

Greater Cambridge Partnership Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Thursday 8th September 2022
10:00 a.m. – 3:45 p.m.

Present:

Members of the GCP Joint Assembly:

Cllr Tim Bick (Chairperson)	Cambridge City Council
Cllr Simon Smith	Cambridge City Council
Cllr Katie Thornburrow (Vice-Chairperson)	Cambridge City Council
Cllr Alex Beckett	Cambridgeshire County Council
Cllr Claire Daunton	Cambridgeshire County Council
Cllr Neil Shailer	Cambridgeshire County Council
Cllr Paul Bearpark	South Cambridgeshire District Council
Cllr Annika Osborne	South Cambridgeshire District Council
Cllr Heather Williams	South Cambridgeshire District Council
Christopher Walkinshaw	Business Representative
Claire Ruskin	Business Representative
Karen Kennedy	University Representative
Kristin-Anne Rutter	University Representative
Helen Valentine	University Representative

Officers:

Kerry Bangle	City Access Consultant
Peter Blake	Transport Director (GCP)
Alistair Cox	City Access Consultant
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Isobel Wade	Assistant Director: Sustainable and Inclusive Growth (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Apologies for Absence

Apologies for absence were received from Heather Richards.

The Chairperson welcomed Councillor Daunton to the meeting, noting that her nomination to join the Joint Assembly as a representative of the County Council had been approved by the Council, following her attendance of the previous Joint Assembly meeting in an unofficial capacity at the Chairperson's discretion.

2. Declarations of Interest

Kristin-Anne Rutter declared a non-statutory disclosable interest in relation to the Public Transport and City Access Strategy item (agenda item 6), as an Executive Director of Cambridge University Health Partners.

Karen Kennedy declared a non-statutory disclosable interest in relation to the Better Public Transport: Cambourne to Cambridge Project item (agenda item 7), as a Life Member and Associate of Clare Hall.

Karen Kennedy declared a non-statutory disclosable interest in relation to the Better Public Transport: Cambridge Eastern Access Project item (agenda item 8), as a trustee of the Cambridge Leisure and Ice Centre.

Christopher Walkinshaw declared a non-statutory disclosable interest in relation to the Better Public Transport: Cambridge Eastern Access Project item (agenda item 8), as an employee of Marshall of Cambridge (Holdings) Ltd.

Councillor Williams declared a non-statutory disclosable interest in relation to the Quarterly Progress Report item (agenda item 10), as a member of South Cambridgeshire District Council's Planning Committee.

3. Minutes

While discussing the minutes of the previous Joint Assembly meeting, it was proposed and agreed unanimously to include the following additional bullet point to the Joint Assembly's discussion on agenda item 11 (Waterbeach Station Relocation):

- Clarified, in reference to an issue raised in a public question by Helen, Jazz and Nigel Seamarks, that St John's College was a separate legal entity from the University of Cambridge, with its own investment strategy.

One member observed that the minutes of some local authorities attributed comments to the person that made them, and suggested that the GCP consider adopting the practice. The Chief Executive informed the Joint Assembly that the GCP followed recognised 'best practice' as followed by the County Council, its accountable body, which was to not attribute comments.

The minutes of the previous Joint Assembly meeting, held on 9th June 2022, were agreed as a correct record, subject to an additional bullet point on the discussion for agenda item 11 (Waterbeach Station Relocation), and were signed by the Chairperson.

4. Public Questions

The Chairperson informed the Joint Assembly that twenty-one public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes.

It was noted that ten questions related to Agenda Item 6 (Public Transport and City Access Strategy), seven questions related to Agenda Item 7 (Better Public Transport: Cambourne to Cambridge Project), two questions related to Agenda Item 8 (Better Public Transport: Cambridge Eastern Access Project), and two questions related to Agenda Item 9 (Greater Cambridge Greenways).

5. Petitions

The Chairperson notified the Joint Assembly that no petitions had been submitted.

