

6. PLANNING POLICIES

Transport Policies

CORE OBJECTIVE 2:

- **A safe, attractive and accessible cycle and footpath network providing good connections within the village, from home to workplace and key services**

What does this mean?

- Excellent connectivity between Waterbeach village and Waterbeach New Town and between Waterbeach village and other key destinations ensuring non-vehicular routes or public transport routes are prioritised.
- The design and layout of new development should be designed to allow residents to easily walk or cycle along safe and attractive routes to shops, services and school and neighbouring estates
- A greater network of footpaths within the parish including the provision of a connection between Waterbeach village and Denny Abbey and Chittering

6.1 Policy WAT 1 – Securing connectivity between Waterbeach village and key destinations including the New Town, employment sites and recreation facilities

Policy context and rationale (Policy WAT 1)

6.1.1 Waterbeach is located conveniently close to employment, shopping and the cultural hub of Cambridge. It is also located close to employment opportunities at Cambridge Research Park just under 3 miles to the north, with Cambridge Science Park to the south, and provided with a direct train route to both Cambridge and London Kings Cross. Despite this, there are significant community severance issues largely created by:

- The existing A10 is at capacity. This means long journey times at peak travel times. The Waterbeach New Town proposal will involve two new access points off the A10 to provide a primary access route for approximately 8,000 to 9,000 planned homes and this will undoubtedly exacerbate the severe congestion issues experienced at peak travel times along this section of the A10;
- Lack of a safe cycle or pedestrian route out of the village. There is no safe cycle or pedestrian route out of the village travelling north (for example to Cambridge Research Park). Southwards, there is a narrow non-segregated cycle path alongside the A10 to Milton village. There is also a route along the River Cam that can take you into Cambridge but access from Waterbeach village to the River Cam cycle path can be difficult; it requires travel along Station Road which is a narrow road with an abundance of on street parking. The River Cam cycle path

itself is narrow and poorly maintained. The narrow path is shared with walkers and dogs; the path is not direct as it follows the River Cam.



Figure 6.1 Queuing traffic along Station Road during the morning commute, February 2018

- 6.1.2 There are currently two access points into Waterbeach from the A10. There is a signalised junction where the A10 meets Denny End Road and there is a junction with Car Dyke Road in the west. The signalised junction at A10/Denny End Road creates queues on the A10 as well as from Denny End Industrial Estate during the morning and evening peak. But this junction also creates traffic breaks which are vital to allow similar movements from Car Dyke Road onto the A10. The village can also be accessed from the east along Car Dyke Road.
- 6.1.3 Strategic Policy SS/6: Waterbeach New Town in the adopted Local Plan requires (see paragraph 11.c) for primary road access to be provided to the New Town via the A10 and for measures to mitigate the traffic impact of the new town on surrounding villages such as Waterbeach.
- 6.1.4 Paragraph 3 of the policy states:
“Appropriate integration should be secured by the provision of suitable links to enable residents of Waterbeach village to have convenient access to the services and facilities in the new town but with limited and controlled opportunities for direct road access from the wider new town to Waterbeach with emphasis on connections by public transport, cycle and on foot”

6.1.5 It is vitally important that direct, safe and attractive pedestrian and cycle routes are provided from Waterbeach village into the New Town. The Waterbeach New Town Supplementary Planning Document adopted by the district council in February 2019 for the Waterbeach New Town includes such links on an indicative layout. The Waterbeach New Town also provides an opportunity for a footpath link to be provided from the Waterbeach village into Denny Abbey, along the Causeway. This footpath link is promoted in the Waterbeach SPD as the Causeway Link. The Causeway proposal is of great significance to the Village and allows an old and well used route to be restored to its pre-WW2 status. The route will connect the south side of the village centre through the historic village and into the New Town, passing close to the lake and finally to Denny Abbey. It links old and new as well as providing a significant amenity for both village and New Town. The SPD identifies original parts of the historic causeway as a non-designated heritage asset (see Figure 11 Key Constraints) and sets out a delivery strategy and for the Causeway Link which will include sections of the historic causeway (see page 59 and Figure 26.

6.1.6 Additional priority routes for Waterbeach residents are:

- the provision of a safe, direct and segregated cycle and pedestrian link from Waterbeach village into Cambridge Research Park. This will widen travel to work options for Waterbeach residents and becomes ever more important with anticipated traffic volume increases and congestion associated with the new town development along this section of the A10;
- improved cycle infrastructure within Waterbeach village in particular along Station Road to allow easier access from Waterbeach village to the Sustrans route along the River Cam;
- the Waterbeach Greenways route. The Waterbeach Greenways is a project approved by the Greater Cambridge Partnership to create a route to enable cyclists, walkers and equestrians to travel sustainably from Waterbeach into Cambridge. The Greater Cambridge Partnership consulted on potential routes in the autumn of 2018 and published further work in the autumn of 2019. The Executive Board took the decision at its meeting in February 2020 to proceed with phase 1 the Waterbeach Greenway. The proposed route runs largely parallel to the existing Cambridge to Waterbeach railway line and deviates from this to serve different locations in Waterbeach village. In terms of surface treatment, most of the routes is proposed to be made up of a shared use path (proposed to comprise a 3 metre path with a 2 metre grassy strip running parallel). Other sections will comprise a quiet road (for example on existing residential roads including Way Lane in Waterbeach – see glossary for more detailed definition of a quiet road). Other sections will comprise a protected path which is defined as ‘a 3 metre wide path with features that separate cyclists and pedestrians. Where

possible, as much protection from the carriageway will be applied, this may include grass verges or shrubs'; and

- Completion of the gap in National Cycle Network 11 – NCN 11 stretches continuously from Stansted Mountfitchet to just south of King's Lynn except for a gap at Waterbeach. This gap means that Waterbeach residents cannot access Wicken Fen by cycle and there is no cycle access across the River Cam to villages east of the Cam unless taking a very long detour via Fen Ditton. Similarly, for villagers east of the Cam they cannot easily access Waterbeach by bike.

Policy intent (Policy WAT 1):

6.1.7 To ensure:

- safe, convenient pedestrian and cycle links between Waterbeach New Town and Waterbeach village are provided as part of the Waterbeach New Town proposals
- provision of safe and convenient pedestrian and cycle links from Waterbeach village to the railway station in the event of it being relocated
- delivery of the pedestrian link from Waterbeach Village to Abbey Denny as intended and in accordance with the Waterbeach New Town Supplementary Planning Document.
- that any new development proposals that will lead to increased traffic movements in the plan area will be required to contribute towards the delivery of necessary improved pedestrian and cycle infrastructure in, around and out of the village.

6.1.8 Paragraph 1c) in Policy WAT 1 refers to the need for a pedestrian and cycle link from Waterbeach village to Cambridge Research Park. It is the intention that this route will be segregated from busy primary roads but the route may be part of the shared road space in quieter and safer residential streets.

6.1.9 To complement this policy, Waterbeach Parish Council is committed to working alongside the community, SCDC, the County Council (in its capacity as a highways authority) and the developers to agree priorities with respect to required improvements in the cycle and pedestrian environment. Please see the community aspirations chapter (Chapter 8) for more detail.

6.1.10 An outline planning application S/0559/17/OL was approved in September 2019 for up to 6,500 homes and associated facilities by the Secretary of State for Defence and Urban and Civic Plc. This outline planning application covers the MoD-owned land. The remainder of the Waterbeach New Town strategic site is subject to a separate planning application from RLW Estates. The first part of Policy WAT 1 is applicable to Waterbeach New Town – see Map 6.1 for the extent of the applicable strategic site boundary. It is intended to apply to reserved matter applications and any future applications on this site.

