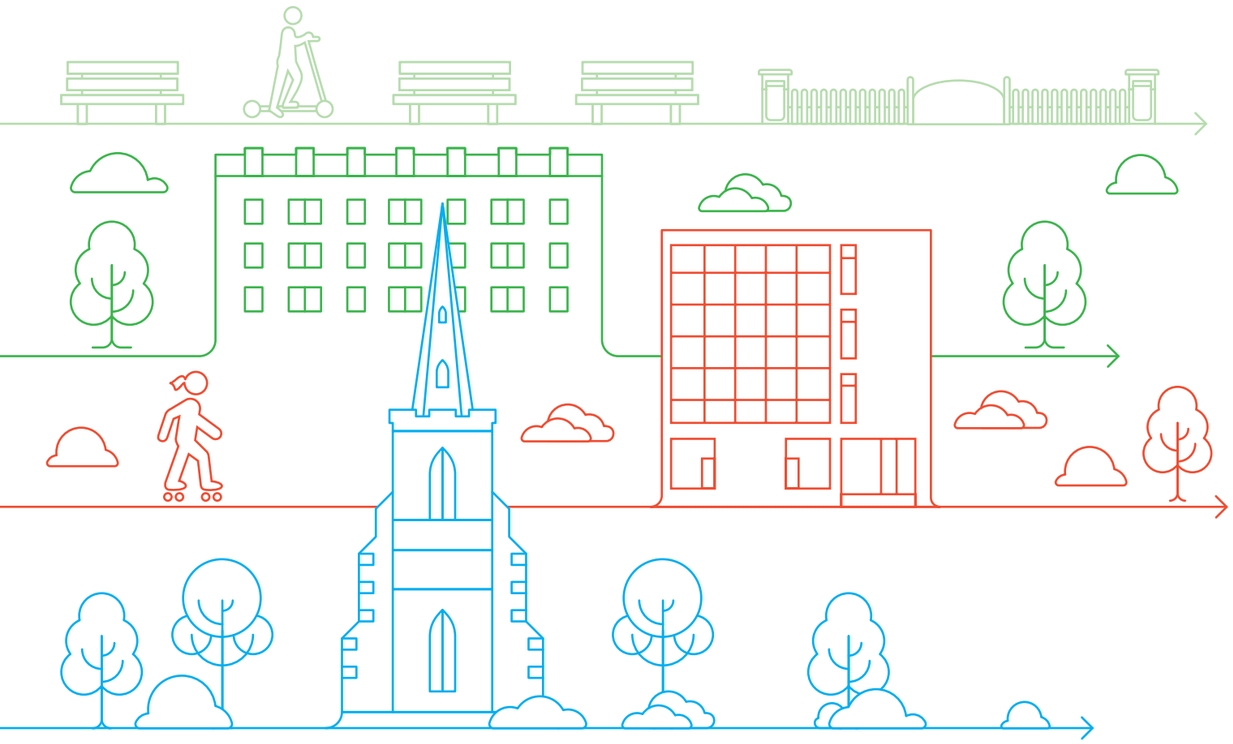
A new busway linking the new town at Waterbeach to Cambridge, via a new travel hub at Waterbeach, the village of Landbeach and Milton park&ride.

We are seeking your views on how to best manage and reduce the scheme's impacts on the landscape and environment.

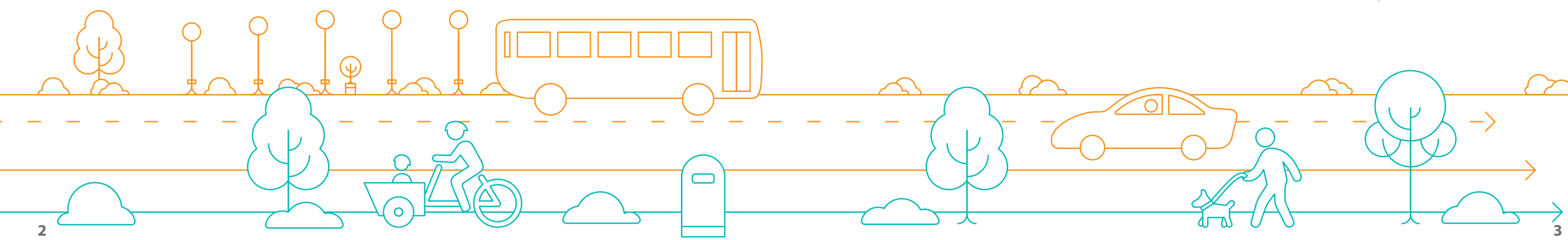
Your input will inform the scheme proposals, consideration of alternatives and the process of environmental impact assessment.

The consultation closes at midday on Monday 15 July 2024.

www.greatercambridge.org.uk/waterbeach-cambridge-eia

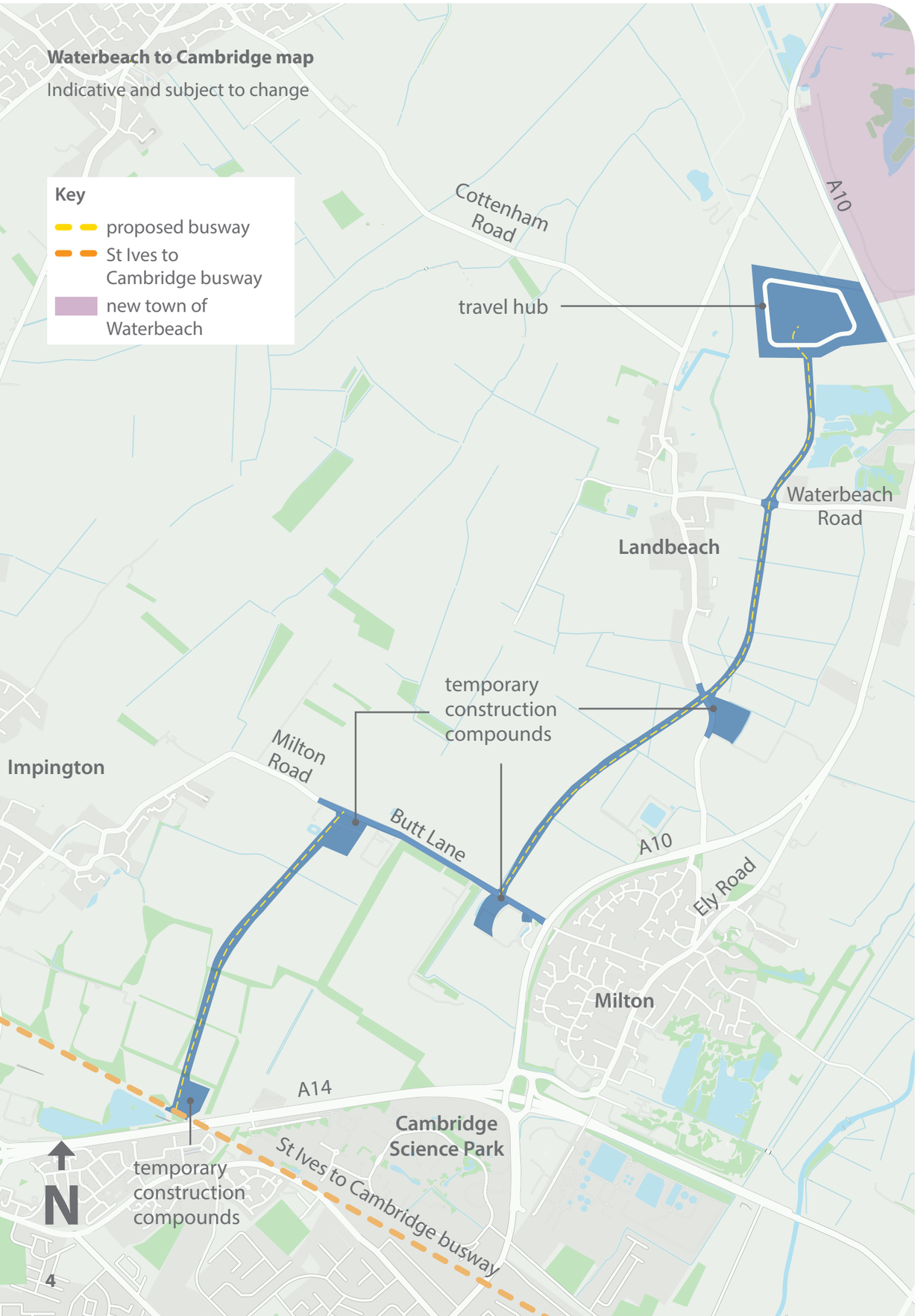


Contents



Waterbeach to Cambridge map

Indicative and subject to change



About Waterbeach to Cambridge

The scheme is being put forward by the Greater Cambridge Partnership (GCP).

The GCP aims to create quick, reliable and sustainable ways to travel into and around Cambridge. Our schemes aim to help reduce problems caused by traffic congestion by offering safe and easy alternatives that do not rely solely on the use of a car.

The scheme includes a new:

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

In the new town of Waterbeach, bus services would link to Cambridge Research Park and the relocated Waterbeach railway station.

In Cambridge, bus services would link via the existing St Ives to Cambridge busway to Cambridge Regional College, Cambridge Science Park and the city centre.

The proposed busway would be a single carriageway road for buses only. Alongside would be an access track for maintenance and emergency services. This would be available for shared use by walkers and cyclists.

The cross section below shows the proposed layout of the busway sections of the route, with examples of landscaping that could be provided either side of the route.