6. Public Transport and City Access Strategy

Ten public questions were received from Rebecca Teague, Dorte Napthen, Lilian Runblad, Noga Ganany, Councillor Neil Harris (on behalf of Willingham Parish Council), Anna Williams (on behalf of Camcycle), Mahony Goodman, Councillor John Trapp (on behalf of East Cambridgeshire District Council), Wendy Blythe (on behalf of the Federation of Cambridge Residents' Associations), and David Stoughton. The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Carla Hofman, South Cambridgeshire District Councillor for the Fen Ditton and Fulbourn ward, was invited to address the Joint Assembly. Expressing concern about the size of the proposed Sustainable Travel Zone, Councillor Hofman noted that it included the East Barnwell Health Centre, as well as the Cambridge Retail Park and Beehive Centre, and she queried whether Fen Ditton could be removed from the Zone to make such destinations more accessible. She also sought clarification on how the GCP would prevent an increase of cars parking in the areas surrounding the Zone. Noting that the Making Connections consultations had identified a preference for a larger zone, rather than just the city centre, the Assistant Director for Sustainable and Inclusive Growth acknowledged that the destinations were located within the proposed Zone, but emphasised that the road user charge would not be applicable on weekends or evenings, while a reimbursement scheme was being developed for those accessing healthcare, and significant improvements to the public transport would also help increase accessibility. Park and Ride sites would be located outside the Zone,

therefore providing suitable parking provision in the surrounding area, and it was noted that the ongoing development of civil parking enforcement powers in South Cambridgeshire would further help alleviate such concerns.

Councillor Daniel Lentell, South Cambridgeshire District Councillor for the Over and Willingham ward, was invited to address the Joint Assembly. Expressing concern that the inclusion of the Addenbrookes site within the proposed Sustainable Travel Zone would effectively create a barrier for people requiring medical assistance, Councillor Lentell highlighted the current inaccessibility to the site by bus for many people, and argued that the management of an exemption and reimbursement scheme would represent an additional administrative burden on the already overstretched NHS. Arguing that the access roads to the hospital from the M11 played no part in wider congestion issues, he questioned their inclusion in the Zone and expressed concern that employees of the hospital would also be unfairly affected. Highlighting the significant current parking costs on the Addenbrookes site, the Assistant Director for Sustainable and Inclusive Growth observed that connections from the nearby Park and Ride were cheaper, and emphasised that the Sustainable Travel Zone would enable investment in the bus services to further improve access. Given that the Cambridge Biomedical Campus and surrounding area would grow significantly over the next decade, improvements to bus, walking and bicycle access would be vital, although the Assistant Director for Sustainable and Inclusive Growth acknowledged that car access would remain necessary. Exemptions and reimbursements would be available and designed to minimise the administrative burden on hospital staff. She also drew attention to the fact that the consultations would provide everyone, including staff and patients, the opportunity to participate in the development of the scheme.

The Chairperson informed the Joint Assembly that a written submission had been received from Councillor Lorna Dupre, Cambridgeshire County Councillor for the Sutton division, and he confirmed that a written response would be sent to her, which is attached at Appendix B of the minutes.

The Assistant Director for Sustainable and Inclusive Growth presented the report, which provided feedback on the 2021 Making Connections consultation and proposed a package of measures for further consultation. A Sustainable Travel Zone consisting of a road user charge, which would eventually operate on weekdays between 7:00am and 7:00pm at a cost of £5 per vehicle, would help fund a transformation of the bus network and improvements to the active travel network, while reducing traffic levels and congestion. Extensive consultation and engagement over the previous five years had culminated in strong support for the proposals, and a system of discounts, exemptions and reimbursements would minimise its impact where appropriate. The programme would progress through various stages, including bus improvements, fare reductions and phased implementation of charges, before culminating in the full daily charge in 2027 or 2028. It was proposed to hold a major public engagement and consultation exercise to provide people with an opportunity to comment on everything included in the package, and thus participate in the shaping of the bus network, walking and cycling improvements and other measures. The Joint Assembly received a presentation on the proposals, which was published on the meeting website and is attached at Appendix C of the minutes.

While discussing the report, the Joint Assembly:

- Highlighted the need to find a solution to the congestion and pollution issues in Greater Cambridge during the climate crisis, which would be exacerbated by the expected levels of growth. It was argued that the proposed measures were a logical progression from the result of extensive consultations held over previous years, and that they would provide an opportunity for the Greater Cambridge region to demonstrate its commitment to resolving such issues in a bold way that was made possible due to the specific funding available from the City Deal that most other parts of the country did not benefit from.
- Highlighted issues with the current bus network, including the integration of timetables with train services and low levels of funding from the Government, and acknowledged the need to establish an income stream to fund improvements. Members welcomed the proposals to make the use of Park and Ride sites cheaper and more accessible, and it was suggested that the proposals should include an over-riding emphasis on the accompanying improvements to the bus service and active travel network so people could understand that the Sustainable Travel Zone was part of a wider package of measures. It was observed that the role of the Combined Authority in developing a bus strategy was also of great importance and that the two would feed off each other.
- Considered whether Addenbrookes and the wider Cambridge Biomedical Campus should be included in the Sustainable Transport Zone, with concern expressed that it could form a barrier to people accessing healthcare with no nearby alternative provision outside the Zone. Members acknowledged the significant levels of traffic that were caused by people attending the site, and it was highlighted that these were not restricted to hospital-related matters. It was noted that a recent transport needs assessment for the Cambridge Biomedical Campus had highlighted the need to reduce car visits to the site to achieve sustainability targets, although it was argued that current bus services to the site were inadequate for staff and hospital patients or visitors, while parking costs were already prohibitive. The Assistant Director for Sustainable and Inclusive Growth emphasised that a detailed list of exemptions, discounts and reimbursements had been proposed for the consultation and confirmed that those seeking emergency care would not be charged.
- Expressed concern about the impact of the proposed measures on people with lower income, particularly during the current period of economic difficulty and uncertainty, although it was suggested that car ownership or usage was significantly less for people with a lower income, and that for such people an accompanying improvement and cheaper access to the bus service would be of more importance. It was also noted that the proposed measures would not be implemented until at least 2028.
- Suggested that the proposed Sustainable Travel Zone would particularly benefit people who did not have cars, and would therefore encourage cultural or behavioural change, as well as an increase in active travel. The importance of considering behavioural change alongside infrastructure projects was acknowledged, and the need to incentivise, educate and convince people to use

services that have been put in place was emphasised. However, one member suggested that replacing cars with more buses would not provide sufficient incentivisation for significant levels of behaviour change, and argued that the proposed use of resources provided by a charge to improve the bus services indicated an inherent requirement for people to continue to use their own vehicles in order to raise such funds.

- Welcomed the proposals to include a system of exemptions, discounts and reimbursements, but expressed concern about how such a system would be decided and managed. It was suggested that the proposed list of exemptions, discounts and reimbursements should be expanded to include more people that required visits to Addenbrookes, including people who were pregnant, arguing that the additional burden to often difficult circumstances was unfair. It was also suggested that the transfer of breast milk should be afforded the same exemption as the transfer of blood.
- Argued that the proposed Sustainable Travel Zone was too large and should be more targeted on the city centre, in a similar way to the Congestion Charge zone in London. Members also expressed concern that it could displace congestion, parking and rat-running issues to the surrounding, more rural areas.
- Highlighted car sharing and car clubs as a sustainable way of reducing the number of cars on roads, and queried whether a definition of car sharing would be established as part of the development of the exemption scheme in order to further encourage such practices. It was confirmed that it was normal for schemes to establish such criteria in order to develop an effective exemption process.
- Noted that there would be no new petrol or diesel cars for sale from 2030 and no new hybrid cars for sale from 2035, and queried how any subsequent measures implemented by the Government to compensate the resulting loss of excise duty income would fit alongside the GCP's proposed measures. Acknowledging that some form of national road pricing would be a possibility, the Assistant Director for Sustainable and Inclusive Growth emphasised that no decisions had been made, although she informed members that the Government had confirmed that any local schemes that were already in place would take priority and would not be taken away or have their income redirected.
- Requested further information on how the proposed measures would achieve a suggested 50% reduction of car trips within the Sustainable Travel Zone, and whether such car trips would still exist but be restricted to outside the Zone. Members were informed that traffic modelling had been carried out using the most robust and comprehensive model available, and that it was based on extensive evidence of responses travel costs. It was acknowledged that the reduction in car trips would not be as significant outside the Zone, although fewer cars would also be used to drive out of the city and there would be an increase in use of buses and active travel across the region.
- Suggested that the impacts of any implemented measures could be considered as part of the Cambridge City Portrait.