6.1.11 Relevant Local Plan policies:

- Policy SS/6: Waterbeach New Town. Paragraph 3; 11 c; 11b and 11 c.
- Policy TI/2: Planning for Sustainable Travel

Policy WAT 1 – Securing connectivity between Waterbeach village and key destinations including the New Town, employment sites and recreation facilities

1. Development coming forward as part of the Waterbeach New Town will be required to make provision for:

- a) a direct, safe and high-quality segregated pedestrian and cycle route providing access for residents in Waterbeach village to shops and services provided at Waterbeach New Town and the planned relocated railway station;
- b) a footpath from the built-up area of the proposed Waterbeach New Town to Denny Abbey along the causeway;
- c) a direct, safe and non-motorised high-quality pedestrian and cycle link from Waterbeach village to Cambridge Research Park; and
- d) a direct motorised route for public transport vehicles only from Waterbeach village to Waterbeach New Town.

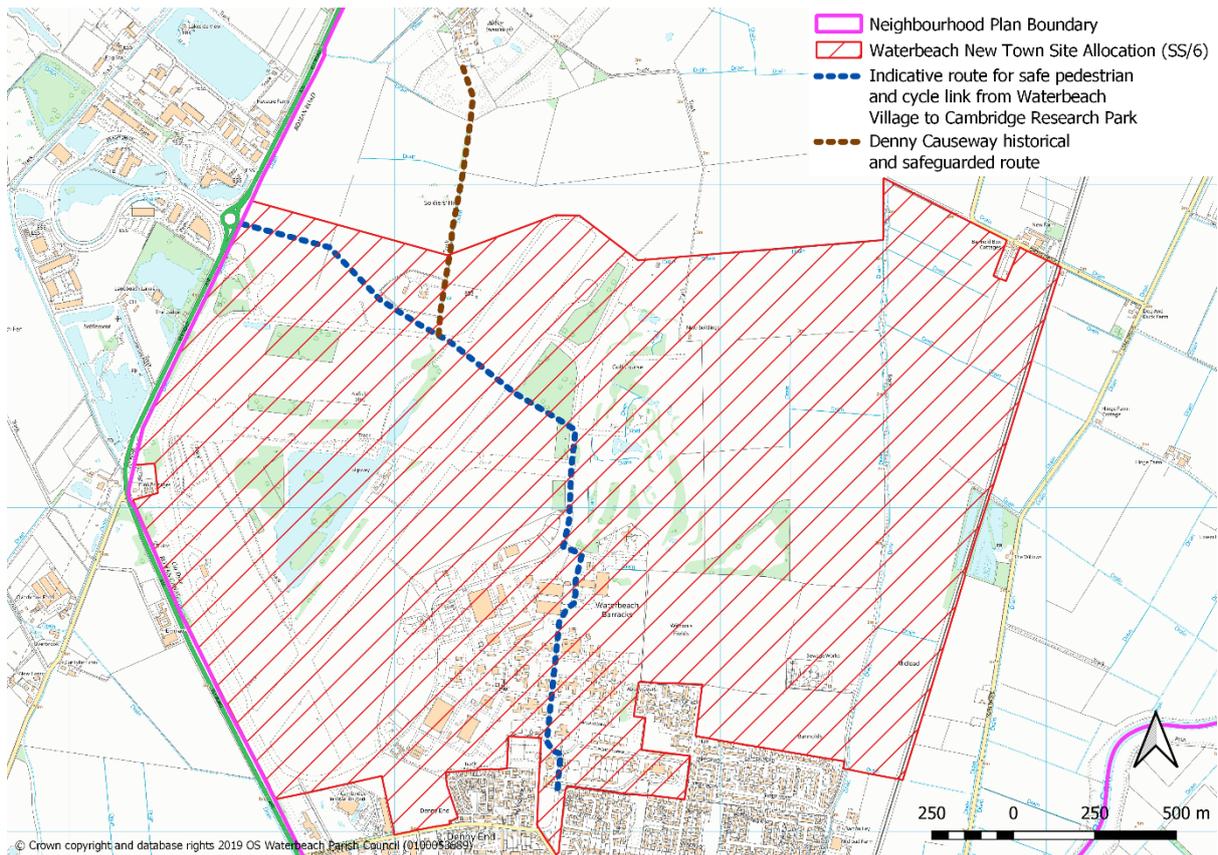
With regards to b) above, the remaining part of the historical Denny Causeway, as shown on Map 6.1 is safeguarded for this purpose and proposals which prejudice the delivery of this route will be resisted.

2. All proposals in the plan area, will be required, where applicable and proportionate to the proposed scheme, to contribute, (through Section 106 agreements, section 278 agreements and or direct investment) to other required improvements in the cycle and pedestrian infrastructure to provide better connections from Waterbeach village to places of employment and other destinations including:

- a) Improved cycle infrastructure provision along Station Road to facilitate a safer cycle route out of the village towards the River Cam



Figure 6.2 Informal bicycle parking in and around Waterbeach. February 2018. A sign of inadequate infrastructure for cyclists during the morning commute.



Map 6.1 Indicative route for safe pedestrian and cycle link from Waterbeach village to Cambridge Research Park and Denny Abbey

6.2 Policy WAT 2 – Pedestrian and cycle route from Waterbeach village railway station to relocated railway station

Policy context and rationale (to policy WAT 2):

6.2.1 Policy SS/6: Waterbeach New Town in the Local Plan requires the relocation of the Waterbeach railway station “to encourage the use of sustainable modes of travel” as part of the site allocation for Waterbeach New Town. The policy requires significant improvements in public transport including:

- “Provision of a relocated Waterbeach station with appropriate access arrangements by all modes to serve the village and the new town”
- “Provision of a Park and Ride site on the A10 to intercept traffic from the north of Waterbeach, served by a new segregated Bus link to Cambridge.”

6.2.2 The policy also requires measure to promote cycling and walking, including

- “Provision of a network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the town centre, schools and employment areas;
- “Provision of direct, segregated high quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park”.

6.2.3 The relocation of the railway station presents many opportunities, but it also removes a crucial amenity for existing commuters who currently live within walking distance to the existing railway station. So that these residents continue to benefit from the national trainline into Cambridge and London Kings Cross, it is important these residents have a direct access route to the new relocated railway station. Many people have raised the option of opening up a purpose-built cycle and pedestrian route to run parallel to the existing train line from Station Road up to the proposed location of the railway station. This is also proposed by the Greater Cambridge Partnership as a route for the second phase of the Waterbeach Greenway. The principle of this is one supported in the Neighbourhood Plan.

6.2.4 The relocation of the railway station will also bring disbenefits to other users. For example, the Cambridge Motor Boat Club are located within close distance to the existing railway station. If the railway station is relocated, then their access to their boating facilities will be affected with the convenience of train access being diminished.

6.2.5 The provision of a link that runs parallel to the existing train lines from the Station Road in the south to the new relocated railway station would provide additional benefits such as access to the planned *segregated high quality pedestrian and cycle link* to north Cambridge. This is as per the proposals for the Greenway.

- 6.2.6 The adopted Waterbeach New Town SPD indicates the principal cycle and pedestrian access from Waterbeach village to the proposed relocated Waterbeach railway station is a south-north route off Bannold Road along Bannold Drove. In theory this would provide good access for residents currently in the northern part of the village on the proviso that Way Lane and Bannold Road include priority access for pedestrians and cyclists and do not themselves become priority or busy roads for vehicles travelling through the village to access the relocated Waterbeach railway station.
- 6.2.7 Bannold Drove access to the relocated railway station does not provide residents in the southern part of the village with convenient or direct access.
- 6.2.8 Policy WAT 2 therefore seeks to safeguard a route that runs parallel to the train line directly from the existing railway station to the proposed relocated railway station. This is considered the only option to provide satisfactory mitigation to residents who will lose the convenience of local railway station.