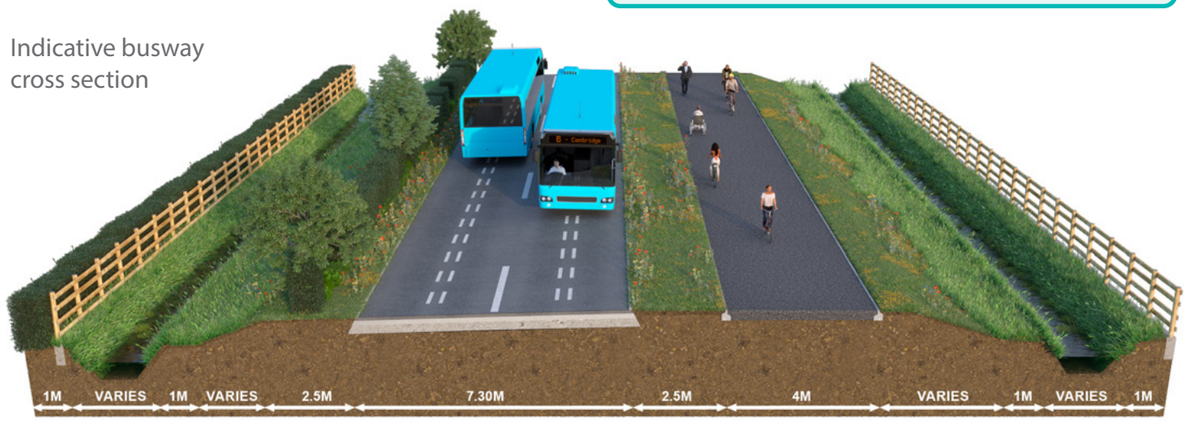
Traffic lights would ensure safety at junctions and would give priority to buses over other traffic to help with quicker bus journeys. At Butt Lane, the route would run on the existing road, which would be widened.

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

We are seeking your views on how we can best manage and reduce impacts on the landscape and environment. Please look at the emerging design and our suggested response to potential environmental impacts and share your feedback with us.

More information on the scheme and previous consultations is at www.greatercambridge.org.uk/waterbeach-cambridge

Indicative busway cross section



Connecting communities

Thousands of new homes and jobs are planned in the area, with some developments already underway.

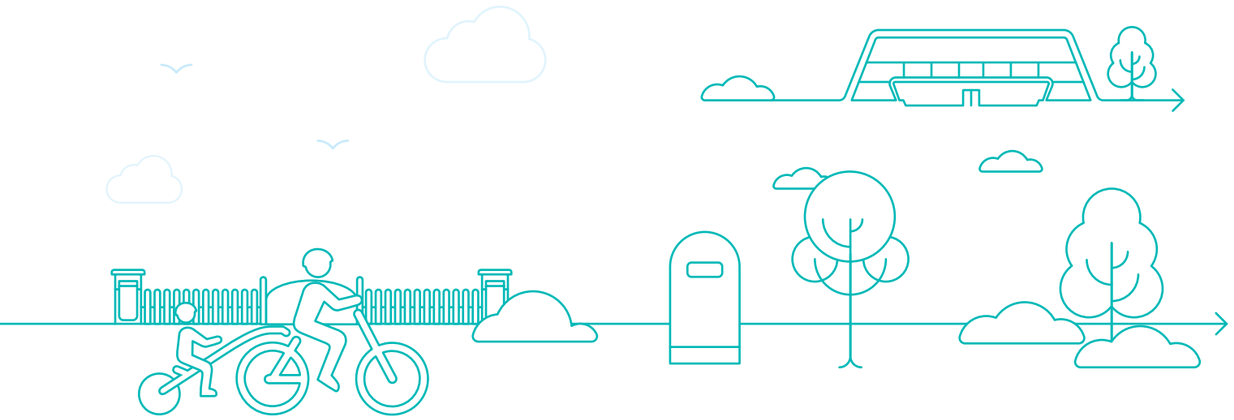
A new bus route with quick, easy and reliable services would give new and growing communities access to work, education and leisure, while reducing the pressure on existing roads.

For example, this can mean children don't have to spend hours travelling just to get to school or college for what should be a relatively quick journey. This scheme will ensure that the infrastructure people need is in place to cope with these new developments.

By delivering improvements now and creating the network for future mass public transport, we are looking to help balance growth expected within the Cambridge area.

Cleaner, greener transport that reduces delays

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



Proposed transport improvements

A range of GCP schemes are underway to help build a better transport network. The map on the right shows how our schemes link with existing infrastructure.

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

As with the existing busway, the exact frequency and routes through the city centre would be decided by the bus operators. Bus operators would be able to increase the number of buses, if demand requires.

These improvements have been carefully thought out to benefit all those travelling in the area, both now and in the future. For example, the proposed busway has been designed in such a way that it will be able to evolve as technology develops.

The location of the proposed travel hub would offer drivers the choice of continuing their journey into Cambridge via the A10, which would benefit from reduced traffic levels as a result of the proposed busway and travel hub, or benefitting from a quick and easy route into Cambridge.

Connecting with other transport schemes

A key aim of the scheme is to meet the needs of communities to the north of Cambridge by providing quick, easy and reliable transport options.

Other schemes in the area are:

- proposals to increase capacity on the A10
- better walking and cycling paths, such as the Waterbeach Greenway (**www.greatercambridge.org.uk/greenways**) and Mere Way, currently under construction (**www.waterbeachwb.co.uk**)
- proposals to expand and improve Waterbeach railway station relocated closer to the town
- bus, walking and cycle improvements on Milton Road (**www.greatercambridge.org.uk/milton-road**), planned for completion later this year

Plans are also underway to support bus journey times through the city to deliver a reliable service. In the short term, we are looking at what can be done to ensure reliability by looking at pinch points and delays on the network.

In the longer term, the review of the road network hierarchy will think about how road space is best shared in the city. The Cambridgeshire and Peterborough Combined Authority (CPCA) is also taking forward work on bus network changes to deliver better bus services that provide for communities' needs.

We are working alongside the teams delivering these projects to ensure the schemes work together as a transport network.

The connectivity of the proposed busway to other types of transport in the area is key to ensuring these different schemes can operate as one network across Cambridge and the surrounding areas.

Butt Lane / A10 junction, looking north towards Landbeach

About this consultation: environmental impact assessment

An EIA is needed for any project where there could likely be significant environmental effects, for example an increase in flood risk or a change in biodiversity.

As part of this process an environmental statement (ES) will be prepared by independent experts as part of a range of evidence submitted by Cambridgeshire County Council to the Department for Transport (DfT) as part of the application to build the scheme. Preparation of the ES will inform the design and the decision as to whether the scheme should be built.

The EIA process looks in detail at the scheme's effects on the environment and local communities. It takes into account ways to limit and reduce impacts, both during construction and in the long term.

The EIA includes information from:

- separate assessments on ecology, landscape, noise, cultural heritage, land and air quality,
- consultations,
- surveys and transport modelling, and
- feedback from stakeholders, including residents, landowners and organisations, such as Natural England and the Environment Agency.

Avoiding or reducing impacts could include measures for landscaping and replanting, protecting wildlife, enhancing biodiversity and preventing pollution.

The overall approach to the environmental assessment is in the process of being agreed with the DfT and environmental examiners from local authorities, who will provide us with an ES scoping opinion.

Various ecological and landscape surveys are underway, and other environmental studies are ongoing over the next 12 months.

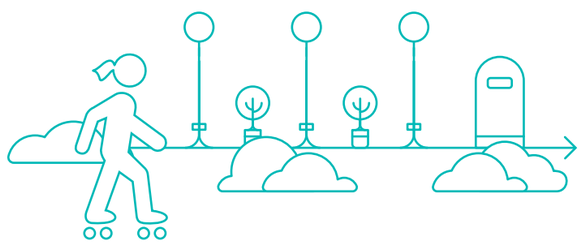
Public consultation to inform the scheme proposals

Public consultation on the preferred route and its potential environmental impacts is essential to inform the design of the scheme.

We are now seeking your views on more detailed proposals and possible impacts, as well as the ways we propose to manage and reduce environmental impacts and enhance biodiversity.

Details of likely environmental impacts, both positive and negative, can be found in later sections of this document.

Please review and share your feedback with us by midday on Monday 15 July 2024. Please see the back cover for more details and ways to respond.



General design and environmental considerations

General information

This section provides information on the scheme, including operating standards, considering carbon footprint, our biodiversity commitment, archaeology, land and property, roads and public rights of way, the walking and cycling path, bus stops, travel hub and construction.

More detail, specific to each route section, is provided under the individual sections from pages 18 to 43.

The route would link the new town of Waterbeach to Cambridge via the new Waterbeach travel hub, Landbeach and Milton park&ride. The route would run along Butt Lane before linking into the existing St Ives to Cambridge busway to pass under the A14. Buses would continue into Cambridge on the existing busway and roads.

Some small changes have been made to the exact alignment, approved by the GCP's board on 28 September 2023, following conversations with landowners over recent months.

These changes are at:

- the new junction with the existing busway,
- between Butt Lane and Landbeach Road and
- north of Waterbeach Road.

The exact details of these changes are described in the relevant area sections.

Engagement with landowners to determine the exact route alignment is ongoing and will continue through the consultation period. Therefore, we expect that small changes will be made to the alignment following conclusion of these discussions and in respect of any other consultation feedback received, before it is finalised for submission as part of the application to build the scheme.

