

# **Report on the Cam Corridor Strategy Workshop 28<sup>th</sup> September 2013 for the FDPC - DRAFT**

## **Introduction**

Overall the workshop was very interesting and well attended covering a wide range of topics relating to the river. Wildlife, ecology, fish etc. This report does not include these topics as they are widely known, (pollution, global warming etc.) There are various handouts available on request for anyone interested, and a very detailed report of the workshop is available here:

<http://cambridgeppf.org/river/meetings.shtml>

This document is designed to focus on what could be threats to our parish in the form of undesired encroachment of The Meadows or the river.

Two areas were continually mentioned due to the threats from development pressures, Trumpington and Fen Ditton.

A presentation was given by a John Preston a consultant for the Environment Agency (Assumed) Fortunately he focused on the proposed river crossings and had obviously done much of the research. He was also kind enough to give us a copy of his presentation to assist us the PC in our response.

## ***Key threats to Fen Ditton – Proposed River crossings.***

### **River Crossings**

A presentation was given by Cllr Tim Ward from Cambridge City Council on Development and other pressures. He mentioned the proposed river crossings. I did not make word for word notes, but he did recognise the significant obstacles to the proposed guided bus way across the Cam.

In anticipation of the discussions I attended the workgroup discussing “Historic pressures from development and transport”.

## ***Identified Official Case for the Guided Busway***

Cambridge City Council Proposed policy's

Policy 16: Extract from paragraph e.

Any proposals for development should:

- include provision for the extension of existing conventional bus services, the Cambridgeshire Busway and Park and Ride services to meet the needs of the resident and working populations, including people with disabilities;

This probably refers to Figure 3.5 which shows a Guided Busway from Trumpington Meadows, but it could be used for justification of a Busway at other sites.

## ***Identified Official Case Against the Guided Busway***

Appendix C: Designations Schedule

City wildlife sites (Policy 69) – ID19 – Ditton Meadows.

Protected open space (Policy 67) ID NAT10 Natural and Semi-green natural Green Spaces – Ditton Meadows.

Figure F.2 Topography and Strategic Viewpoints – Number 11 Ditton Meadows

## ***Lack of Support – in official proposed plans.***

There does not seem to be any specific justification for a guided busway from the Science park station to the Addenbrooks area in the CSRM Modelling report. The major increase in travel due to the projected 10,500 new jobs at the Addenbrook's Biomedical Campus would be better served from the closer existing rail station than the new Science Park Rail station.

No figures were found indicating the number of journeys undertaken from west of the Science Park to Addenbrooke's (and beyond) on the bus route A. (Figure B.3 draft appendix)

The current Science park plans do not call for or identify a requirement for a guided busway across the Cam. The documents referenced below only refers to a new pedestrian and cycle bridge over the River Cam.

## **Guided Busway Statement of Case document**

This case document included a proposed route from the guided busway including details of the proposed route from the new Science Park railway to the city centre via the road.

paragraph 4.25

From the junction in the guideway to the south of the A14 overbridge (not a typo) a section of the guideway continues westward following the southern boundary of the proposed Arbury Park development. This route connects to the public high way at the junction of Histon Road and Kings Hedges Road, via a prioritised signal junction, where buses can proceed in unguided mode to the city centre.

## **Legislation**

The Statutory Instrument 2005 No. 3523 “The Cambridge Guided Busway Order 2005” does not appear to include provision for a bridge over the River Cam or related guided busway in the schedule of works.

## **Proposal**

FDPC response to a Guided Busway across The Meadows:

The FDPC does not see from the available documents that a case supporting a Guided Busway across the Meadows has been justified. Again from the available information a legal case supporting the busway (Statutory instruments) is not in place.

Furthermore the Council believes that both the existing District and City policies are overwhelmingly against any sort of development over an area of outstanding natural beauty.

It is FDPC position that any realistic development proposals that involve spoiling The Meadows would be vigorously fought against.

### Sources

[https://www.cambridge.gov.uk/public/ldf/draft\\_submission/Full%20Plan/Full%20Draft%20Plan%20with%20title%20pages%20reduced%20size.pdf](https://www.cambridge.gov.uk/public/ldf/draft_submission/Full%20Plan/Full%20Draft%20Plan%20with%20title%20pages%20reduced%20size.pdf)

[www.cambridgeshire.gov.uk/NR/rdonlyres/76D68D25-DD2B-44C2-8419-7630D7BD38BE/0/StatementofCase.pdf](http://www.cambridgeshire.gov.uk/NR/rdonlyres/76D68D25-DD2B-44C2-8419-7630D7BD38BE/0/StatementofCase.pdf)

<http://www.cambridgeshire.gov.uk/NR/rdonlyres/4F3FB76F-5B24-4757-91D1-883F989395D5/0/ModellingReport.pdf>

<http://www.cambridgeshire.gov.uk/NR/rdonlyres/EA281B70-B909-47C7-8F31-351C063CFD75/0/20130721TSCSCv20WebConsultationDraftAppendices.pdf>

<http://www.cambridgeshire.gov.uk/NR/rdonlyres/1530CAE0-65BD-4BF4-B9ED-194A1F9927E4/0/CambridgeCityplan.pdf>

<http://www.cambridgeshire.gov.uk/transport/projects/cambridge/scienceparkrail/default.htm>

[http://www.legislation.gov.uk/uksi/2005/3523/pdfs/uksi\\_20053523\\_en.pdf](http://www.legislation.gov.uk/uksi/2005/3523/pdfs/uksi_20053523_en.pdf)