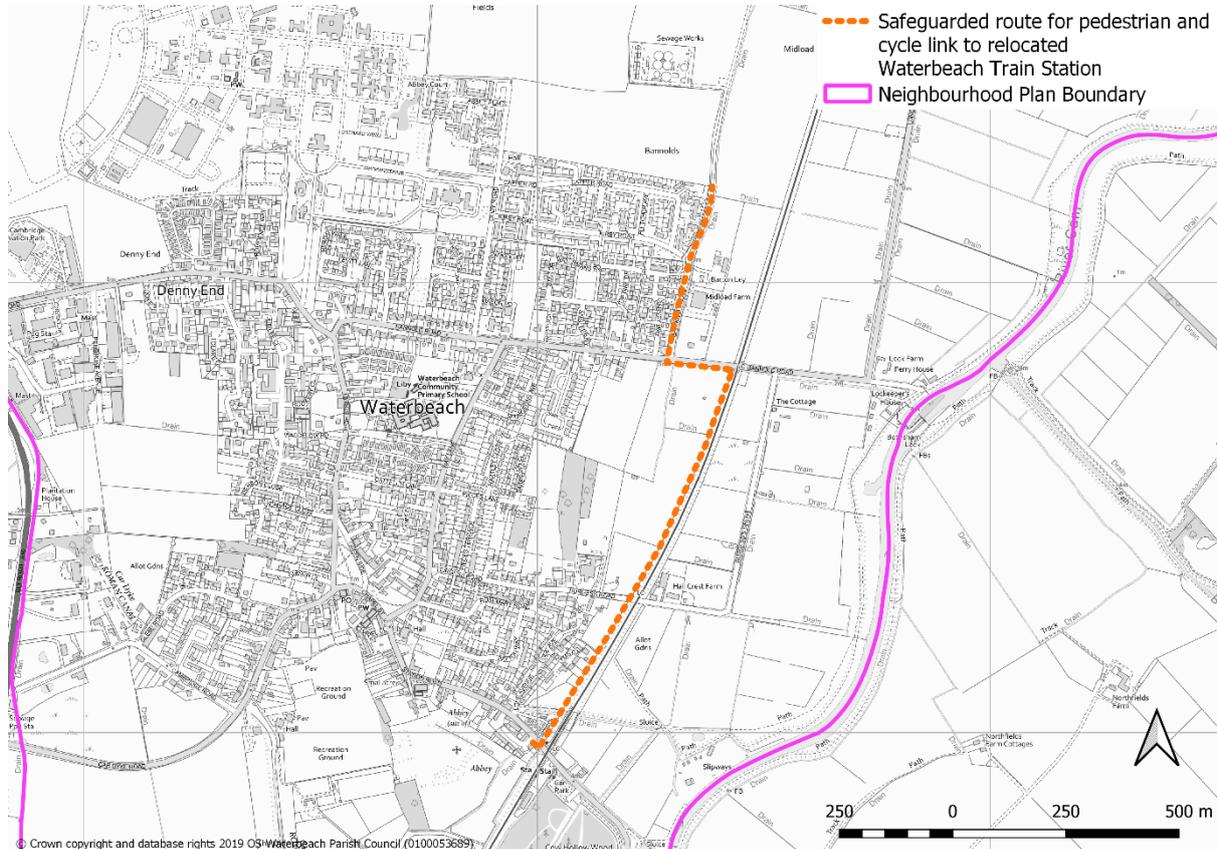
Figure 6.3 Morning commute. Station Road.

Policy intent (Policy WAT 2):

- 6.2.9 To safeguard land alongside the existing railway line for the future provision of a cycle and pedestrian link to be provided once the existing railway station has been relocated to the north of the village. The pedestrian path must be suitable for use by push chairs and mobility scooters.
- 6.2.10 It is essential that development does not come forward that undermines the deliverability of this route.

6.2.11 Relevant Local Plan policies:

- Policy SS/6: Waterbeach New Town. Paragraph 3; 11b.
- Policy TI/2: Planning for Sustainable Travel



Map 6.2: Safeguarded route for pedestrian and cycle link to relocated Waterbeach railway station

Policy WAT 2 – Pedestrian and cycle route from Waterbeach village railway station to relocated railway station

1. The route shown on Map 6.2 is safeguarded for the provision of a cycle route and separate pedestrian route (suitable for use by mobility scooters and pushchairs) linking Station Road with the relocated railway station. Proposals which prejudice the delivery of this route will be resisted.

6.3 Policy WAT 3 – A walkable village and walkable neighbourhoods

Policy context and rationale:

- 6.3.1 The core existing settlement at Waterbeach village is in most part a very walkable village with residential areas connected through residential roads and paths into the heart of the village where residents have access to shops and services including the post office, shops, the pharmacy, community meeting spaces such as the Beach Social Club and churches, the principal recreation area, the village Green and the bus stop (providing access into Cambridge and other villages and for secondary school children to school). However, traffic volumes and inadequate pavements and junctions can create a hostile and challenging environment to pedestrians and cyclists along some streets.
- 6.3.2 Waterbeach Primary School is located centrally, just to the north of the Village Heart off the High Street. Unfortunately, there are no segregated pedestrian routes through the surrounding residential areas to the school which means many school children and their carers who choose to travel by foot have to travel along stretches of Way Lane, Bannold Road, the High Street and Denny End Road which provide an unpleasant pedestrian environment during the peak morning rush. There is inadequate controlled pedestrian crossings on the High Street, Bannold Road and Way Lane. The school also report that Way Lane has become much busier since new development has come forward on Bannold Road (see pre-submission comment). During consultation, residents have commented also on the pavements along these roads being inadequately narrow or absent in places. In recent years, the village has grown to the north of Bannold Road. Cody Road is becoming a new primary walking route to school but this road is also experiencing increased traffic movements during the morning rush; this is likely to increase if used by construction vehicles associated with new developments.
- 6.3.3 Waterbeach railway station is located to the south of the village. It is accessed by many residents on a daily basis and, as evident during morning surveys, is accessed by many by foot. Here, pedestrians have to navigate, a relatively narrow pavement along Station Road which is also a very busy vehicular route during the peak times.
- 6.3.4 The difficulties experienced by pedestrians in the village can be broadly categorised as:
- Instances of poor quality of pavements along key routes including the narrow pavement along Station Road and Way Lane as well as the narrow pavement outside the Village Stores on the Green. Addressing poor quality pavements in the plan area is looked at under Policy WAT 4 (Managing and mitigating adverse impacts of increased traffic movements on residential amenity) of this plan.

- Poor street scene amenity, such as Denny End Road, directly caused by noise, vibration and air pollution from busy roads but also linked to inadequate design such as poor boundary treatment. This is also looked at as part of Policy WAT 4 below.
- Lack of direct and segregated non-vehicular routes between residential areas and key destinations such as the primary school and the railway station meaning commuters and primary school children are forced to walk alongside busy roads during the morning and afternoon peak.
- Lack of direct connections between some residential areas including some of the modern cul-de-sac development which itself reduces permeability and encourages car-use for shorter in-village journeys.

Policy intent (Policy WAT 3):

6.3.5 To ensure all new development coming forward in the plan area prioritises the ease of movement for all non-motorised users. This has the benefit of encouraging active travel but also increases opportunities for people to pass one another thereby helping to facilitate the creation of successful neighbourhoods and communities.