- Suggested that a higher charge could be considered for more pollutant vehicles, such as SUVs. Members were informed that this would be difficult to monitor, with similar attempts elsewhere having proven problematic and confusing to car users.
- Noted that the proposed timeline for phasing of the Sustainable Zone included a period of the road user charge only applying to vehicles during the weekday rush hour, and suggested a further period also applying it to the afternoon rush hour could be considered prior to the scheme's full implementation in 2028. Noting that such details would be considered as part of the consultation, the Transport Director emphasised that changes would be made to the proposals based on its outcomes.
- Acknowledged that a petition opposing a congestion charge in Cambridge had been signed by over 15,000 people and highlighted the importance of asking people what would lead to them reducing their car usage.
- Sought clarification on whether data would be collected over the next few years in order to refine the proposals if any variations were identified. It was confirmed that data would be collected to inform both the Outline Business Case and the Full Business Case, and members were informed that a range of scenario tests would be developed to assess any significant changes that occurred.
- Sought clarification on whether there would be a final review before full implementation of the scheme in 2027 or 2028. Clarifying that the County Council would make any final decision on the implementation of a charge, the Transport Director confirmed that a process of review would be in place throughout the scheme's development.
- Welcomed the proposals for a consultation on the package of measures, and emphasised the importance of listening to all submissions, including those from outside Greater Cambridge, and ensuring that the proposals could be improved as a result of the consultation's outcomes. Members also emphasised that the consultation should provide extensive details on how bus services and modal connectivity would be improved, and should also consider the pros and cons of whether to include Addenbrookes within the Sustainable Travel Zone, as well as any potential alternative measures. It was suggested that the GCP should identify those who would be unfairly affected by the proposals and ensure their participation in the consultation, noting that disadvantaged or marginalised groups might not otherwise be represented. The consultation should not be limited to binary questions, but should instead allow participants to freely submit suggestions, comments and opinions. Emphasis should also be placed on the GCP's overall vision for the future of transport and the environment in the Greater Cambridge area. Acknowledging the wide-ranging comments from members on the proposed consultation and its importance, the Transport Director assured the Joint Assembly that the GCP would work with constituent partners and local authorities, as well as other groups, organisations and stakeholders, to ensure that the engagement was both qualitative and quantitative. Information would be disseminated in a variety of ways, and the questions would be formulated in a broad way that would encourage in-depth answers. He confirmed that the Executive Board would be presented with more detailed proposals for the consultation.

- Highlighted the importance of ensuring that language used in reports and the consultation was accessible, including for people with dyslexia and hearing or sight impairments.
- Observed the large number of public consultations that had already been held and highlighted the need to emphasise the importance of this particular consultation in order to encourage participation and avoid participation fatigue.
- Sought clarification on whether the appropriate authorities and health providers had been consulted to ensure that there was a decentralisation of healthcare provision both inside and outside the Sustainable Travel Zone. The Transport Director confirmed that health partners and local authorities would all be consulted as part of the consultation process.
- Observed that GPS systems were not as effective for cyclists and pedestrians as they were for cars, and suggested that the GCP should consider this issue as part of the scheme. Noting that there were a lot of examples to be considered, the Transport Director confirmed that technological solutions would form a part of the consultation.
- Suggested that it would be useful to develop a means that would allow people to calculate and assess how the proposed measures would directly impact their individual routes and current travel choices. Acknowledging the suggestion, the Chief Executive drew attention to a commitment to include an interactive map as part of the consultation to allow people to make such assessments.

The Chairperson welcomed the Joint Assembly's extensive discussion, as well as the contributions from members of the public and local members. He concluded there was a consensus that a consultation on the proposed measures was the logical next step, although he noted that a variety of concerns had been raised, particularly with regard to the inclusion of Addenbrookes in the Sustainable Travel Zone that should be taken into consideration in its preparation. He highlighted the importance of encouraging as wide a participation as possible, and emphasised that no assumptions should be made before the engagement had been completed and all the feedback had been assessed.

7. Better Public Transport: Cambourne to Cambridge Project

Seven public questions were received from Simon Webb (on behalf of Martin Grant Homes), Carolyn Postgate, Deborah Whitton Spriggs, Allan Treacy and James Littlewood, Dr Marilyn Treacy, David Cairns, and Gabriel Fox. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report on the Cambourne to Cambridge project, which included the GCP's response to the independent audit of the project, feedback from the Environmental Impact Assessment (EIA), and a proposal to submit a Transport and Works Act Order application to secure the necessary planning and

consents for the scheme. Following engagement with stakeholders, four changes to the route alignment had been proposed, as set out in Paragraph 4.3 of the report.