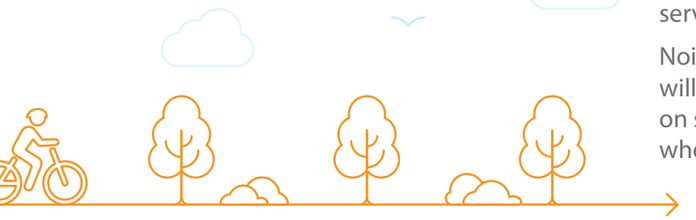
In the new town of Waterbeach, which is being delivered by developers Urban&Civic and RLW, buses would continue through the town to the proposed relocated railway station and Cambridge Research Park. We are working with the developers to establish the nature of this new bus route within the new town.

Operating standards: limiting air and noise pollution

Our bus routes are designed for modern, electric buses to limit air pollution and noise. The intention is to run fully electric vehicles from opening.

As a minimum, vehicles would be required to run to the highest emission standards to reduce pollution. The flexibility of the infrastructure would allow other services to use the route for part of their journey.

Noise and air quality surveys and assessments will help us identify and reduce the impact on sensitive areas of the route, for example where the route runs close to houses.



Orchard Park busway junction

Considering carbon footprint

Limiting the impacts of the scheme's carbon footprint is a priority. Carbon emissions include both 'embodied' carbon emissions that come from the production and transportation of the building materials, and operational carbon.

Operational carbon includes additional emissions from busway traffic as well as reduced emissions from fewer car journeys, as drivers switch to more carbon-efficient bus, walking or cycling journeys.

We will assess the overall carbon impact of the scheme as well as exploring ways of limiting embodied carbon through the type and quantity of construction materials.

Assessments will be undertaken throughout the design process to identify carbon emissions and areas where the design or materials could be amended to reduce emissions.

These assessments and their outcomes will be documented in a carbon management plan. It will also include a carbon reduction target to be measured against an early stage of scheme design before carbon reduction measures have been identified.

View from St Ives to Cambridge busway, looking north

Biodiversity commitment

We're committed to delivering 10% biodiversity net gain for the scheme overall, with the goal of achieving 20%. Biodiversity net gain is defined as a measurable increase in biodiversity overall following any new development.

We will look at the current ecological value of the site using the relevant guidance for biodiversity. It is from this current situation that biodiversity net gain will be measured. Surveys to establish the current ecological value will be undertaken in June 2024, from which we will identify measures, including landscaping and planting, to provide net gain. Other surveys which are dependent on seasonality will be undertaken over the next 12 months.

Heritage and archaeology

We have undertaken a preliminary archaeological assessment for the route and are working with archaeology colleagues at Cambridgeshire County Council to scope the next stage of more detailed heritage and archaeology assessment.

Archaeological fieldwork is being undertaken as part of the EIA process and scheme development. Our work so far shows that we would likely be uncovering previously unknown archaeology, as our travel hub site and parts of the route are undeveloped and close to known areas of archaeological remains. The shrunken medieval village of Landbeach with 21 listed buildings is also located close to the route.

The fieldwork would identify any archaeology; and subsequent assessments could change the route design or exact locations to avoid these areas or reduce the impacts.

Security

Security considerations along the route are essential for users, properties either side of the route, and landowners and tenants. With plans still in development, we would welcome further feedback on this.

The project team is working with landowners and tenants to identify appropriate security measures. These are likely to include planting and fences to restrict access from the route to private land, as well as secure gates and safety measures at crossing points. Secure gates would enable landowners and tenants to cross the route with machinery or livestock but would maintain the security of the route and protect their land from trespassers.

The route itself must also ensure the safety of its users. We are considering measures to stop general traffic from accessing the proposed busway, including automatic number plate recognition (ANPR), signage and physical measures such as a car traps and/or guide rails at junctions on the route.

It is also important to make the maintenance access track safe and accessible for all users as well as maintenance and emergency vehicles. We are considering measures to prevent access without permission, which could include removable bollards or gates, ensuring the route stays accessible for intended users.

Land and property

Discussions are ongoing with those landowners directly affected by the scheme about how the plans would impact them. We are seeking to avoid or reduce, wherever possible, the impacts on their land and activities.

The preferred route alignment has been selected to meet a range of different criteria, including avoiding buildings where possible, and minimising taking land, without compromising the scheme. We have taken land ownership and access into consideration and will continue to develop landscape proposals to help blend the scheme with the existing landscape.

The scheme boundary would need to be large enough to provide the land needed for these landscape plans. At this stage, the proposals represent potential land take for the scheme and our thoughts on where planting and biodiversity enhancements could take place.

This is subject to change as the final areas of land required will mainly be based on the design and level of mitigation needed, and influenced by the outcome of discussions with those affected landowners.

The 6.5km-long route crosses land held by multiple landowners. The area that the Waterbeach travel hub would occupy is subject to confirmation following further environmental assessment to establish requirements for flood mitigation and landscaping. The amount of land required for bus stops along the route would vary depending on the facilities needed, space available, and landscaping provided at each stop (see route sections for more details).

In some places, the scheme may result in areas that are considered no longer viable as agricultural land. These will be identified through landowner engagement and minimised where possible. Should these areas be identified they could be planted to create new habitats.

Roads and public rights of way

The route crosses several roads and public rights of way.

Public rights of way

- **Byway 162/3 along Mere Way**
- **Bridleway 135/6 (north Cambridge to Northstowe) located at the southern end of the route alongside the existing St Ives to Cambridge busway**

Road crossings

- **Butt Lane**
- **Landbeach Road, to the south of Landbeach**
- **Waterbeach Road, Landbeach**
- **A10**

None of the above roads or public rights of way would be permanently closed or significantly diverted, although there would be a need for some temporary closures or diversions during construction.

Traffic lights will be installed to control traffic where the scheme crosses roads.

Walking and cycling route

An emergency and maintenance path - or track, which can also be used as a shared path for walkers and cyclists, would run alongside the length of the route – separated from the proposed busway by a 2.5m wide grass verge. It would have an all-weather surface for the majority of the route.

An exception to this is the section between Butt Lane/Milton Road and the existing St Ives to Cambridge busway where the path is proposed to have a gravel surface, given its proximity to the recently upgraded Mere Way which runs almost parallel to the busway route in this location. Connections from the busway walking and cycling path to Mere Way will be possible at Butt Lane / Milton Road and at the new travel hub.

The connection with the existing St Ives to Cambridge busway, the junctions on Butt Lane, Landbeach Road, Waterbeach Road, the interchange with the new travel hub and bus stop areas would all be lit to ensure the safety of all users.

Low level lighting, likely in the form of solar studs, would be provided along the path for use in darkness whilst at the same time minimising light pollution. The path would need to be maintained to keep the lights clear of vegetation and leaves. Work is ongoing to confirm the approach to lighting along the route as part of the scheme design, seeking to balance the needs and safety of users with environmental considerations.

The provision of further routes, such as the Waterbeach Greenway or Mere Way improvements, will play a vital role in connecting communities to the north of Cambridge and providing a number of leisure routes.

Bus stops

Bus stops are being proposed for:

- Locations within the new town at Waterbeach (provided by the developers)
- Waterbeach travel hub
- Waterbeach Road, Landbeach
- Landbeach Road, to the south of Landbeach
- Milton park&ride
- Milton Road, Impington, near the Evolution Business Park

More details on these stops can be found in the specific route sections, and we would like feedback from you on the location and facilities provided at the stops. In addition, it is planned that buses would use existing stops along the existing St Ives to Cambridge busway, such as Cambridge Regional College and Cambridge Science Park.

Bus stop designs need to consider available space and environmental sensitivity. We will consider local feedback to further develop plans on a stop-by-stop basis. The maximum provision at a stop would include real-time passenger information, drop-off facilities, accessible car parking, cycle parking and lockers, although this will vary based on the available space and individual requirements of each stop.

Where appropriate, each stop would have planting, designed to help shield the stop from nearby buildings and to reduce the overall impact on the landscape. Hedgerows or tree lines would be planted in some areas where a thicker barrier is needed.

Stops also provide an opportunity for people to join or leave the path alongside the busway.

New town of Waterbeach travel hub
Credit Urban&Civic

Waterbeach travel hub

Following feedback from the previous consultation, the Waterbeach travel hub site was chosen because of easy access from the A10 and the new town of Waterbeach, as well as lower environmental impact in terms of noise, heritage, landscape, water quality and flooding relative to other locations considered.

For more detail on environmental impacts and proposals for the Waterbeach travel hub, see Waterbeach travel hub section.

Access to the travel hub

As the site is located close to the A10, access for both cars and buses would be via a connection to the junction on the A10, which would provide access to the new town of Waterbeach and is being provided by the the new town's developers. The new travel hub would also connect to the walking and cycling path along the proposed busway, to Mere Way, into the new town of Waterbeach and the existing village of Waterbeach.

A new bridge for walkers, cyclists and horse riders over the A10 is being proposed by developers Urban&Civic.

Facilities at the travel hub

- Visitor building with indoor shelter/seating
- waiting areas fitted with real-time bus information, seating and toilets
- parking for:
  - approximately 1,600 cars, including 90 for blue badge holders and 110 for charging electric vehicles. The number of spaces for electric charging would be reviewed to ensure it meets future demand
  - coaches, trailers and horse boxes
  - cycles and motorcycles
- drop-off/pick-up areas
- outdoor shelters.

