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# Waterbeach to Cambridge

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

Consultation – 20 May to 22 July

# Agenda

- Overview of the consultation
- Project background
- Scheme overview
- Environmental considerations
- Next steps



# This consultation

Through this consultation we are asking for views on the Waterbeach to Cambridge scheme, which includes:

- A new busway between Waterbeach and Cambridge,
- A new travel hub near Waterbeach, and
- A maintenance access track which can also be used as a shared path for walkers and cyclists.

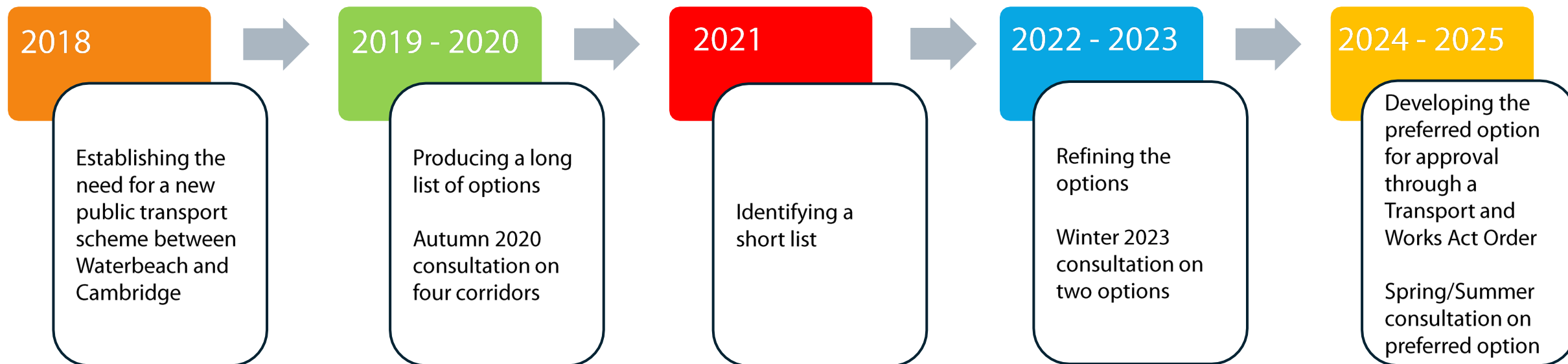
We would like your feedback on environmental impacts, design and other aspects of the proposals.

This consultation is a statutory pre-application consultation that will inform the Environmental Impact Assessment and form part of the evidence submitted as part of the Transport and Works Act Order to gain permission for the scheme. A key focus for the consultation is engaging with statutory stakeholders.

The consultation runs from **Monday 20 May until midday on Monday 22 July 2024.**

# Project background

The project aim is to deliver a new high quality, segregated public transport route between the new town of Waterbeach and Cambridge.