6.3.6 Relevant Local Plan Policies:

- Policy HQ/1: Design Principles, 1f

Policy WAT 3 – A walkable village and walkable neighbourhoods

1. All new development proposals (where they generate movement or residents, workers, shoppers etc) should take every available opportunity, to:

- i) provide improved or new safe, convenient and high-quality internal footpaths**
- ii) provide direct connections into neighbouring areas and**
- iii) improve connectivity across the wider neighbourhood through the provision of new links.**

2. Development proposals which result in decreased pedestrian connectivity between residential areas and shops and services (including the school) or which fail to utilise opportunities to provide new connections will not be supported.

6.4 Policy WAT 4 – Creating and maintaining sustainable access routes to Waterbeach village primary school

Policy context and rationale:

- 6.4.1 Way Lane, Bannold Road and the High Street provide the primary routes to and from primary school in Waterbeach village. Currently, all these roads experience high volumes of traffic during the morning rush. Whilst some measures are in place to manage the conflict between vehicles, pedestrians and cyclists including the lollipop lady stationed on the High Street at the school entrance, existing access to the primary school is not considered to give adequate priority to children traveling to school via foot or push bike.
- 6.4.2 Phase 2 of the Waterbeach Greenways project currently proposes to designate the High Street as a quiet road (see glossary definition for a quiet road) which would mean a stronger focus on pedestrians over vehicles. This measure would be supported by the Neighbourhood Plan.
- 6.4.3 Priority to children travelling to school via foot or push bike is required on all sections of Way Lane, Bannold Road, High Street, Denny End Road, Station Road and Cambridge Road. These are all principal routes providing access to Waterbeach Primary School from residential areas. They were identified as such during site visits and have been subject to consultation including with Waterbeach Primary School.

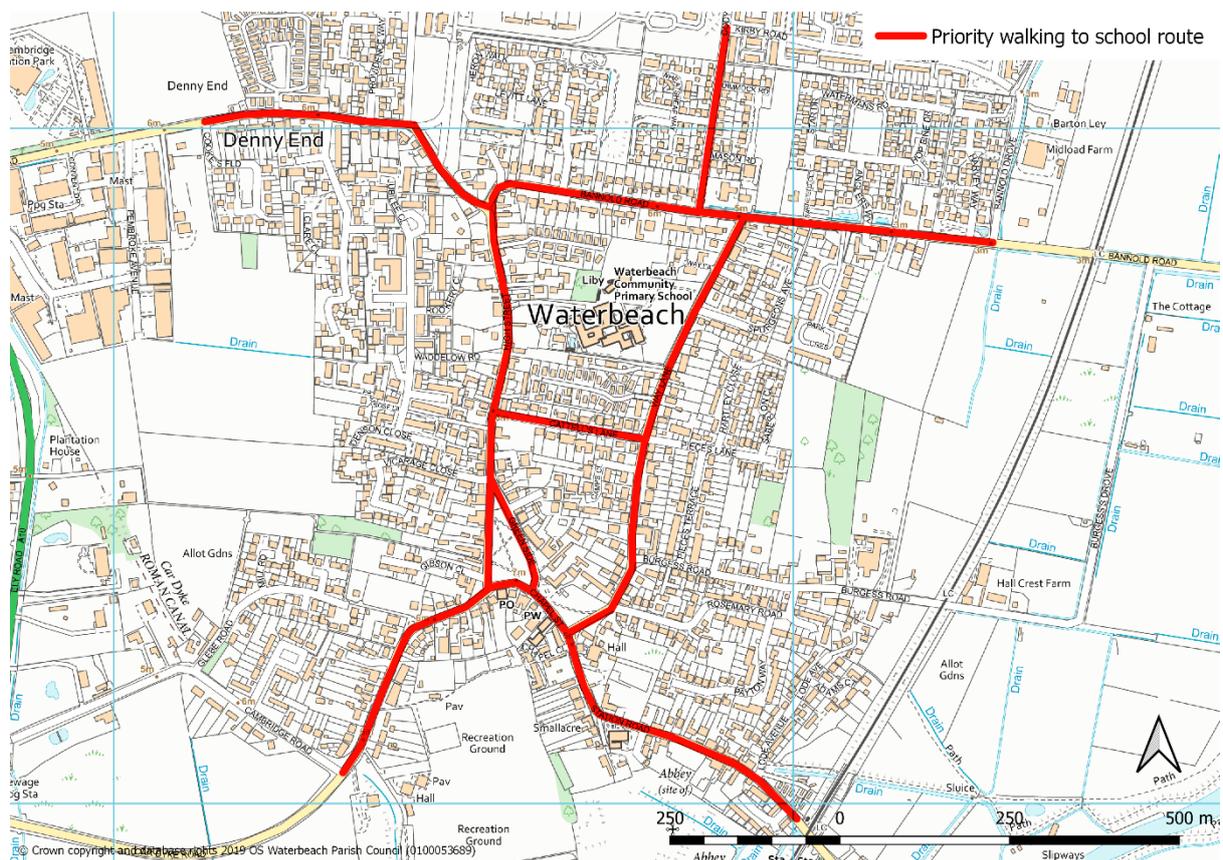
Policy Intent (Policy WAT 4):

- 6.4.4 The existing conflict between non-motorised users accessing and exiting Waterbeach Primary School on the one hand and vehicular movements on the other is a challenging one to address. There are a range of measures which could assist in refocusing priority towards non-motorised users outside the school including pavement widening, traffic calming, road narrowing, raised pedestrian crossing surfaces, restricting through traffic along Way Lane and narrowing junctions. The purpose of this policy is to support development proposals which will lead to such measures and resist proposals which will lead to increased traffic movement along specific stretches of road without being accompanied by appropriate mitigation measures.
- 6.4.5 Local Plan context:
- Policy TI/2: Planning for Sustainable Travel

Policy WAT 4 - Creating and maintaining sustainable access routes to Waterbeach village primary school

1. The area around Way Lane, Bannold Road, High Street, Denny End Road, Station Road and Cambridge Rd – as indicated on Map 6.3 - is designated as a priority walking to school route. Development proposals which implement pedestrian priority measures or cyclist priority measures and result in improved sustainable access to school will be supported

2. Proposals in the plan area which lead to increases in vehicular movements along these routes without pedestrian and cyclist prioritisation measures will be resisted.



Map 6.3: Designated area for priority walking to school routes

6.5 Policy WAT 5 - Creating and maintaining sustainable access routes to Waterbeach New Town schools

Policy Intent:

- 6.5.1 Whilst it is very challenging to address conflict between pedestrians and vehicles outside Waterbeach Primary School, it is essential that any new educational facility including the Waterbeach Secondary School proposed as part of the new town is designed with a layout and facilities which secure ease of safe movement for pedestrians and cyclists travelling to school and back.
- 6.5.2 Policy WAT 5 states that any proposals involving new schools should be designed and located so that the school entrance is not located beside through-roads. The purpose of this is to maximise pedestrian safety for pupils accessing the school and it is also intended as a deterrent to parents and carers who may otherwise drop-off children as part of their own vehicular journeys. An example of where this layout has been achieved successfully is at Bar Hill where the primary road is located around the periphery of the town and the primary school within the peripheral primary road. Furthermore, current proposals by Urban and Civic include the design and location of a primary school which has no direct vehicular access for parents and visitors which is welcomed.