While discussing the report, the Joint Assembly:

- Queried whether there were sufficient levels of traffic on St Neots Road to require the installation of a bus gate at Hardwick, and expressed concern about its impact on visitors to the area, who would not benefit from the same exemption as residents. Noting that the Executive Board would need to agree to the principle of an on-road route along St Neots Road before more detailed work could be carried out on its design and operation, including any exemptions, the Transport Director emphasised that the project catered for the expected population growth over the next five to seven years.
- Requested further information on the impact of East West Rail on the project. Highlighting that East West Rail would need to develop a business case and route alignment before its impacts could be assessed, the Transport Director noted that the Executive Board had agreed to an on-road option for the end of the route in Cambourne, with a view to being able to connect to a train station if one was built there as part of East West Rail in the future.
- Highlighted that park and ride sites were multi-functional hubs that allowed people to switch between transport modes. The Transport Director emphasised the importance of ensuring that the site was accessible by bicycle for local residents to avoid the need to drive in a car.
- Sought clarification on whether the Joint Assembly would have a further opportunity to consider the project's Net Biodiversity Gains (NBGs). Drawing attention to ongoing work and investment with partner authorities to fulfil the aspiration of achieving an overall 20% NBG across the GCP's programme, the Transport Director undertook to present a future report on NBG.
- Expressed support for an on-road solution for part of the route as a short-term solution, but emphasised the importance of ensuring reliable public transport was in place between Cambourne and Cambridge to cater for the high levels of planned growth in the area, and suggested that a segregated route would be necessary in the long-term in order to make the Local Plan viable.
- Drew attention to the importance of ensuring that accessible language was used in reports and other published material, as well as during meetings.
- Expressed concern about errors and inaccuracies that had been made by the GCP in some documents, and argued that they made it more difficult to gain people's trust and support. Acknowledging the concern, the Transport Director apologised for the errors and informed members that a review had been initiated.
- Welcomed that the EIA consultations had led to proposed amendments to the route alignment, and suggested that the Executive Board should also be provided with details of further issues that had been raised during the consultations but which had not led to amendments.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there was unanimous support for the direction set out in the report.

8. Better Public Transport: Cambridge Eastern Access Project

Two public questions were received from Josh Grantham (on behalf of Camcycle), and David Trippett and Mark Rison. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which included the Outline Business Case for Phase A of the Cambridge Eastern Access project. Preference had also been established for option P1 for the Park and Ride site, subject to the further production of an Outline Business Case and associated consultation.

While discussing the report, the Joint Assembly:

- Suggested that the “Eastern Access” term was misleading, as the project was limited to the A1303 between the A14 and the centre of Cambridge.
- Requested further information on why preference had been established for option P1 for the Park and Ride site instead of alternative locations, and how it would improve congestion travelling south from the roundabout at Junction 35 of the A14, noting that the congestion problems extended to the north and east of the roundabout. The Transport Director informed members that the preference had been established following an initial consultation and assessment, and emphasised that the location would not be decided until a business case had been developed and a further consultation carried out.
- Highlighted the need for long-term improvements to the rail service between Cambridge and Newmarket, including a train station to the east of Cambridge. The Transport Director acknowledged the long-term need and drew attention to a review carried out in 2018 by the GCP, County Council and Combined Authority, which had identified concerns over capacity of the line. While efforts to convince the rail industry to make improvements continued, the Eastern Access Project would seek to alleviate the congestion issues in a more short-term way.
- Suggested that the proposed Park and Ride site would need to be significantly larger than the current one, in order to cater for the planned levels of growth in the area.
- Expressed concern about congestion being transferred to other nearby access routes, such as Coldham's Lane, during the construction stage of Phase A.

In summarising the Joint Assembly's discussion, the Chairperson noted a desire to ensure that the next steps of the project would not remove the possibility of alternative options for the Park and Ride site, and that mitigations would be put in place to minimise congestion being displaced to other roads during the construction stage.

9. Greater Cambridge Greenways

Two public questions were received from James Littlewood and Josh Grantham (on behalf of Camcycle). The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which included the Outline Business Case for the Greenways Programme, a proposed Greenways Wayfinding Strategy, and an Outline Delivery Plan for the programme. Separate, more detailed business cases for each individual Greenway would be presented to the Joint Assembly and Executive Board following the engagement process.