The travel hub would use renewable energy sources where possible, for electric vehicle charging and the travel hub building.

Construction

We understand that people want to know the likely impact of the scheme's construction. We are working to understand, manage and mitigate the impacts of the positioning and construction of the proposed busway and travel hub on the surrounding communities. With plans still in development, we would welcome further feedback on this.

We will follow the Considerate Constructors Scheme code of practice (www.ccscheme.org.uk) which sets out three core principles:

- **respect the community**
- **care for the environment**
- **value our workforce.**

A construction management plan will be produced to explain how the scheme would be built. It will include an outline of standard hours of working, measures to protect the environment and minimise disruption to nearby residents during construction.

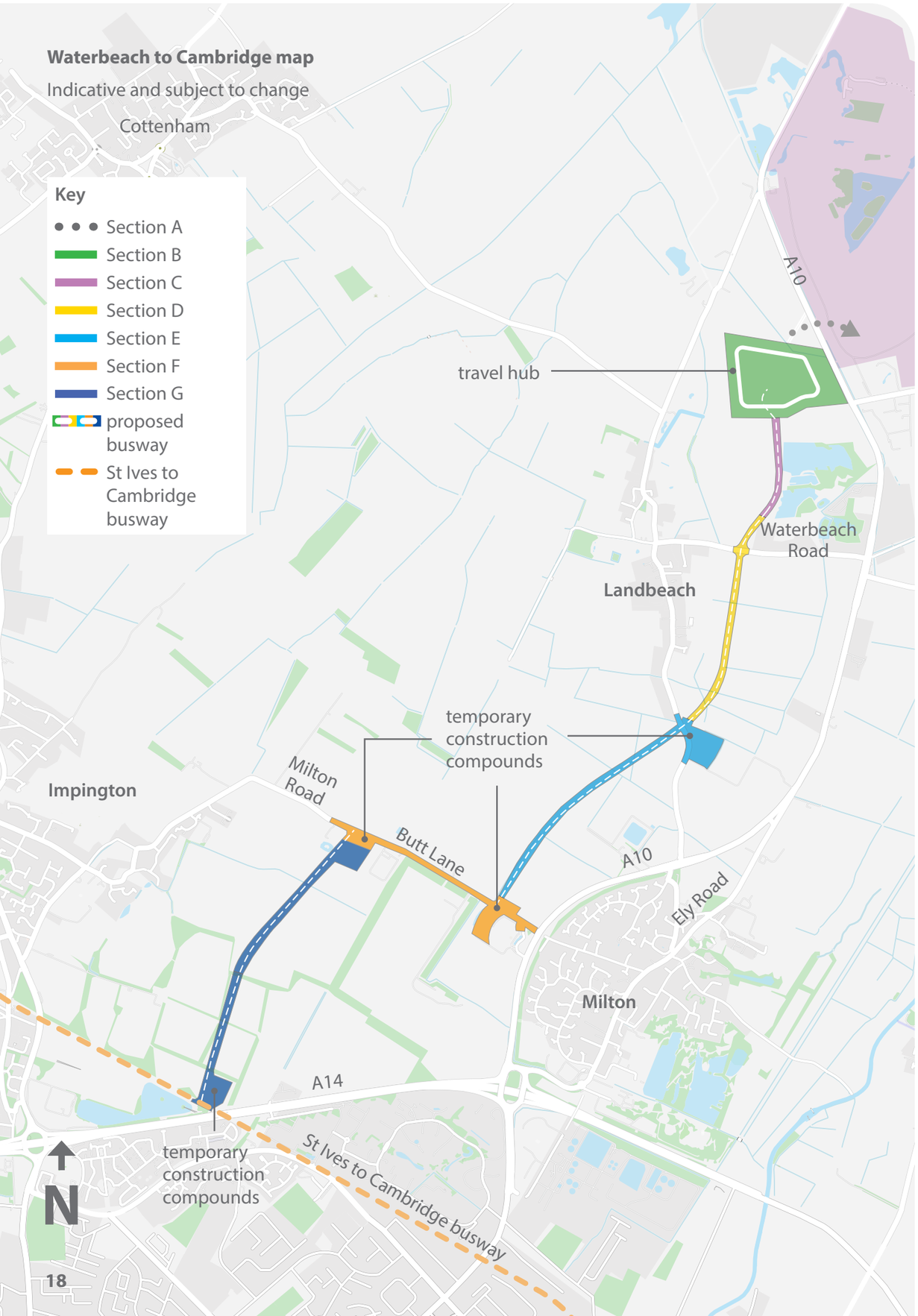
The plan will be provided as a key element of the ES, as part of our Transport and Works Act Order application.

All temporary construction compounds would be inside the scheme boundary and close to the proposed route. Milton park&ride and the site for the new Waterbeach travel hub would likely be the main construction compounds.

There would be a number of secondary construction compounds as well as smaller compounds providing welfare facilities for workers and storage for equipment.

If consent for the proposed scheme is granted by the Secretary of State, then construction of the main works would be expected to begin in 2026.

Construction works on Milton Road



Key design and environmental elements by area

Emerging designs and environmental issues along the route have been split into sections. These are:

A **Section A:**
new town of Waterbeach

B **Section B:**
travel hub

C **Section C:**
travel hub to Waterbeach Road

D **Section D:**
Waterbeach Road to Landbeach Road

E **Section E:**
Landbeach Road to Butt Lane

F **Section F:**
Butt Lane and Milton Road, Impington

G **Section G:**
Milton Road, Impington, to the busway

Design drawings are included to show each section of the route, as well as more detailed layout drawings for some elements, such as proposed bus stops and junctions.

Potential opportunities for measures such as landscaping and replanting, and efforts to retain, replace and create habitats are shown and summarised.

These are subject to further work, landowner agreement, surveys and feedback from this consultation. Where illustrated, the location and extent of landscaping is indicative and may change.

Section A:
new town of Waterbeach

Buses would travel on-road from Cambridge Research Park through the new town of Waterbeach to the proposed relocated station.

As this section of the route will be provided by the developers Urban&Civic and RLW, this section will not be covered by the Transport and Works Act Order submitted to the DfT.

We are working with the developers who are providing this section of the route and with the local planning authority to ensure that a segregated or prioritised bus route, e.g. with bus lanes or traffic lights that allow buses through quickly, is provided between the A10 and the relocated station.

The exact design of these arrangements will be subject to further work with the developers. The buses would access the travel hub from the new town via the proposed A10 junction.

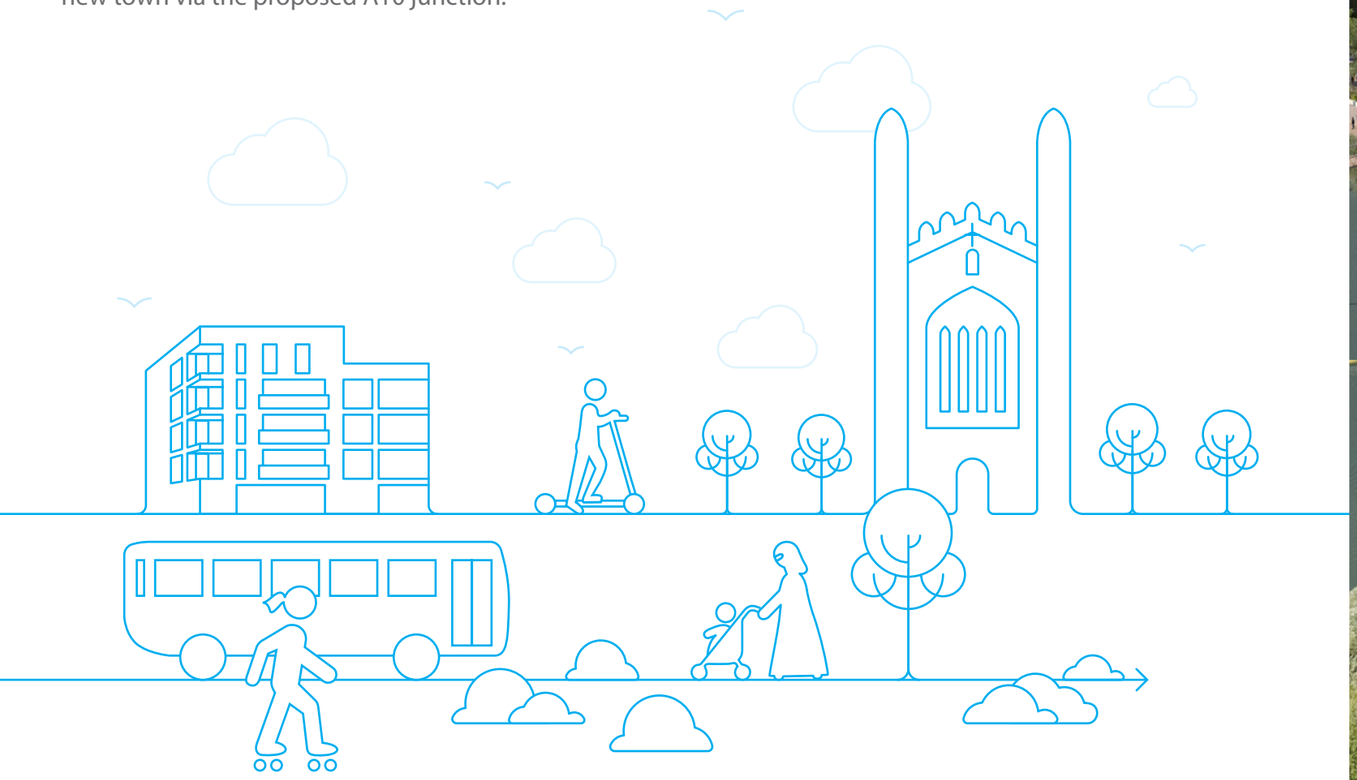
Environmental issues and proposed mitigation

The route alignment through the new town of Waterbeach is likely to be confined to existing roads, or dedicated bus lanes along the road.