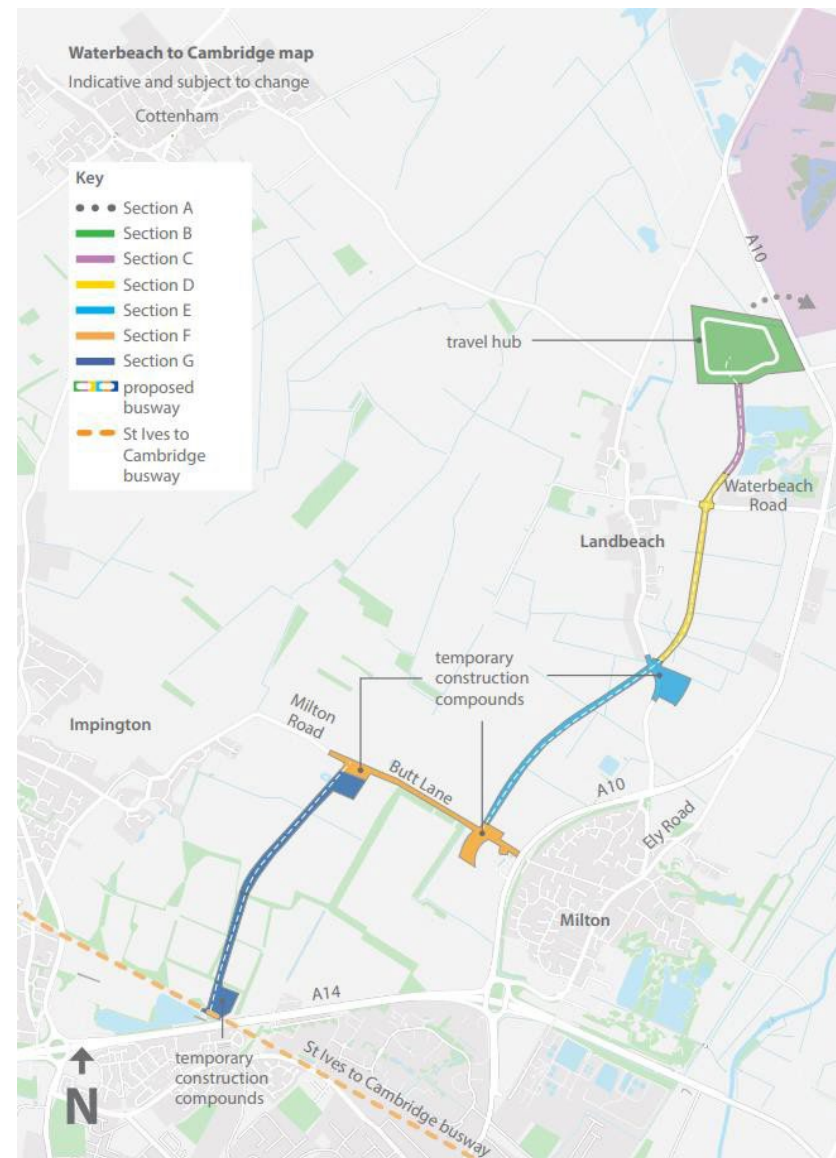
In 2023, we consulted on two options for a busway, a western route and a revised central route, as well as three locations for a new travel hub near Waterbeach.

