

FEN DITTON PARISH COUNCIL

Chairman: Councillor Vince Farrar

30 September 2013

Transport and Infrastructure Policy and Funding,
Cambridgeshire County Council,
Box no CC1214
Shire Hall, Castle Hill
Cambridge,
CB3 0AP

Dear Sirs,

Response to Consultation on Transport Strategy for Cambridge and South Cambridgeshire

We refer to your leaflet requesting comments on the above and set out below the response of Fen Ditton Parish Council (FDPC). Please accept this letter in lieu of a completed survey questionnaire.

A) FDPC welcome the principle of integrating a transport strategy for both LDF plan areas with an opportunity to comment on the LDFs and the strategy at a similar time. The timing is also helpful in that it allows us to respond having made the assumption that certain specific developments are likely to progress within the next 10-15 years within the general growth of the Cambridge sub-region. This assumption covers:

- an additional railway station in the north of Cambridge
- the Wing development at the Marshalls North works site
- additional development at Waterbeach
- increased travel and from the Addenbrookes area
- increased rail usage through and from Cambridge towards London and Stansted
- A14 improvements to Milton interchange

This assumption should not be taken as an endorsement or objection by FDPC of any of the above.

B) FDPC suggest that some of your questions are too simplistic and fail to address underlying alternatives or allow for nuanced responses. For example does question 3 have a wide scope or simply seek an opinion on support for building new roads into Cambridge City in contrast to not building new roads but allowing increased sustainable transport to grow instead? Does question 5 address radial routes into Cambridge as well as the city centre? How does question 6 address workplace parking or parking at railway stations?

C) FDPC is concerned that the strategy lacks consideration of innovative forms of sustainable transport. Examples might include more use of the guided busway(s) for O and D within Cambridge, possibility of using tunnels under the historic centre or to link to the Stations, possible use of tram/trains to increase use of trains for local journeys and solve rail congestion from Waterbeach to the main station(s) and possibly the Addenbrookes area and Cherry Hinton.

D) In line with previous consultations about growth in housing demand in the Cambridge area, FDPC is concerned that there is no clear description of the historic and projected growth in commuting to London. The demand basis of the strategy therefore appears unsound.

E) There are two specific proposals shown on the plans accompanying the strategy to which FDPC objects:

E1) The city plan shows a short section of busway crossing Ditton Meadows between Chesterton Sidings and East Barnwell Road as a link in a proposed orbital busway. Ditton Meadows is a very special environment that FDPC and the residents have fought to preserve on numerous occasions. As per our response to the planning application for the new station:-

- we welcome the recognition given to the importance of Ditton Meadows and Stourbridge Common as water meadows forming the green, River Cam Corridor (Planning Statement para 2.30);
- we welcome the confirmation that Ditton Meadows and Stourbridge Common are part of a conservation area (Figure 9.1 of the ES);
- we welcome the confirmation that Ditton Meadows is a City wildlife Site/ Protected Open Space (Figure 9.1 of the ES);
- we object to these meadows being presented as an “Opportunity” for a Guided Busway Extension (or Phase 2) without a balancing identification of the river Cam Corridor and its designated features as “Constraints” (D&A Statement Figure 13);
- we request measures be taken to address noise and lighting along the river bank on both sides and meadows since these tranquil areas are used by picnickers and walkers.

As per our response to the consultation for a new cycle bridge, we note that the meadows provide an important view and green corridor linking into Cambridge. We therefore object on the same basis to the greater eyesore that would be created by a new busway especially if it was required to be elevated above the flood levels plain or required additional flood compensation areas to be excavated within the meadows.

E2) The county plan shows a short section of red dotted line bypassing Fen Ditton from the A14 towards Airport Way. In spite of the possible reduction in traffic through Fen Ditton, we repeat our previous objections to this solution since it would disrupt the rural outlook north east of the village and potential for a formal green corridor linking the meadows through High Ditch road and out towards Wicken Fen. The A14 slip roads were a contentious addition to the original A14 proposals and a more imaginative solution to the Quay and Ditton interchanges and feed to Newmarket Road should be investigated as an alternative.

Yours faithfully,

Charles Jones

Charles Jones
Vice Chairman, Fen Ditton Parish Council