Within the western part of the new town, the route is likely to run along the approximate alignment of the old runway on the Waterbeach Barracks site.

As a brownfield site, the impacts of the construction on the surrounding environment is expected to be minimal. Within the eastern part of the new town the route would cross existing farmland to access the relocated proposed new railway station.

Depending on the exact route alignment taken forward by the town's developers, this could impact existing trees and hedgerows between the field parcels.



New town of Waterbeach illustrative view

Indicative and subject to change

Credit Urban&Civic

Section B:
travel hub

The proposed travel hub is located west of the A10 and north of Waterbeach Road. A proposed new junction on the A10 for the new town of Waterbeach would be built.

All vehicles would be able to access the travel hub from this junction. The developers of the new town of Waterbeach are providing a new pedestrian, cycle and equestrian bridge over the A10 which would provide access to the new travel hub and paths to the west of the A10.

Environmental issues and proposed mitigations

We would explore options to retain and strengthen the existing pattern of hedgerows and ditches and use this pattern for a landscape-led travel hub layout. Landscaping of the travel hub will be important, especially given its green belt location.

We would seek to blend the travel hub into the existing landscape, enhancing the site through planting and habitat creation, and ensuring any drainage system is both ecologically beneficial and embedded within the overall design. We would make sure risks to nearby rivers, ditches and ponds are minimised and use sustainable drainage techniques.

Vehicle access to the travel hub and the site itself would be lit sensitively to ensure safety and at the same time minimise both potential impacts on wildlife and light pollution. Work is ongoing to determine the most appropriate lighting for the site.

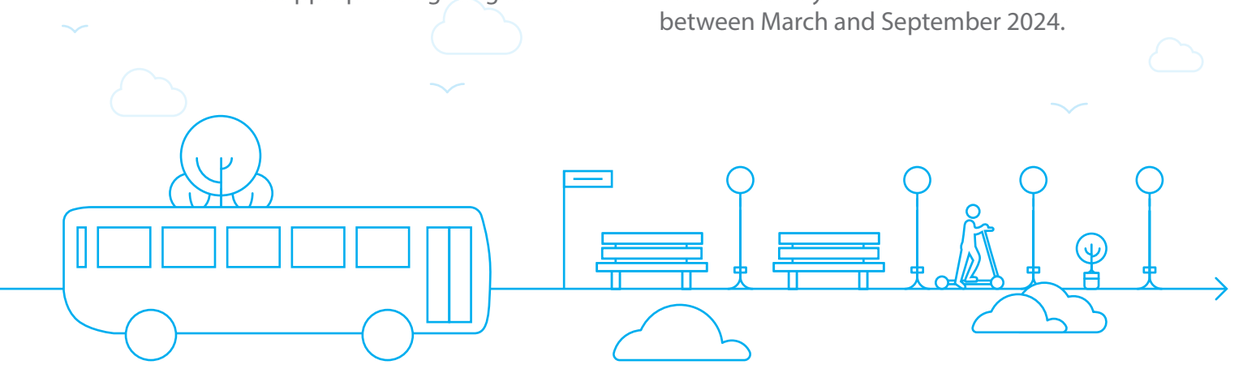
The Waterbeach travel hub site has been assessed for potential flood risk and the selected site would have the least impact on the surrounding water environment, compared to other shortlisted sites. The travel hub would occupy an area that is partly made up of Flood Zones 2 and 3a (medium to high flood risk). The flood risk can be reduced with effective drainage and mitigation measures.

Permeable pavements would let surface water drain away into the underground systems. A drainage pond would also be provided at the travel hub. We are refining our proposals in consultation with relevant authorities to make sure floodplains are compensated for and groundwater flood risk is reduced.

Further flood risk assessments will be undertaken to inform drainage design and identify measures to reduce the impacts of flooding on the site and provide flood compensation where required.

It is possible that previously unknown archaeology could be uncovered as the site is undeveloped and within an area of known archaeological remains. Archaeological assessment and fieldwork would be undertaken to understand these remains further and identify measures to avoid or reduce the impacts of the travel hub.

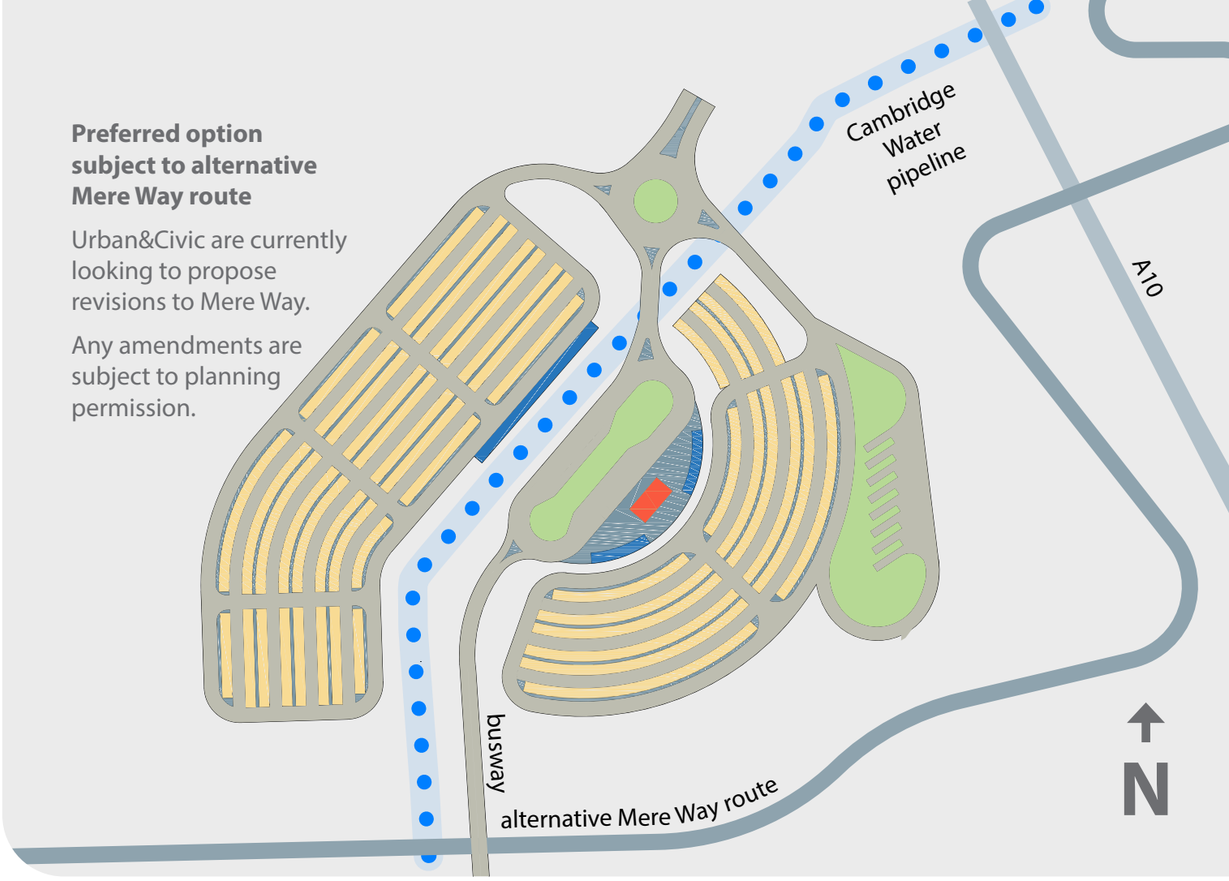
Walkover assessments have identified potential habitats for badgers and hibernation environments for reptile and amphibian species. The presence of these species will be determined via more detailed surveys that will be undertaken between March and September 2024.