Policy WAT 5 - Creating and maintaining sustainable access routes to Waterbeach New Town schools

- 1. Proposals which help to create and maintain pedestrian and cycle priority routes to and from Waterbeach New Town schools and discourage drop-off and pick-up by car outside Waterbeach New Town schools will be supported.**
- 2. To assist this, school entrances should not be located beside through roads. Additionally, the new town should be arranged such that the need for children having to cross primary and secondary roads to attend school is minimised and preferably avoided altogether. Designs should minimise conflict between children on their way to school and vehicles as much as possible.**

6.6 Policy WAT 6 – Improving road safety in Waterbeach village

Policy context and rationale:

- 6.6.1 It is clear from consultation work that pedestrian and road safety in the parish is a key concern to parishioners. The A10 itself is an issue for all road users but within

the village, the impact of through traffic using the village as a cut through, raises issues in the village. In addition, there are a number of very wide junctions in the village including St Andrew's Hill/Station Road, Greenside and Chapel Street, High Street/Denny End Road/Bannold Road, where cars are able to navigate without stopping or dropping gear; this creates specific issues for pedestrians needing to cross as well as cyclists using the same junctions.

6.6.2 The road safety issues listed in Policy WAT 6 have been identified through a combination of on-site observation work undertaken during the morning rush hour in February 2018, asking residents about their specific concerns during workshops and an online survey in November 2018. Many of the locations listed in the policy coincide with accident sites recorded by County Council during the monitoring period 2013 to 2017 as per below:

Table 6.1: Road safety hotspots in the Waterbeach village	
Location identified in the neighbourhood plan	Applicable accident data by County Council as recorded during the period 2013 to 2017.
Denny End Road/High Street/Bannold Road junction	Slightly further north outside the barracks entrance, the County Council has recorded a slight accident site following incident in 2017.
Greenside outside the One Shop	Location recorded as a slight accident site by County Council during the 2013 to 2017 monitoring period following incident with a pedestrian.
Area outside Village Stores (post office), Chapel Street	Recorded as a slight accident site by county council following incident with 2 wheeled motor vehicle in 2014
Station Road	Location outside Whitmore Way recorded as a slight accident site by county council during 2013 to 2017 following incident with bicycle in 2015. Location outside Lode Avenue recorded as a serious accident site by county council during 2013 to 2017 period following incident in 2016
High Street outside the Primary School	Recorded as a slight accident site by County Council following incident in 2017.
Chapel Street/Greenside junction (east)	Recorded as minor incident site following incident with bicycle in 2013
Chapel Street/Greenside junction (west)	Recorded as a slight accident site following incident in 2017

Way Lane	Way Lane/Pieces Lane junction recorded as a slight accident site following incident in 2016
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6.6.3 Proposed road safety improvements could also benefit the look and feel of the Village Heart. For example, a narrower junction at St Andrew's Hill could add land that would add to the Gault. It is important that any highway improvement works do not adversely impact the significance of the historic buildings within the conservation area or the conservation area itself.

Pedestrian safety and public bus infrastructure:

6.6.4 There is a relationship between pedestrian safety and public bus transport infrastructure. Provision for bus passengers is generally poor throughout the village, with most stops having no shelter or seating (there are only 3 stops with a shelter). Many stops are situated on narrow pavements and ease of use is adversely impacted by parked cars. No bus stops in the village have on-road markings to prohibit parking.

Measures which could assist with improving the safety of public bus users include:

- smaller measures such as parking restrictions, road markings and 'No stopping except buses'
- more substantial improvements such as build-outs of the pavements at bus stops to prevent blocking by parked vehicles, assisting passenger access, to provide space for small bus shelters, and to act as traffic-calming infrastructure; and
- re-modelling the excessively wide junction at the Green Side/Cambridge Road junction to improve pedestrian safety could provide space for a northbound bus-only slip road, incorporating a re-located northbound Green Side/Gibson Close stop and a shelter.

Policy intent (Policy WAT 6):

6.6.5 The intent of this policy is to ensure road safety improvements measures made necessary by development proposals are delivered as part of the development. Knowledge of existing concerns and issues regarding village road safety is key to understanding how a new proposal may impact on the village. The policy therefore identifies these in the table contained within the policy. This list is not intended to be exhaustive.

6.6.6 Relevant local plan policies

- Policy TI/2 Planning for Sustainable Travel

Policy WAT 6 – Improving road safety in Waterbeach village

1. All development proposals in the plan area will be assessed for their impact on road safety. Where proposals are likely to impact adversely on road safety including the existing safety hotspots listed below (indicated in Map 6.4), they will be expected to mitigate their impact by providing or contributing towards road safety measures.

Location	Safety Issue	Map reference
Denny End Road/High Street/ Bannold Road junction	An exceptionally wide junction preventing safe crossing in addition to blind corners at the Bannold Road/High Street junction which prohibits safe crossing. Cyclists turning right from High Street into Bannold Road at risk also due to blind bends. Measures are needed in this location which will result in improved pedestrian safety.	a
Greenside outside the One Stop store	This is a focus for village centre based pedestrian activity for all residents (including secondary school children walking across the Green to access the bus stop/shop). Vehicles travelling at inappropriate speeds, together with parked cars make this a hazardous area for all users particularly during the rush hour.	b
Area outside Village Stores (post office)	An extremely narrow pavement not wide enough for prams or mobility scooters next to fast moving traffic travelling along Chapel Street.	c
Station Road	Narrow pavements along Station Road, together with busy pedestrian traffic (walking to railway station) during rush hour sometimes lead to pedestrians stepping out into moving traffic.	d

Policy WAT 6 continued...

Location	Safety Issue	Map reference
High Street outside the Primary School	A busy area outside the school at school drop off and pick up times. The morning drop off coincides with high volumes of through traffic using the village as a cut through off the A10 travelling south to access Cambridge or the A14.	e
Chapel Street/Greenside junction (east)	Junction is very wide presenting difficulties for crossing pedestrians, bicycles and other users navigating traffic.	f
Chapel Street/Greenside junction (west)	Junction (close to village centre bus stop) is very wide presenting difficulties for pedestrians, cyclists and other users to cross navigating traffic.	g
St Andrew's Hill, Way Lane, Station Road and Rosemary Road junction	A very wide junction at Station Road/St Andrew's Hill presenting difficulties for pedestrians to cross safely. Cyclists exiting St Andrew's Hill onto Station Road are also presented with difficulties. Parked cars (documented on site as comprising both residential commuter parking) along St Andrew's Hill presents further safety issues at this junction.	h
Way Lane	The path is narrow or discontinuous in places and difficult to cross with a pram. Heavy pedestrian use at school drop off and pick up times. Traffic levels have increased rapidly due to development in the north of the village, exceeding design capacity, and causing dangerous conditions at school pick-up/drop-off times	i
Car Dyke Road	Car Dyke road past the social club, Cambridge Rd and the bend following this. The entire section is extremely dangerous for cyclists, particularly the bend coming out of the village where drivers are often tempted to overtake on a blind bend	j
Bus stops in the plan area	Many stops are situated on narrow pavements and ease of use is adversely impacted by parked cars and road junctions which bus users need to navigate to arrive at a bus stop.	n/a

Policy WAT 6 continued...

2. Proposals which will have an unacceptable impact on road safety will be refused.
3. Proposals which lead to an overall improvement in road safety in the village will be welcomed.
4. All highways works in or in the vicinity of the Waterbeach Conservation Area must be sensitively designed and seek to conserve or enhance the significance of individual heritage assets as well as the Conservation Area itself.



Map 6.4: Road safety hot spots in Waterbeach Village

CORE OBJECTIVE 3:

- **There should be good provision for mobility impaired people**

What does this mean?

- There should be special provision for mobility impaired people so that they can travel easily from home to transport interchanges like the relocated railway station as proposed in the local plan (e.g. special parking provision).
- There should be special provision for mobility impaired people so they have convenient access to shops and services in the parish.
- Cycle infrastructure must be designed to improve provision for mobility impaired people.

