

FEN DITTON PARISH COUNCIL

Cambridgeshire & Peterborough Combined Authority
Incubator 2
The Boulevard
Enterprise Campus
Alconbury Weald
Huntingdon
PW28 4XA

27 September 2019

Attention: Case Officer for LTP

Dear Sirs,

Consultation Response to Draft Local Transport Plan dated 17 June 2019

Please find below the response of Fen Ditton Parish Councils to the above consultation.

FDPC's major concerns relating to transport have been raised frequently in previous consultations and responses to Planning Applications and supporting Transport Assessments. These include:

- 1) Excessive and expected increases in traffic congestion through Fen Ditton along the B1047 Horningsea Road and Ditton Lane and High Ditch Road whether connecting to the A14 at the intersection or continuing through or from Horningsea;
- 2) Speeding on these roads, mainly outside the peak traffic hours;
- 3) Time and cost of travel to work, for shopping or recreation or access to services (including Addenbrookes) for our residents;
- 4) Cost and availability of public transport as 3) above;
- 5) Preservation of the physical separation from Cambridge City and maintenance of the distinct character of our village;
- 6) Preservation of the green corridor/lungs feeding around the village along the River Cam and former railway line through Lode to Mildenhall; and
- 7) Preservation of the tranquility, natural environment and visual amenity of Ditton Meadows and the River Cam corridor in general.

We welcome the LTP's inclusion of the CAM proposal as being in tunnel from Cambridge North Station into the city since this avoids the need for an additional highway or guided bus bridge over the River Cam and Ditton Meadows as has been proposed by others previously (to the outrage of our residents).

We welcome the LTP's desire to bring forward Cambridge South Station since this might reduce some of the traffic in our village. However, we repeat our concern that more work will be need to be done to maximize use of the new railway station if the experience of Cambridge North Station (CNS) is repeated. In previous responses to other consultations, we have pointed out that journey to work data is readily available in the area of CNS for recent years but is ignored in planning assessments which are usually based on 2011 data. For example, the Travel Plan Plus report of 13/12/2018 shows a 3.21% use of the train and 0.96% use of public buses by the 3124 respondees (31% participation) for travel to work in the survey period. This suggests that there are disincentives to use public transport which need to be overcome. Although you quote the figure of 450,000 journeys made last year from this station, the number of arrivals in the

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morning peak is not made available and yet this is the key statistic for journeys to work in Cambridge.

We also welcome the removal from the LTP of a previously proposed link road from the A14/B1047 junction to Airport Way which would otherwise sever further the green corridor leading out to the Wicken Fen.

We suggest the objective of all communities being within 30 minutes travel to work by public transport is rephrased or at least elaborated. Our concern is that since “community” is not defined, there may be some (small?) communities where the cost of meeting this target could be unreasonably high. It may be necessary to consider some other percentile or some form of weighted average within 30 minutes. It is also suggested in the LTP (Draft) that journeys for work are a small proportion of all journeys but much less emphasis is given to these other journeys in the LTP despite their overall contribution to greenhouse gases. We suggest some discussion is included of the relationship between travel time (public and private) and housing costs or rents.

We suggest some discussion is included of the importance and quantum of commuting out of the area since this may affect the link between local GVA and housing availability.

We suggest an additional policy is included about publishing monitoring and evaluation data. We suggest that some monitoring results are added to the list given in Table 28 of the SEA.

May we take this opportunity to thank you for the invitation to comment. Please contact us if you wish for any further explanation of the issues raised.

Yours faithfully,

Charles Jones
Vice Chairman

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