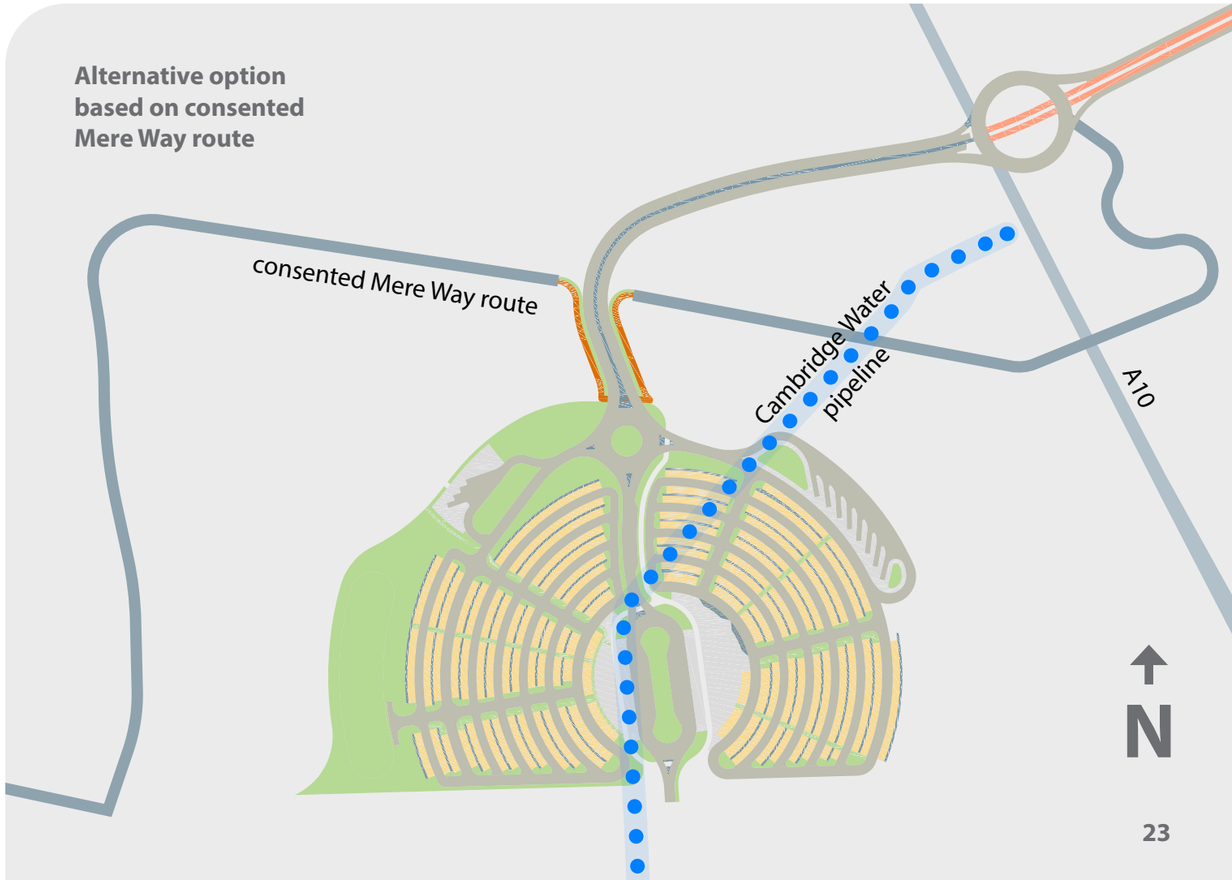
Preferred option subject to alternative Mere Way route

Urban&Civic are currently looking to propose revisions to Mere Way.

Any amendments are subject to planning permission.



Alternative option based on consented Mere Way route



Section C:
travel hub to Waterbeach Road

The route continues south from the proposed travel hub to a new traffic light-controlled junction with Waterbeach Road in Landbeach.

This section of the route would have a 4m wide path for walkers and cyclists.

To the north of Waterbeach Road the route has been moved further east compared to the previous design. This works better with the proposed travel hub and reflects landowner discussions. Moving the route further east allows for the use of a larger land parcel to the west of the busway.

A new traffic light-controlled junction would be built, with traffic lights providing priority for buses over general traffic. Pedestrian crossings will be provided across the busway to enable pedestrians and cyclists to move across the junction safely.

Connections to the existing footways on Waterbeach Road would be developed at the next stage of design.

We would also be looking to confirm the arrangements to restrict access for general traffic to the busway. This would be developed at the next stage of design.

Environmental issues and proposed mitigations

The route passes to the east of the shrunken medieval village of Landbeach, which is a scheduled monument, and other listed buildings such as the Tithe Barn.

Some residents may be able to see the proposed busway and with plans still in development, we would welcome further feedback on this.

The route would be integrated into the landscape with planting where appropriate. Existing hedgerows along the eastern edge of Landbeach and its historic core would be expanded where possible to protect the setting of the conservation area and filter views of the proposed busway.

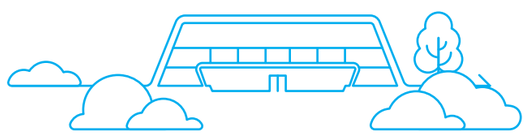
There is considered to be high potential for archaeological remains within this area. These would be further assessed and fieldwork undertaken to understand these remains more clearly and identify measures to avoid or reduce the impacts of the scheme.

Walkover surveys of the area identified log piles and compost heaps just north of Waterbeach Road, which may be suitable hibernation environments for reptiles and amphibians. Reptile and amphibian surveys are being undertaken between April and July 2024 to confirm the presence of these species.

Following the surveys, measures will be identified to amend proposals or reduce the impacts of the project. Construction traffic would use the A10 and the proposed busway route itself to reduce impacts on the village.

There may be some noise disruption during the construction of the scheme due to construction traffic and machinery. As discussed on page 17, a construction management plan will be produced to explain how the scheme would be built.

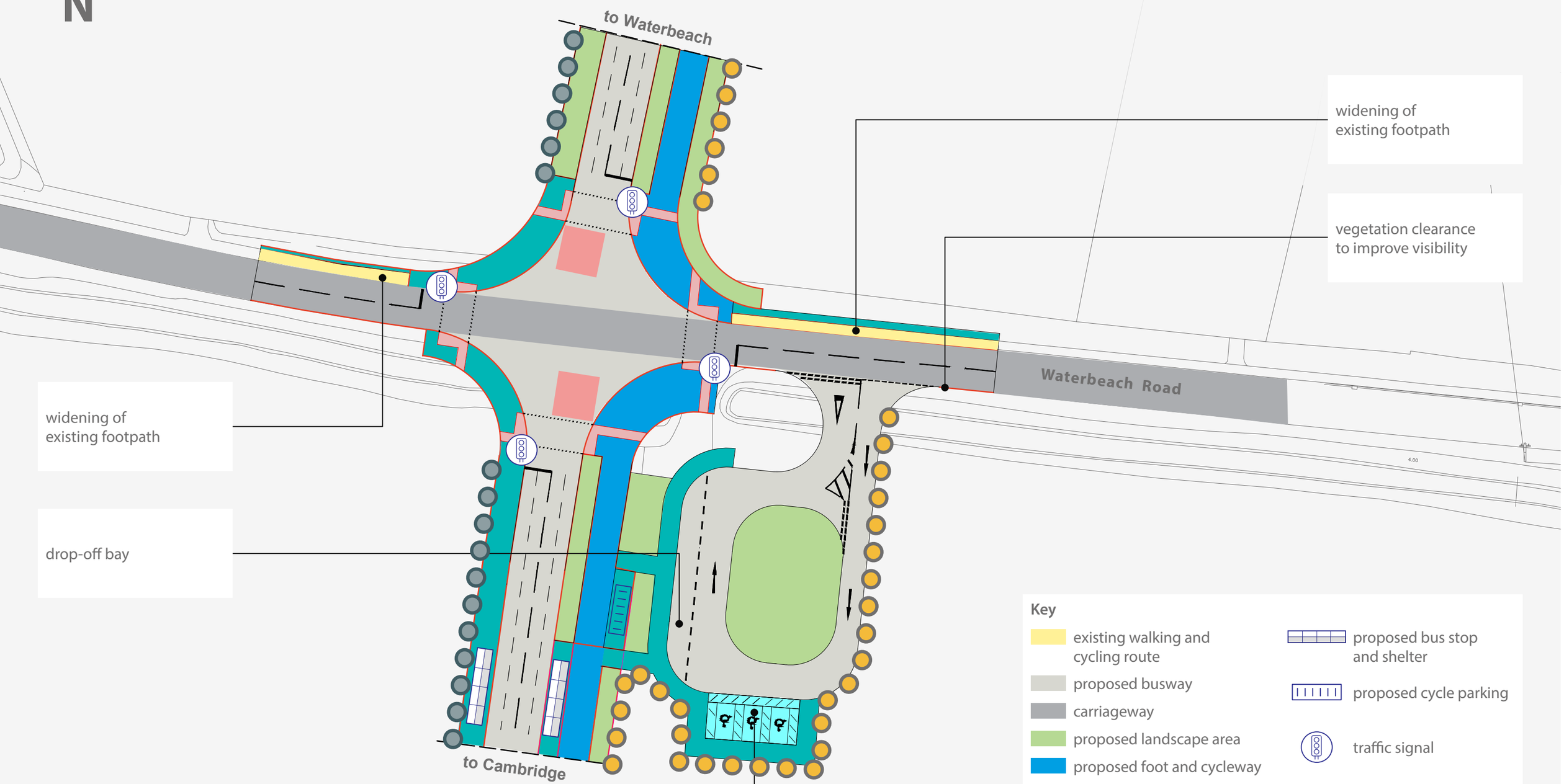
It will include an outline of standard hours of working, measures to protect the environment and how disruption to nearby residents will be minimised during construction.



Waterbeach Road junction

Indicative design
subject to further design work

N



widening of
existing footpath

drop-off bay

disabled parking

widening of
existing footpath

vegetation clearance
to improve visibility

Key

- existing walking and cycling route
- proposed busway
- carriageway
- proposed landscape area
- proposed foot and cycleway
- proposed footway
- proposed tactile paving
- hedgerows and tree planting
- fence and ditch
- proposed bus stop and shelter
- proposed cycle parking
- traffic signal

Section D:
Waterbeach Road to Landbeach Road

From Waterbeach Road the route continues to Landbeach Road, to the south of Landbeach, where a new traffic light-controlled junction would be built.

The traffic lights would provide priority for buses over general traffic. Pedestrian crossings would be provided across the busway to enable pedestrians and cyclists to move across the junction. Connections to the existing footways on Landbeach Road would be developed at the next stage of design.