6.7 Policy WAT 7 – An accessible village and town

- 6.7.1 The issues facing mobility impaired people in Waterbeach village do overlap with issues facing all pedestrians in the village who need to access village shops and services, the village school and the railway station. There are places in the village centre which are difficult if not impossible to navigate for people dependent on mobility scooters, people with a push chair, adults looking after young children, people needing the support of a fully aided person or people using a walking aid. This includes the narrow stretch of pavement outside the Village Stores as well as the high number of very wide junctions in the village centre – See Policy WAT 6 – *Improving Road Safety in the village centre*.
- 6.7.2 There is one aspect though which is specific to residents who have impaired mobility; that is facilitating a need for them to access shops and services by car. It is important that such users can also access the shops and services available at Waterbeach New Town. Whilst this neighbourhood plan does not support direct vehicular connections by primary routes from Waterbeach village into Waterbeach New Town, it does recognise the importance of ensuring blue badge holders in Waterbeach village do have access to adequate parking near to shops and services in the New Town including the railway station, in the event of this being relocated.
- 6.7.3 Currently, those with mobility difficulties in the village still have reasonable access to railway routes into Cambridge and London. For example, the designated car park for commuters along Station Road includes adequate provision of designated disabled bays for blue badge holders. Furthermore, the existing station is very close to some residential areas and these residents may be able to access the station by foot or via mobility scooter despite their impairments. It is the intention of the District Council, however, for Waterbeach railway station to be relocated. In this event, existing users dependent on their existing access, will be significantly adversely impacted unless

alternative access provision to the relocated station is provided. Alternative provision could be through a combination of:

- a bus shuttle service suitable for access via mobility scooter which, ideally, does not travel via the A10 in order to avoid long journey times;
- designated parking spaces for blue badge holders for Waterbeach villagers at the relocated railway station;
- direct high-quality segregated path linking Station Road with the relocated railway station (with surfacing appropriate for mobility scooters); and
- restricting access to Cody Road (the proposed vehicular access route from Waterbeach village to Waterbeach New Town) to public transport vehicles only.

6.7.4 The viability of providing a bus shuttle service suitable for access via mobility scooter and served by stops at accessible locations, is demonstrated through the provisions of the planning application submitted and subsequently approved (09 Jan 2020) by RLW. The Planning Statement, the Design and Access Statement and the Sustainability Strategy all refer to the inclusion of the village shuttle bus as part of their sustainable solutions where the shuttle bus will be fully accessible for disabled users (e.g. pg 28 of the Design and Access Statement).

Policy intent:

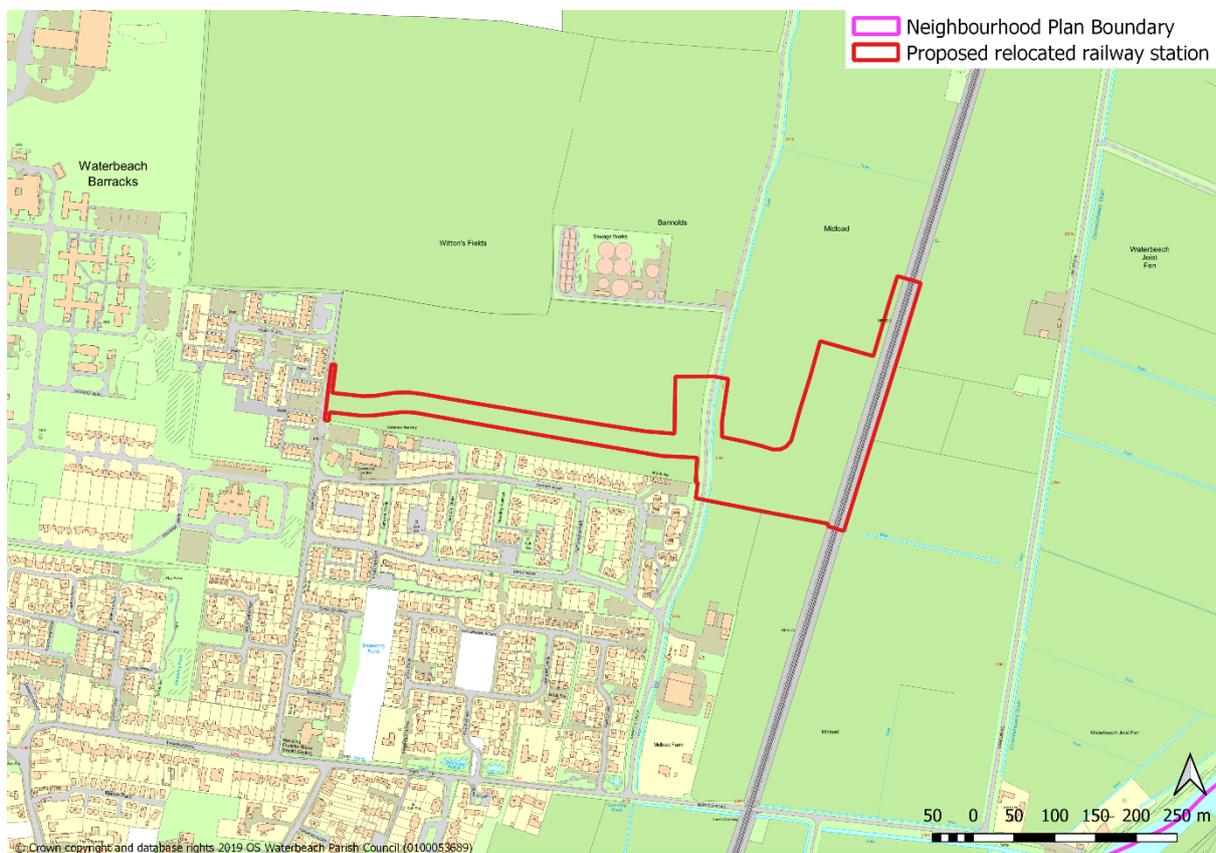
- 6.7.5 The intent of this policy is to ensure Waterbeach residents with mobility impairments are not adversely impacted in the event of the railway station being relocated further north close to Waterbeach New Town.
- 6.7.6 Planning consent was granted for the relocation of the railway station on 9 January 2020. It is deemed essential to retain this policy as planning permission expires after a three-year period. Furthermore, the policy will provide essential guidance in the event of applications coming forward to amend or revise existing planning consents and the planning conditions associated with them.

Policy WAT 7 – An accessible village and town

1. Land is proposed for a railway station on land between Cody Road east of Bannold Drove, as shown on Map 6.5. The following requirements will apply to any future applications applicable to the provision of the relocated railway station. Provision should include:

- a) designated blue badge parking spaces (available to disabled users who have been granted a blue badge) at the relocated railway station and outside principal shops and services
- b) securing a bus shuttle service suitable for access via mobility scooter and served by stops at accessible locations
- c) safe and easy access for disabled users to train platforms from points of arrival at the railway station such as the disabled parking bays and the public transport drop off locations.

2. All proposals in the plan area, will be required, where applicable and proportionate to the proposed scheme, to contribute, (through Section 106 agreements, section 278 agreements and or direct investment) to other required improvements in the transport infrastructure suitable for those with mobility impairments.



Map 6.5: Proposed location of relocated railway station

CORE OBJECTIVE 4:

- **There should be effective management of traffic impacts so that pedestrian safety is maintained, the quality of the residential environment is protected, and rat running and congestion in the village are minimised.**

What do we mean by this?