While discussing the report, the Joint Assembly:

- Welcomed the Outline Business Case and the extensive consultations that had been carried out during its development, but expressed frustration at the slow progress on the Greenways, and queried whether sufficient officer resources had been assigned to the project and would be available for its timely completion. Due to the slow progress to date, members expressed concern that the planned completion date of 2024/25 was unrealistic, and sought clarification on how the risks of delays were being mitigated. Highlighting the complex nature of the Greenways programme, which incorporated a 150km network spread over twelve routes, the Transport Director assured members that the GCP had consistently allocated sufficient resources.
- Requested that local members along the individual routes be kept informed and updated of timescales and any changes, so that such information could be disseminated locally.
- Suggested that electric vehicle operators, such as Voi, be consulted on suitable pick-up points along the routes, given the popularity of such schemes.
- Requested a report detailing the project plans, timelines, key milestones and risk assessments for each individual Greenway, in order to review and track progress.
- Expressed concern over the delay to the Waterbeach Greenway, noting that residents would start moving into Waterbeach New Town in early 2023, and sought further information on how the delay would be overcome. The Transport Director informed members that extra time was being taken to ensure that the various stakeholders could work together to produce the best possible active transport network in the area, including the Waterbeach developers, the local planning authority, the local highway authority, and the Combined Authority, although he noted that attempts would be made to overcome the delay and achieve the initial completion date.
- Established that the GCP was involved in discussions with the county council on assessing how it would maintain the Greenways once they were completed. One

member drew attention to a cycleway with a loose stone surface that had been damaged by agricultural vehicles, making it unusable for bicycles and scooters, and queried how and when it would be repaired. Noting that while some routes were purpose built for cycling and walking others were required to meet different requirements, such as for horse-riding, clarified that issues of maintenance should be raised with the county council as the local highways authority.

- Highlighted the web-like nature of the Greenways programme, noting that the network would continue to expand to connect an increasing number of communities.
- Emphasised the importance of mitigating any damage to hedges and other biodiversity in the construction of the Greenways. The Transport Director informed members that future reports on the individual routes would provide information on such issues.
- Suggested that benches should be placed along the Greenways to assist people who use them for walking, and the Transport Director undertook to raise the suggestion with local authorities.

In summarising the Joint Assembly's discussion, the Chairperson welcomed the report but emphasised members' desire for further progress towards delivery of the programme.

10. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme and which also included an update to the Cambridge Biomedical Campus Transport Needs Study, and a proposal to increase the GCP's Skills Service provision by £290k over the next three years. Five key challenges had been identified for the Skills Service, including a lack of access to good quality data that demonstrates the impact of the GCP's work, busy and under-resourced schools, motivated but untrained school staff, barriers to employment from missed work experience and employer encounters, and a shortage of skilled staff holding businesses back. Proposals to overcome such challenges included rolling out a digital platform to all secondary schools in Greater Cambridge and providing additional resources to teachers and school staff, as set out in Paragraph 8.12 of the report.

While discussing the report, the Joint Assembly:

- Welcomed the proposals to provide additional resources to expand the Skills Service's provision, highlighting its current importance to help overcome the shortage of lower level skills in the economy, although one member expressed concern that it could lead to an additional burden for teachers.
- Suggested that data and feedback from the Skills Service could be beneficial in the development of the emerging Local Plan.

- Paid tribute to the work carried out by Form the Future and Cambridge Regional College, suggesting that there should be an objective to over-achieve targets, rather than simply meet them, given their success to date.
- Suggested that the GCP could focus more on behavioural change by using it to inform the organisation's programme, including how people would adapt to and use any infrastructure that was built. Noting that the Smart workstream was centred around such considerations, the Chief Executive acknowledged the importance of analysing how the different parts of the programme came together, and observed that the Smart workstream would include schemes to promote behavioural changes. The Assistant Director of Strategy and Programme also highlighted that providing evidence of behavioural change would be fundamental in demonstrating the success of the GCP in the next Gateway Review.
- Expressed concern over the continuing difficulties faced by parish councils in obtaining land for exception sites, despite favourable planning considerations and housing providers being in place. It was argued that while new developments included higher levels of affordable housing, established local communities were seeing no additional provision, and it was suggested that a workshop for parish councils could help improve on delivery. The Assistant Director of Strategy and Programme undertook to consult the local planning authority to determine how the GCP could provide further support.
- Drew attention to the economic and employment benefits of the Greater Cambridge region, and argued that they would play a fundamental role in the development and growth of the national economy, noting the effective role that the GCP had played to support the region since the City Deal had been agreed.