# Scheme overview – preferred option

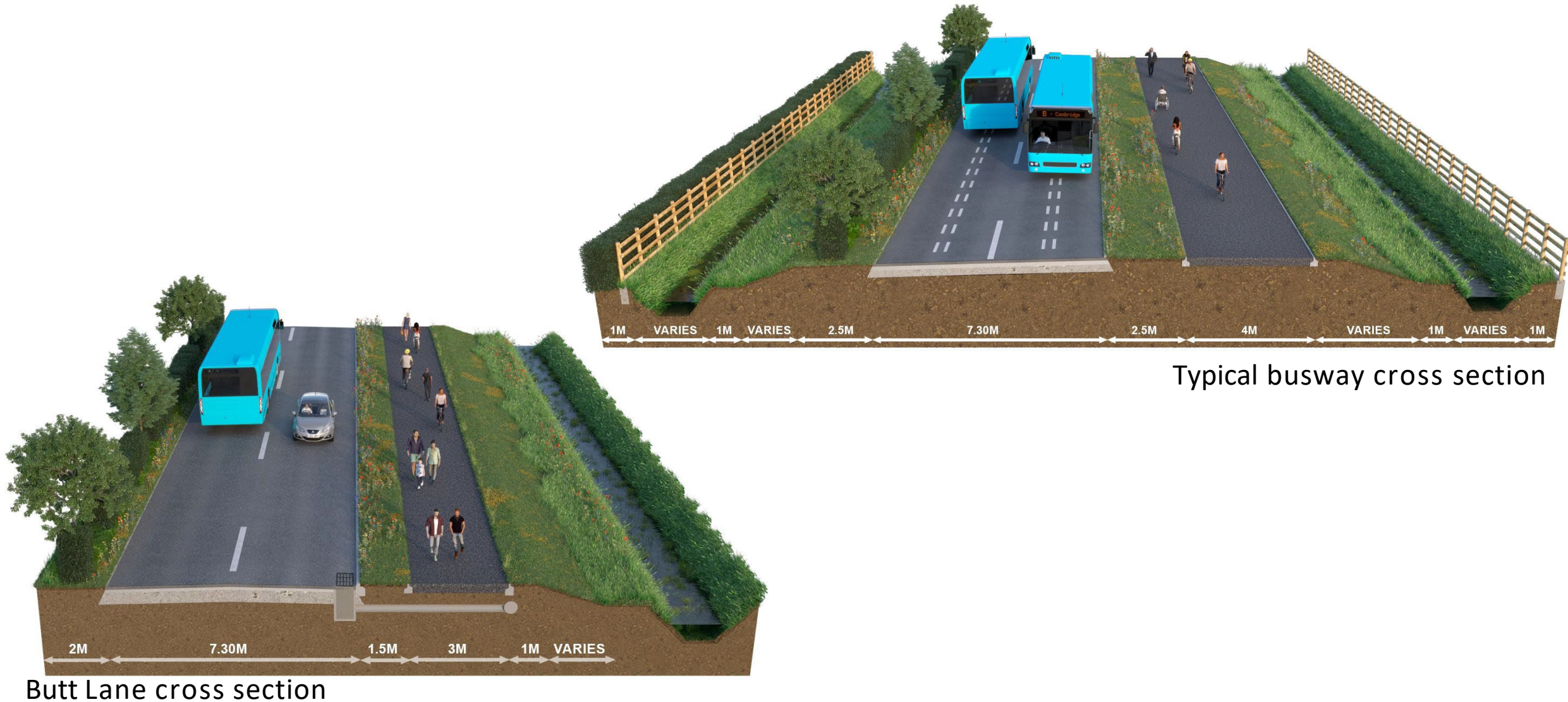
September 2023 – the revised central option was approved for further development by the GCP Executive Board.

Some small changes have been made to the exact alignment following conversations with landowners over recent months.

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.



# Scheme overview – cross sections



Typical busway cross section

Butt Lane cross section

# Environmental considerations

**Limiting air and noise pollution** by designing for modern, electric buses and undertaking noise and air quality surveys and assessments.

**Heritage and archaeology** – the travel hub site and parts of the route are undeveloped and close to known archaeological remains, therefore we would be likely to uncover previously unknown archaeology.

**Considering carbon footprint** by assessing the overall impact of the scheme and exploring ways to drive down carbon through choice of construction materials and methodology.

**Security measures** defined through work with landowners and tenants to ensure security of the route and the land surrounding it.

**Construction** – we are looking to mitigate the impact of the construction of the scheme on the surrounding communities

**Biodiversity** – we are committed to delivering 10% biodiversity net gain across the scheme, with a goal of achieving 20%.



**Transport**

# Section A – new town of Waterbeach

Provided by the developers of the new town and will not be covered by the Transport and Works Act Order.

Buses would run on road or dedicated bus lanes along the road.

Western part of the new town – the impact of construction on environment is expected to be minimal.

Eastern part of the new town, through the existing farmland – could impact existing trees and hedgerows between the field parcels.