- Work with stakeholders to minimise through traffic (either A10 through traffic or those looking to access the planned relocated station)
- Seek street scene enhancements in locations where the quality of the residential environment is vulnerable to the adverse impacts of current or increased traffic movements
- Seek junction improvements to ensure pedestrian & cyclist safety is improved

6.8 Policy WAT 8 – Managing and mitigating adverse impacts of increased traffic movements on residential amenity

Policy context and rationale:

6.8.1 The issues are broken down into three elements:

- Congestion on the A10 corridor between Ely and Cambridge;
- Traffic volume and speed through the village; and
- Impact of on street parking in the village centre on local business and residential amenity.

6.8.2 It is beyond the scope of the neighbourhood plan to tackle existing capacity issues of the A10. The capacity issues are recognised by all relevant stakeholders and has been the focus of a study published by the Greater Cambridge Partnership in May 2018 called the Ely to Cambridge Transport Study. This study, available to view at www.greatercambridge.org.uk, is described by its authors as a wide-ranging study which has made recommendations on the transport schemes needed to accommodate the major development planned at a new town north of Waterbeach, Cambridge Northern Fringe East (CNFE) and the Cambridge Science Park (CSP).

6.8.3 The A10 creates challenges for the residents of Waterbeach needing to get in and out of the village. The congestion along the A10 also creates an impetus for commuters travelling south to turn off the A10 at Denny End Road, cut through the village centre to access Station Road and Clayhithe Road to then access Cambridge or the A14 further east and south after Horningsea. Negative effects of this 'rat run' are particularly noticeable outside the primary school along the High Street in the mornings, along Greenside where fast moving traffic can undermine the safety and pleasantness of village centre pedestrian based activity and along narrow stretches of Station Road where many residential properties have a frontage very close to or directly onto the pavement.

6.8.4 Whilst, it is not within the gift of the NP to solve the many problems created by the A10, the NP does have an important role in:

- Identifying those locations where the impact of through traffic is in danger of damaging the street scene environment through unpleasant air, noise and dust pollution and seeking the implementation of measures which could manage the effects of those impacts. This could be done through pavement widening, possibly narrowing the carriageway, street tree planting or boundary treatment to existing properties. Measures which will make Waterbeach a less attractive option as a through route would be welcomed.

6.8.5 Other non planning-related measures such as the implementation of a 20mph zone along Denny End Road and Waterbeach High Street could be explored.



Figure 6.4 Residential properties along Denny End Road, particularly vulnerable to environmental effects of traffic coming in off the A10. Could be partly mitigated through high quality boundary treatment and street planting.

Policy intent:

6.8.6 The intention of this policy is to ensure that where new development comes forward that will exacerbate existing residential amenity problems relating to traffic in the village, measures to mitigate those problems will be secured.

6.8.7 Relevant Local Plan Policies:

- Policy SS/6: Waterbeach New Town, 11.c.iii.
- Policy TI/2: Planning for Sustainable Travel

Policy WAT 8 – Managing and mitigating adverse impacts of increased traffic movements on residential amenity

1. Major and significant development proposals in the plan area which are likely to trigger increased traffic movements will be supported by local highways and environmental information, including, where applicable a transport assessment which predicts the level and impact of increased traffic movements.

2. In cases where noticeable increases in traffic movements at Denny End Road, Greenside and Station Road are predicted, proposals will be expected to incorporate measures which will mitigate adverse impacts (for example through noise, dust, air quality or visual impacts) on residential amenity. This could be through the contribution towards or implementation of appropriate mitigation measures which could include street scene enhancement such as pavement widening, street scene planting, provision of crossing points, narrowing of junctions (to allow for safer pedestrian movement) or contributions towards appropriate boundary treatment to existing properties.

CORE OBJECTIVE 5:

- **The Public Rights of Way network in the plan area will be protected and enhanced**

What we mean by this:

- Existing network will be protected
- Improvements to the network will be sought when development comes forward (where applicable)
- Quality of provision will be improved

6.9 WAT 9 – Protecting and enhancing the provision and quality of Waterbeach's walking routes including the Waterbeach Public Rights of Way (PROW) network and bridleways

Context and reasoned justification:

6.9.1 The public rights of way in Waterbeach parish are an important part of life for Waterbeach residents. They provide an escape for walkers and horse riders alike into rural parts of the parish such as to the riverside in the east. It is expected the Public Rights of Way network will be extended as the community grows through the provision of new links including the provision of a link from Waterbeach village to public footpath 247/15 in Denny Abbey.

6.9.2 The existing public rights of way network is shown on Map 6.5

6.9.3 It can be seen from this map that bridleway routes are particularly limited in the parish despite the expanse of land available. The Waterbeach Bridleways Group are very concerned about the existing limited access to good routes for horses in the parish and concerned about potential loss of some of this access when the new town



Figure 6.5: Bridleway 247/10 looking north along the River Cam near to Bannold Road.



Figure 6.6: Public footpath 247/12 looking north along the River Cam near to Bannold Road

is built out. As seen from Map 6.5, there are short lengths of dedicated bridleway routes to the east of the village and alongside the River Cam (on the western side). However, the Bridleways group advise that the bridleway route 247/10 is not actually accessible due to the installation of swing gates in place for pedestrians – see figure 6.5.

- 6.9.4 Horse riders do have access to byway 247/14, along with all motorised road users, but the Waterbeach Bridleways group are concerned that this might get lost to development particularly as the proposed location for the relocated railway station is very close to the southern end of byway 247/14. The adopted Waterbeach New Town SPD indicates that this would not be the case. Page 47 reads:

“The development of the new town provides an opportunity to connect and enhance the existing rights of way network that has been hindered by the presence of restricted MOD land for many decades. Providing improved non-motorised user (NMU) infrastructure also encourages healthy lifestyles, in line with national and local policies on health and well-being. The development should not only protect existing NMU highways (footpaths, bridleways, cycle ways etc) but should enhance them where possible. This should include an aspiration to not only improve NMU movement (including pedestrians, equestrians and cyclists) within the urban area and but also to facilitate easy and convenient access into the countryside.”

- 6.9.5 The SPD refers to this byway as the future Bannold Drove open space which will “act as a focus for open space of varying width along its entire length, connecting the village with the station district and onto North Park, to be used for leisure and water attenuation”.

Amenity value of Public Rights of Way:

- 6.9.6 Most of the public rights of way provide attractive and tranquil routes such as route 247/12 alongside the River Cam – see figure 6.6.
- 6.9.7 The amenity value of public footpath 247/1 which is accessed from Greenside and provides a route through green belt land all the way to the A10 has however been poorly maintained and recently adversely impacted upon through new development coming forward. See Figures 6.7. The failure to consider the amenity value of Waterbeach’s network of public footpaths will discourage the use of these paths as both a means of sustainable travel but also as a means of accessing the countryside in which the village is set.

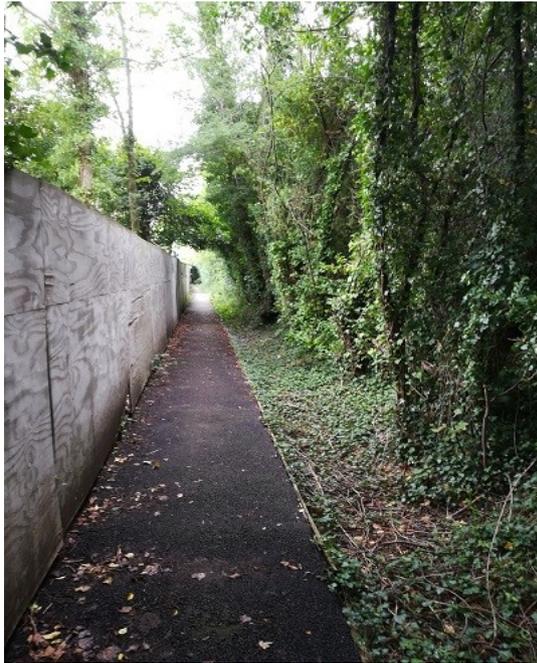


Figure 6.7: Public footpath 247/1 leading from Greenside to Back Stiles. Unmaintained scrubland to the north and construction hoardings to the south impact adversely on the enjoyment of this route.