We would also be looking to confirm the arrangements to restrict access for general traffic to the busway. This would be developed at the next stage of design.

Environmental issues and proposed mitigation

The route passes to the east of High Street and crosses Landbeach Road to the south of Landbeach. It is proposed that existing hedgerows, which provide security for landowners, would be maintained whilst kept low enough to allow views.

Operational noise assessments indicate that some properties on High Street may be affected by noise from the proposed busway, mainly due to tyre noise of buses. It is expected that this would be reduced through landscaping measures such as hedgerows and tree planting.

During construction, there may be short-term noise impacts in the local area. With plans still in development, we would welcome further feedback on this.

South of Waterbeach Road is a farm building which may have potential for roosting bats. Further surveys are being undertaken to inform scheme design and discussions with the landowner.

This part of the route has several existing drainage ditches. Underground tunnels would be provided under the busway to maintain the flow of these ditches. This is in addition to sustainable drainage measures provided along the length of the route.

We expect to encounter archaeology in this area due to proximity to the shrunken medieval village of Landbeach scheduled monument and the 21 listed buildings located in the village.

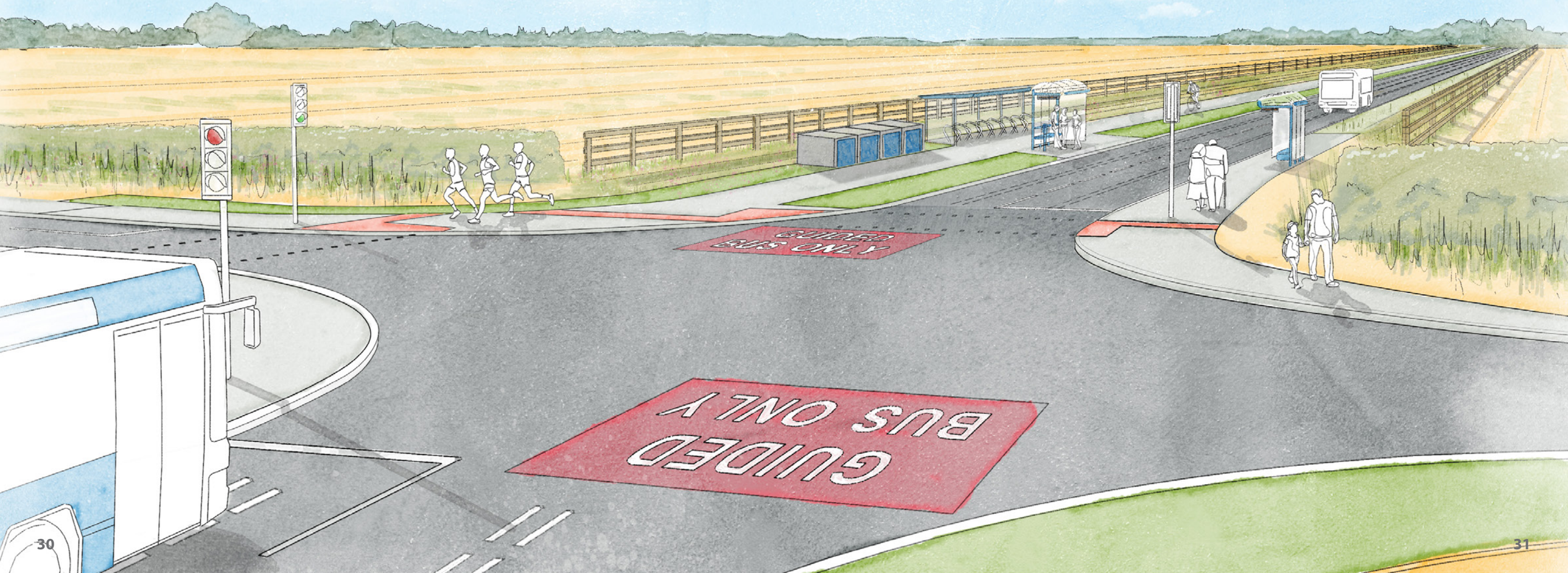
A preliminary archaeological assessment has been completed to understand the potential impacts of the proposed busway.

A greater understanding of this will be gained from further assessment and fieldwork, which will also identify measures to remove or reduce the impact of the proposed busway on any affected archaeology.

We will be looking to confirm the arrangements to restrict access for general traffic to the busway. This will be developed at the next design stage.

Indicative junction and bus stop layout at Landbeach Road, looking towards Cambridge

Indicative and subject to change



Section E:
Landbeach Road to Butt Lane

Travelling south through farmland, the proposed busway and walking and cycling path would continue to an unsignalised priority junction with Butt Lane, where traffic on Butt Lane would have priority over bus movements to and from the proposed busway.

We will be looking to confirm the arrangements to restrict access for general traffic to the busway. This will be developed at the next stage of design.

Between Butt Lane and Landbeach Road, the route and junctions have been moved slightly to the west, following conversations with landowners.

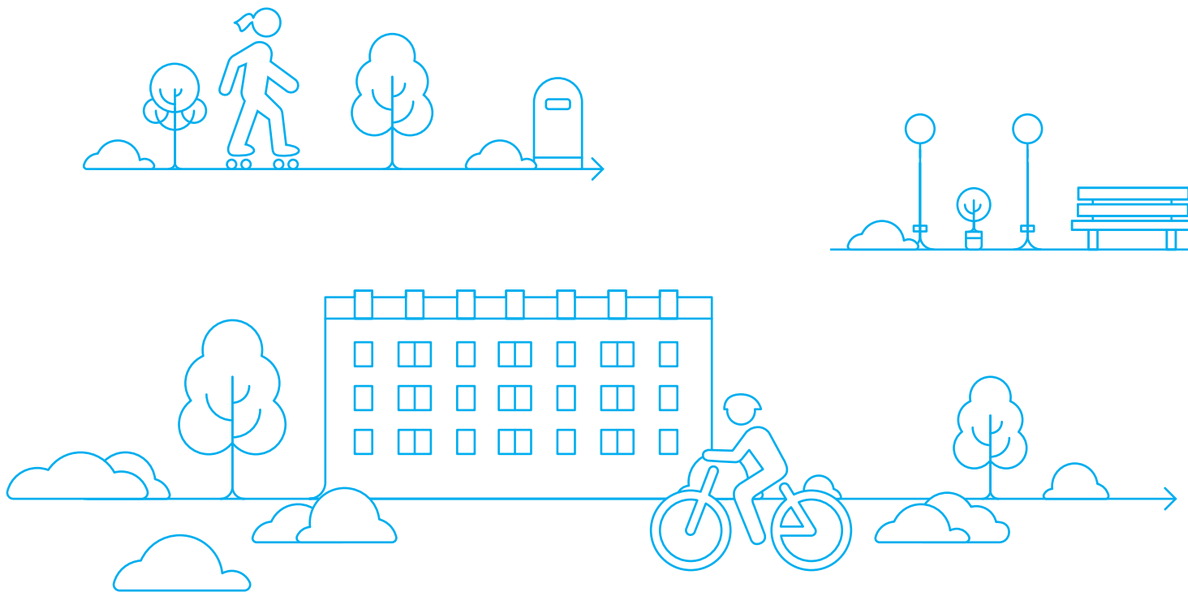
Environmental issues and proposed mitigation

The landscaping for this section would prioritise open views of the fen edge to complement the existing open fenland character of the landscape.

The nature of the route in this section is different from previous sections as it is not near any villages.

Therefore, it is proposed that the planting along the proposed busway would allow for long views in all directions.

Mitigation in the form of planting would be provided around the junction with Landbeach Road to minimise the impact of the proposed busway on properties on High Street, Landbeach.



Butt Lane junction

Indicative design subject to further design work

N

to Waterbeach

bus gates / car traps

potential for additional bus stops on Butt Lane

paths and roads are being realigned to allow for the widening of Butt Lane

no-entry signs to be used to notify drivers turning right

to Milton

to Impington

the park&ride exit onto Butt Lane has been removed, cars would need to exit onto the A10

Key

- bus lane / turning
- proposed busway
- carriageway
- proposed landscape area
- proposed foot and cycleway
- proposed traffic island
- proposed tactile paving
- hedgerows and tree planting

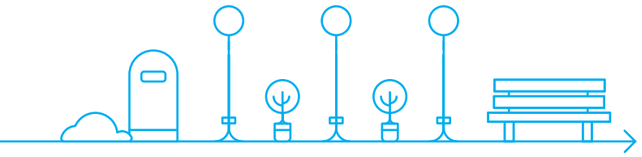
Section F:
Butt Lane to Milton Road, Impington

Buses would travel on the existing road in this section, which would be widened to create space for them. The existing foot and cycleway would be replaced with a 3m-wide shared path.

The proposals along this section of the route would apply between Milton park&ride and the new junction with Milton Road, Impington, near the Evolution Business Park.

The new junction would be a traffic light-controlled junction with adjacent bus stop.

We would be looking to confirm the arrangements to restrict access for general traffic to the busway. This would be developed at the next stage of design.



Environmental issues and proposed mitigation

The widening of the road would result in the unavoidable loss of some existing roadside vegetation. We would minimise impacts on existing plants as much as possible, taking into account surveys of the existing vegetation as well as using construction best practice. New trees and hedges would be planted to compensate for lost vegetation.

Short-lived and minor impacts from disturbance during construction would also be expected. These are likely to consist of noise and dust caused by construction traffic.