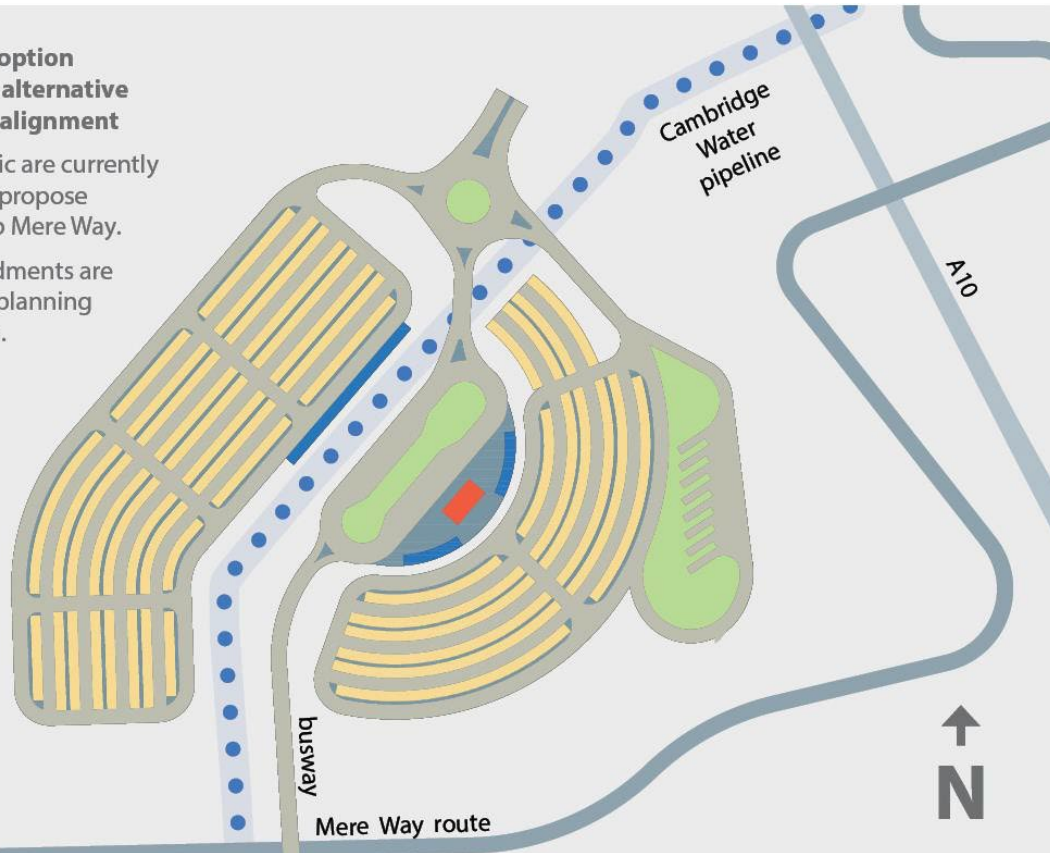




# Section B – travel hub

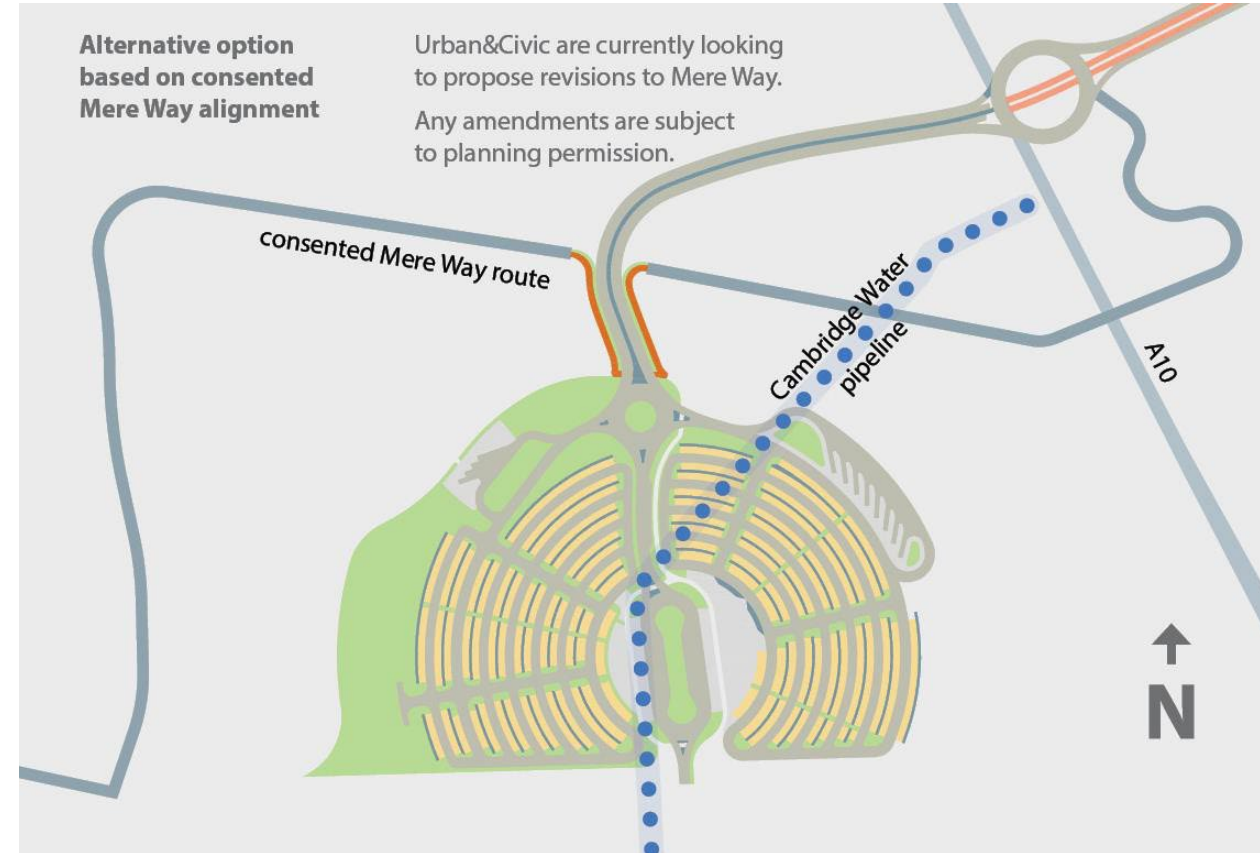
## Preferred option subject to alternative Mere Way alignment

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 alignment

Urban&Civic are currently looking to propose revisions to Mere Way.  
Any amendments are subject to planning permission.



# Section C – travel hub to Waterbeach Road

Landbeach is a scheduled monument, and includes other listed buildings, including the Tithe Barn.

Some residents may be able to see the proposed busway.

Existing hedgerows would be expanded, and trees planted to filter views of the busway.

There is a high potential for archaeological remains in this area and potential habitat environments for reptiles and amphibians.

Construction traffic will be routed via the A10 and from the new travel hub site to minimise the impact of the village.

There may still be some noise disruption.



# Section D – Waterbeach Rd to Landbeach Rd

The route passes to the east of High Street, Landbeach, and crosses Landbeach Road to the south of the village.

Some residents may be able to see the proposed busway.

Hedgerows, which would also provide security for landowners, would be maintained on the western side of the route to filter views of the busway whilst maintaining views for improved user improvements.

Some properties on High Street may be affected by noise during construction.

There is high potential for archaeological remains in this area and potential habitat environments for reptiles and amphibians.



# Section E – Landbeach Road to Butt Lane

The nature of this part of the route is different to the northern sections as it is not near villages.

The landscaping each side of the route would be limited to a fence and ditch, to maintain security and views.

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

There would be an unsignalized junction with Butt Lane, providing access to Butt Lane and Milton park and ride.



# Section F – Butt Lane to Milton Road, Impington

Buses would travel on the existing road, which will be widened. The foot and cycleway will be widened by 3m and separated from the carriageway by a verge.

Some vegetation loss to the south of Butt Lane. New hedges and trees will be planted to compensate for the loss.

Minor impacts from construction are expected including traffic lights, a reduced speed limit and some overnight closures.

Construction traffic may cause noise and dust.