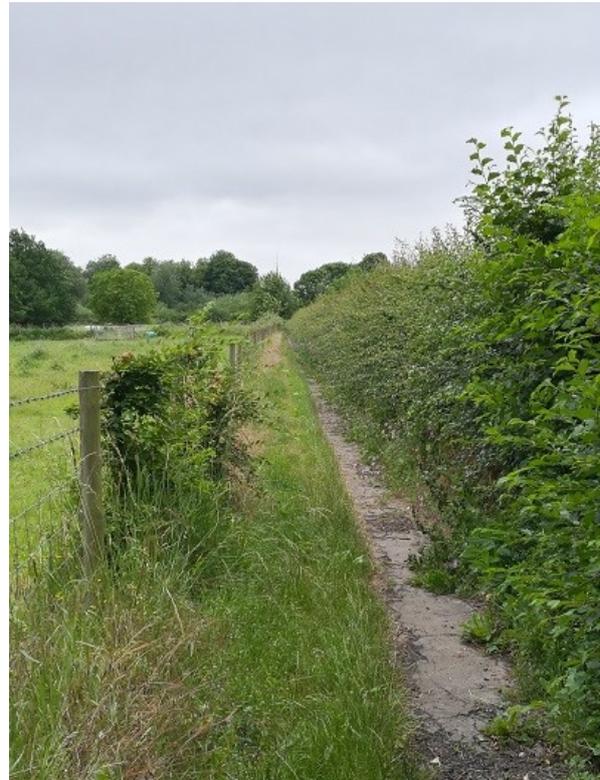


Figure 6.8: Back Stiles: Public footpath 247/1 leading from built up area out to open countryside (but leading to A10)

Policy intent:

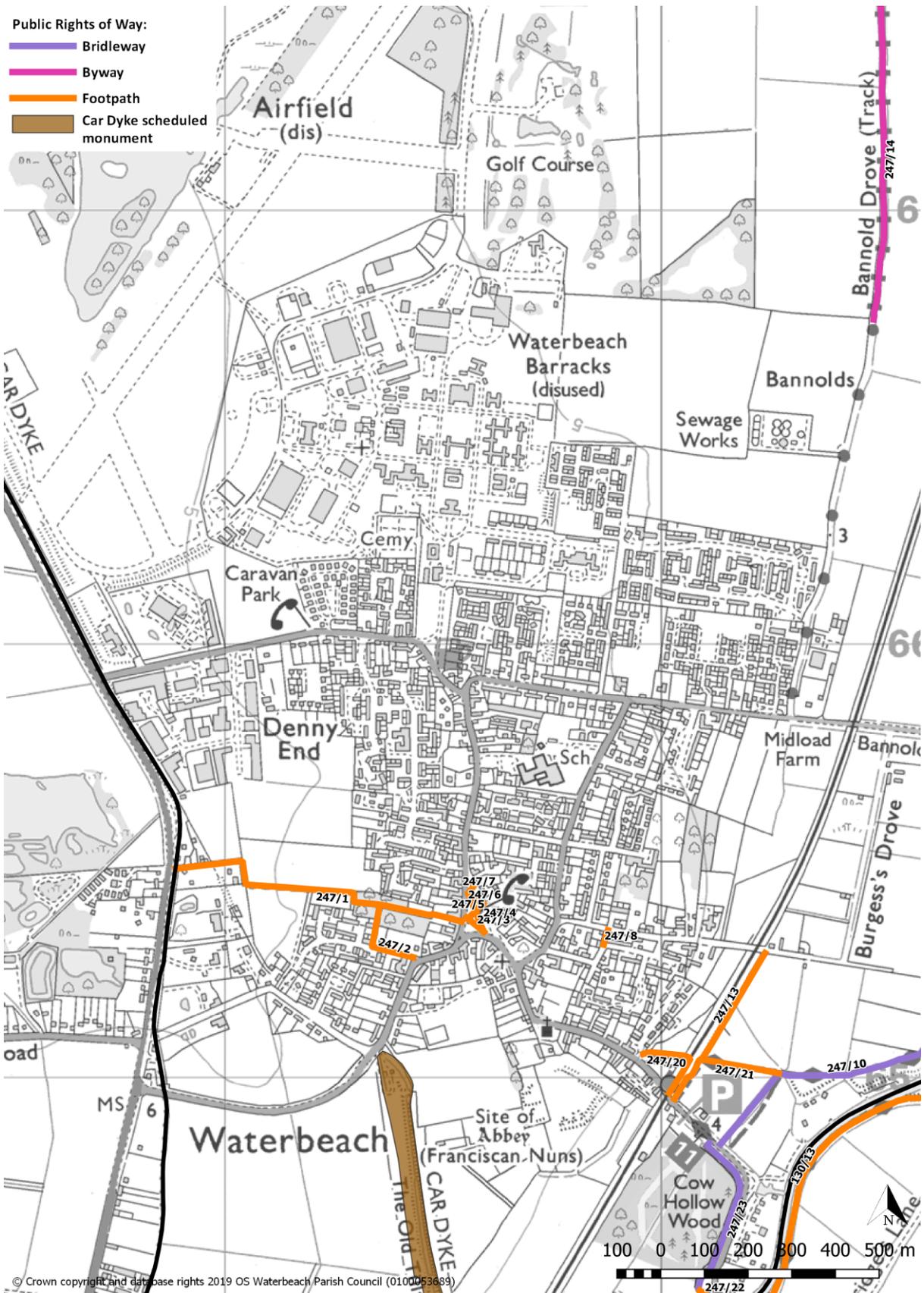
- 6.9.8 To protect existing public rights of way network in the parish and to support increased provision in quantity and quality.
- 6.9.9 Policy WAT 1 is also relevant to the objectives underpinning Policy WAT 9 since it requires the provision of a new footpath from the built-up area of the proposed Waterbeach New Town to Denny Abbey along the causeway
- 6.9.10 Permitted public rights of way in the parish are also highly valued and protection and enhancement of these route would also be supported.
- 6.9.11 In addition to the permitted public rights of way, there are other outdoor walking routes including the popular Car Dyke which provide important recreational amenity to the Waterbeach residents.

Policy WAT 9 – Protecting and enhancing the provision and quality of Waterbeach's walking routes including the Waterbeach Public Rights of Way (PROW) network and bridleways

1. The Public Rights of Way network and the Car Dyke scheduled monument shown on map 6.5 are valued as providing important outdoor recreational opportunities and will be protected or enhanced.

2. Proposals which include new public rights of way, including bridleways in suitable locations, will be viewed favourably where they are otherwise acceptable. Where opportunities arise to create new links into the existing PROW network, proposals will be expected to do so.

3. Where a proposal comes forward which will be visible from a public right of way, consideration should be given to the design and layout so that visual amenity from the public right of way is maintained and, where possible, enhanced. Development proposals which adversely impact on the amenity value of the PROW network either through interruption to the network or through proposals which impact adversely on the enjoyment of the network (e.g. impacting on the visual amenity, wildlife value or open setting of a PROW) will not normally be supported. In the case of the Waterbeach New Town and the permitted proposed relocated railway station where it is expected there will be visual amenity impacts on the surrounding PROW, proposals will be expected to minimise impacts through sensitive design and mitigate impacts through appropriate landscaping.



Map 6.7: Walking routes and bridleways in Waterbeach Parish (inset showing village detail)