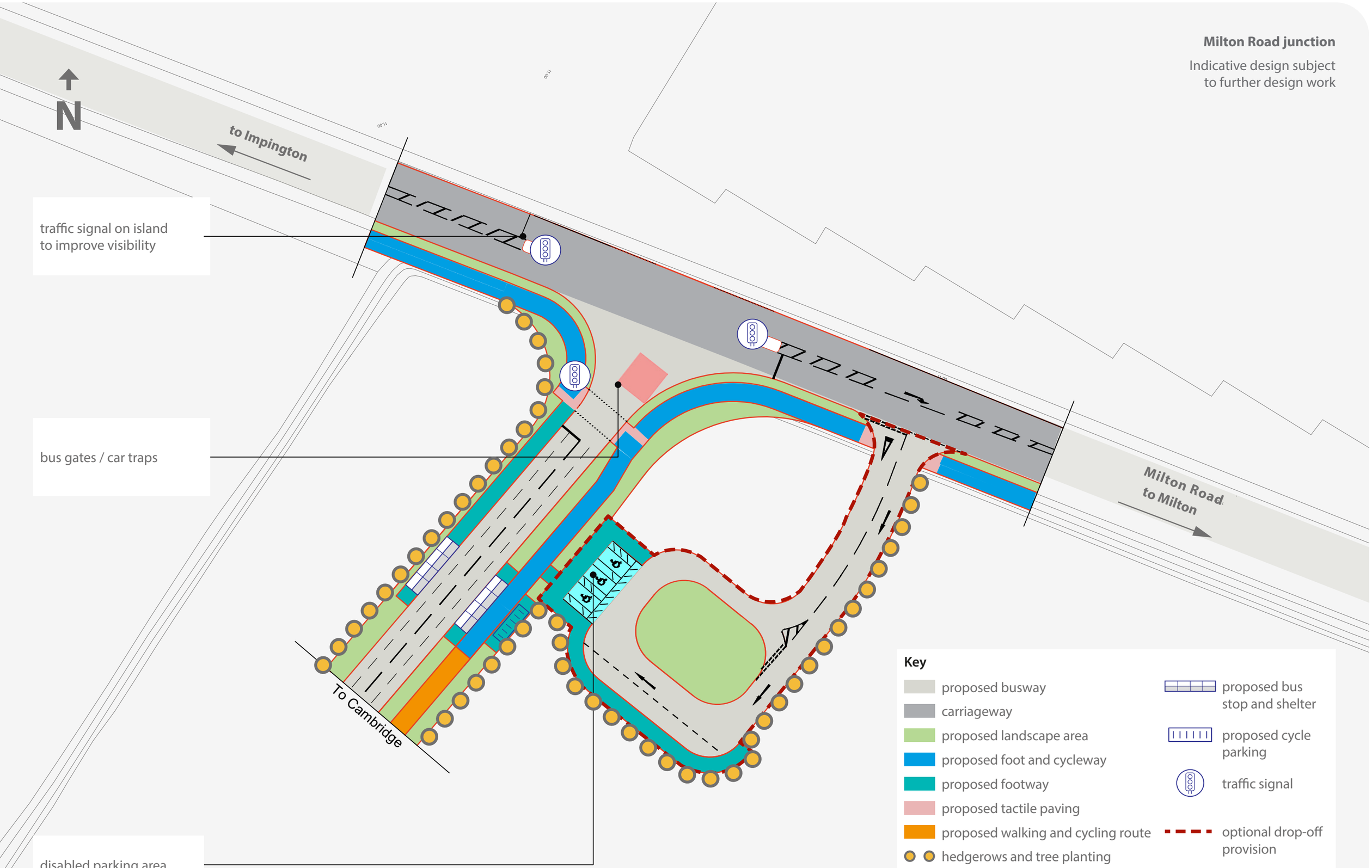
The exact details of how traffic would be managed during construction are still being worked on, but we expect some disruption to traffic in the form of traffic lights and a reduced speed limit, with some overnight closures if necessary.

No full daytime closures are expected, to maintain access to properties and businesses, including the recycling centre. However, this would be confirmed as construction plans are established. It is anticipated that all construction vehicles would be routed via the A10 to avoid disruption to Histon and Impington.

Drainage along Butt Lane would be improved, providing drainage solutions along the verge of the new road. Surface water would be directed to existing ditches. Ecological walkover surveys have identified several man-made ponds along Butt Lane and at Milton Park&ride. Surveys during June 2024 will determine the ecological value of these locations.

Milton Road junction

Indicative design subject to further design work



Section G:
Milton Road, Impington, to the busway

The proposed busway and walking and cycling path then continue to a new junction with the existing St Ives to Cambridge busway, providing links into Cambridge and beyond.

Here, the walking and cycling path would be a gravel surface due to its close proximity to the Mere Way, which already has a hard surface. This has been done to reduce costs. At the new junction with the existing St Ives to Cambridge busway, the proposed busway approach has been straightened and as a result has been moved slightly further west. This follows conversations with landowners to minimise the land-take required. This also avoids a small pond to the north of the existing St Ives to Cambridge busway.

On this section of the route, the walking and cycling path is proposed to be 3m wide with a gravel surface. This is narrower than the route to the north of Butt Lane, due to its proximity to the Mere Way, which provides a connection between Milton Road and Cambridge, parallel to the proposed busway.

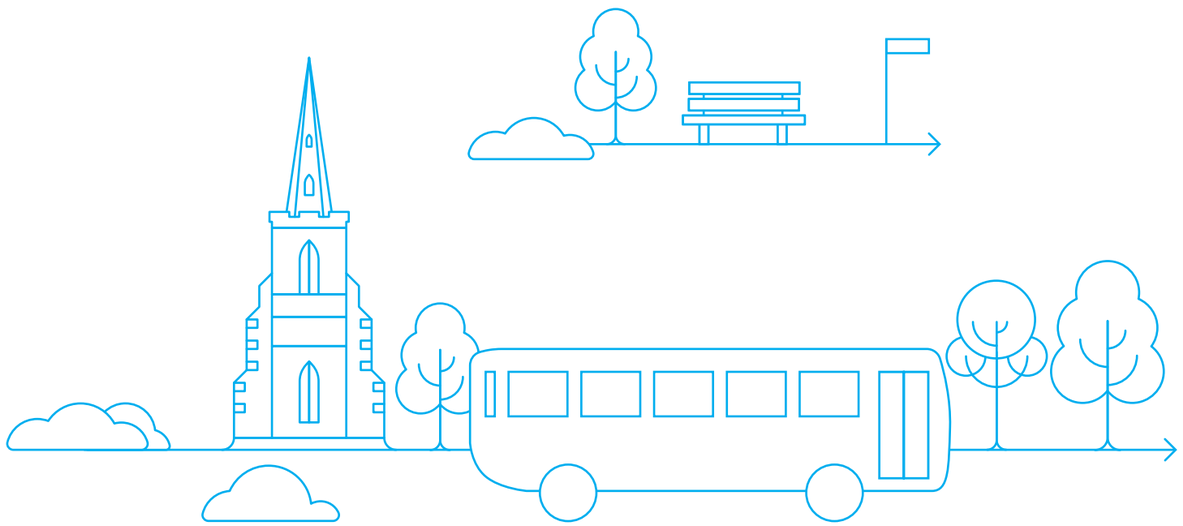
The junction with the existing St Ives to Cambridge busway would be similar in nature to the existing Orchard Park junction to the east of the Impington A14 underpass.

The existing guiderails forming the St Ives to Cambridge busway would be removed around the junction to allow buses to transition to and from the different busway routes.

Environmental issues and proposed mitigation

This section of the route is characterised by small arable fields surrounded by a strong network of woodland and hedges. We want to strengthen this existing green, well planted character.

We will assess the trees and habitats that could be affected and design the proposed busway to avoid the most valuable areas where possible. We propose planting a woodland belt along the eastern side of the proposed busway to blend it within the existing landscape and to provide replacement planting.



Indicative design subject to further design work

N

to Waterbeach

to St. Ives

A14 Environmental mitigation area and boundary fence

to Cambridge

St Ives to Cambridge busway

Key

- existing walking and cycling route
- proposed busway
- carriageway
- proposed landscape area
- proposed foot and cycleway
- proposed walking and cycling route
- proposed tactile paving
- hedgerows and tree planting

Have your say

View information, complete the survey and download consultation information online at **www.greatercambridge.org.uk/waterbeach-cambridge-eia**

Post your feedback to
Greater Cambridge Partnership
PO Box 1493, Mandela House,
4 Regent Street,
Cambridge CB1 0YR

Call us on:
01223 699906

Email your response to:
consultations@greatercambridge.org.uk

The consultation closes at midday on **Monday 15 July 2024**. To request a printed copy, a printed copy in large print, Braille, in another language or on audio tape, please call **01223 699906**.

Consultation events & webinars

Come along to one of our drop-in events or join the webinar to hear and view more on the proposals and get your questions answered by a member of the team.

If you have any issues accessing any of our events, please get in touch via 01223 699906.

Online meeting
13 June
6.30–7.30pm
(registration required)

Landbeach Village Hall
19 June
5–7.30pm

Waterbeach Baptist Church
25 June
4.30–7pm

Next steps

Results of the consultation will be presented to the GCP assembly and board later this year and will be published online at **www.greatercambirdge.org.uk/waterbeach-cambridge** along with other documentation.

Should the board approve the scheme to be taken forward to the next step, an ES would form part of the submission of a TWAO application to the DfT, expected in 2025.