All construction traffic would be routed via the A10 to avoid disruption to Histon and Impington.



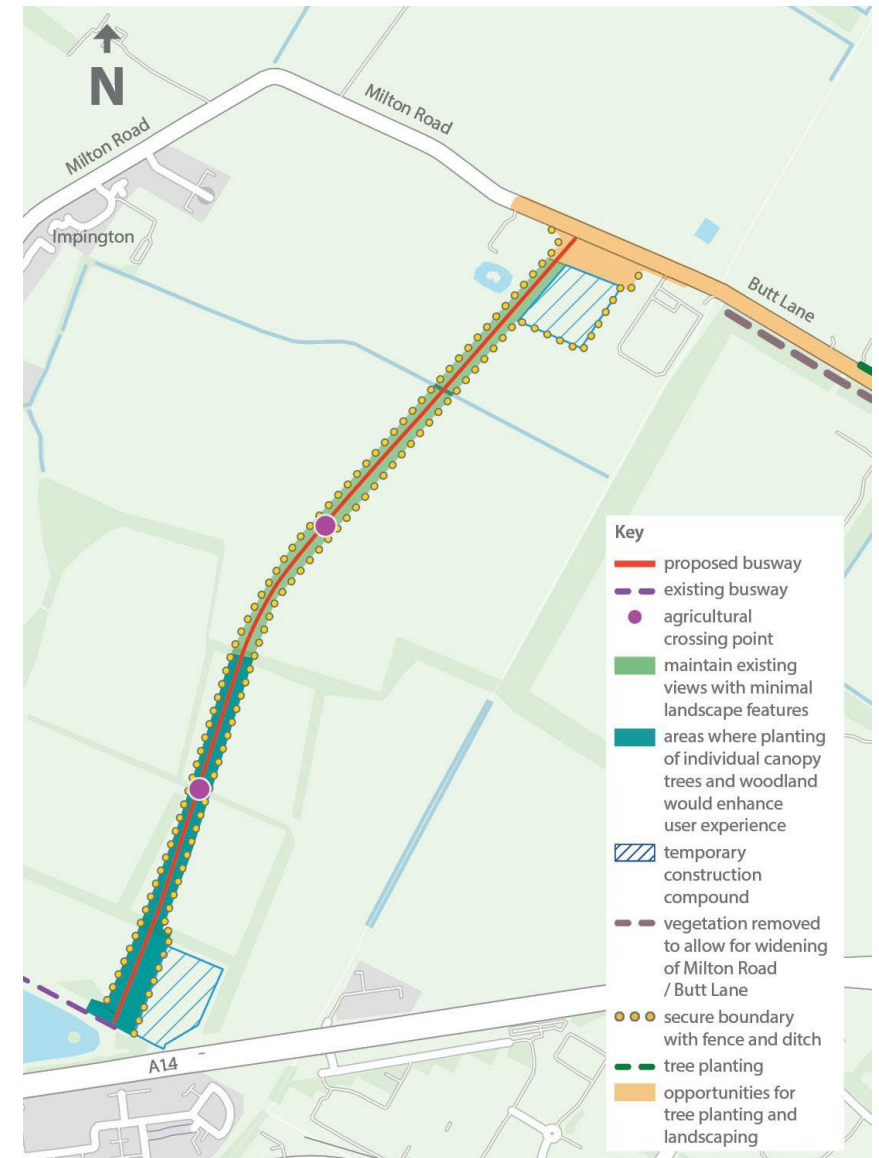
# Section G – Milton Road, Impington to the busway

The walking and cycling path would be a 3m wide gravel path.

The junction with the existing busway would be similar in nature to the existing Orchard Parking junction.

We would look to maintain and strengthen the existing hedgerows and woodland in this area.

We will assess the existing trees and habitats to avoid the most valuable areas, and would plant a woodland belt along the eastern side of the proposed busway to blend it with the existing landscape.



# Next steps

