LANDBEACH AND TRAVEL ROUTES

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Following the meeting of Landbeach Parish Council with Paul van der Bulk of the *Greater Cambridge Partnership: Better Public Transport - Waterbeach to Cambridge* held on 6 September, I thought it worth setting out what we know concerning the various travel routes being proposed through the Parish of Landbeach.

Working from the east they are:-

1. **A10 cycle path**

Plans are being put forward by Urban&Civic, the developers of Waterbeach New Town, to upgrade and widen the existing path on the east of the present roadway. This includes a safe crossing from Waterbeach Road to the old Cambridge Road at the Slap Up junction. Another, separate, group is proposing to improve the junction of the Car Dyke Road with the A10 following a recent fatal accident at that site. Timing of these is unknown.

2. **Dualling/Upgrading the A10**

There are several new routes being considered, as well as dualling the existing road, but there are no firm proposals as yet. A junctions-only upgrade is also being considered in detail. One option being considered is to build a new dualled section of road which crosses Waterbeach Road in the gap between the houses nos. 15 and 83. This is roughly the position of the water-main being laid to supply Waterbeach New Town. This would have the effect of cutting off all the houses to the east of this road from the central core of Landbeach Village, including the two churches, Village Hall, Recreation Ground, Nature Reserve etc. It could also have a significant impact on the view from the recently restored medieval Tithe Barn, part of the historic cluster of the Tithe Barn, Rectory and All Saints' Church. It is unclear when any decisions are to be taken on this route.

This route is also one of two routes being put forward for the dedicated bus route (see 3 and 6 below).

3. **Dedicated Bus Way**

Two routes are under consideration for a dedicated bus way between Waterbeach New Town and Cambridge, using optically guided high speed electric vehicles. These are a new central route proposed after the abandonment of routes going through Waterbeach Village, and one to the west of the Mere Way (see 6 below). The central route would have the same visual drawback, and impact, as 2 above. There is also the suggestion that a cycle path could be included in the design. Proposals are due to come forward in September 2022.

4. **Park & Ride Route**

Urban& Civic are obliged to develop a Park & Ride route from the New Town to Cambridge as a pre-condition before building more than 160 houses. The proposed route runs straight through Landbeach village along Green End and the High Street. There has been no consultation on this proposal so far, but it has serious drawbacks. These include the narrow bridge over the Beach Ditch at the northern end of Green End; the narrowness of the High Street, particularly between historic Listed Buildings; and the on-street parking needed by residents.

5. Mere Way Cycle, Equestrian and Pedestrian Route

Urban&Civic are also committed to developing the Mere Way as a Cycle, Equestrian and Pedestrian Route as a pre-condition for building the early houses in Waterbeach New Town. Upgrading the existing Mere Way is seen as a useful development, with the connection between it and a new route across the fields to the A10 (including an attractive bridge over that road). But by proposing to make Spaldings Lane and Cock Fen Lane as part of the route introduces serious safety hazards. These roads are narrow, some 2.6 – 2,8 metres wide, with little space on either side, and Cock Fen Lane in particular carries considerable traffic of heavy and wide farm vehicles, and coaches. Poor visibility at the Cock Fen Lane/Akeman Street corner means that this is extremely dangerous. It would be much safer and more attractive to continue Akeman Street northwards along the line of the old Roman Road from the top junction with Cock Fen Lane to the Cottenham Road, and then across Green End to the new path to the A10. Formal proposals are due in December 2021.

6. Road West of the Mere Way

The second route under consideration for a dedicated bus way (see 3 above) is a new route to the west of the Mere Way. This might also include a cycle path, which could remove the problems described (5 above). It would also offer an attractive travel option for Cottenham (~5000) residents. Proposals for this development are likely to be available in September 2022.

Tailpiece

Much detail on some of these plans is very preliminary, and it is clear that there is potential for overlap and/or conflict between them. In some cases possible routes are indicated as broad sweeps on a map rather than being precise indications of the position on the ground. Landbeach Parish Council is actively engaged in consultations and discussions with the various parties involved, and is putting forward and defending the views of the parish.

A joined up travel plan, ignoring false boundaries/'study areas', would make good sense and avoid costly mistakes.