11. Date of Next Meeting

Paying tribute to Queen Elizabeth II as a model public servant, the Joint Assembly expressed its support to the royal family.

The Joint Assembly noted that the next meeting was due be held on Wednesday 23rd November 2022.

Chairperson
23rd November 2022

Greater Cambridge Partnership Joint Assembly – 8th September 2022
Appendix A – Public Questions Listed by Agenda Item

	From	Question	Answer
2	Dr Rebecca Teague	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>What are the proposed charge rates for residents of the congestion charge area and how would they apply?</p>	<p>The charge rates to be consulted on are outlined in table 2 of the report. For cars, the charge would be £5 paid once daily for trips taken in the proposed zone between 7am and 7pm on weekdays. These charges would apply to all vehicles, residents and non-residents, unless a vehicle and/or its driver are eligible for one of the many proposed discounts, exemptions or reimbursements.</p>
3	Dorte Napthen	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>I am perplexed about the congestion charge you are proposing, could you please outline how you expect this to work for clubs and sporting activities within the City? I am particularly concerned how coaches and volunteers would transport equipment to sites commonly within the congestion zone or how participants would transport large and heavy equipment (think golf clubs, cricket bags or easels) to these locations. Commonly these activities have a start time which would require transport before the cut-off for the congestion charge.</p> <p>Please do me the courtesy of not suggesting that this equipment could be carried on a bus, I have seen football</p>	<p>The paper details the charge levels for consultation, for different types of vehicle as well the proposed hours of operation.</p> <p>A range of discounts, exemptions and reimbursements may apply to some sports clubs and other organisations. For example, vehicles used by charities and not-for-profit groups – to transport equipment and/or people – are proposed to be eligible for a reimbursement.</p> <p>The charge does not apply at weekends.</p>

		coaches making several trips to their car with balls, cones, kit, refreshments, this could not be carried on a bus so how exactly do you envisage this not impacting the provision of these activities for residents.	
25	Lilian Rundblad	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>Point 5.27 Page 50 Disabled Tax Class Vehicles I cannot find any mention of Mobility scooters or powered wheelchairs anywhere in the documentation. Are they included in the above exemptions in point 5.27? Mobility scooters and powered wheelchairs The law calls these 'invalid carriages. They must have a maximum speed of 8mph on the road and be fitted with a device limiting them to 4mph on footways to be exempt. Highway Code.</p>	There is no proposed charge for mobility scooters or powered wheelchairs, or any other similar mobility aids.
9	Noga Ganany	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>I am writing to object to the implementation of a car charge (road user charge) in the proposed <i>Sustainable Travel Zone</i> plan. I am a mother of twins and a university worker who lives in Histon. My toddler twins attend a workplace nursery in West Cambridge. I work on the Sidgwick Site in Cambridge. My husband commutes to work by train from Cambridge North. Commuting by car is the only form of commute that would allow us to reach the nursery and our workplaces.</p> <p>To illustrate: driving our twins from our home to nursery and then to the Sidgwick Site takes only 20 minutes at peak time. However, the route from our home to nursery takes approximately 80 minutes with public transportation, which</p>	<p>Improving bus services is at the heart of the package, with a doubling of the size of the bus network across the travel to work area. Proposals for this transformation is included in the papers, this includes faster and more frequent buses from Histon to the city centre, as well as a new service from Histon to Cambridge North station. In addition, the existing U service which currently serves the Sidgwick site and West Cambridge round to Cambridge North station, with an increased frequency of every 10 minutes.</p> <p>Children and older people are more likely to be reliant on public transport, particularly those on lower incomes. There are therefore substantial benefits</p>

		<p>includes using two buses and more than 40 minutes of walking on foot (with toddler twins!). Using public transportation to get from nursery to my work would add another 15-25 minutes, bringing the total time of my daily commute up to four hours. If the car charge is implemented, we would be facing payments of more than a thousand pounds a year solely for my commute to work and nursery. This is not sustainable.</p> <p>Our community in Histon relies on services and amenities in Cambridge that are only accessible by car. The proposed road charge would be detrimental to the social fabric of our local community, harming those of us who would not qualify for exemptions, who are already struggling with financial difficulties but are nonetheless reliant on personal vehicles to access our workplaces, medical services, schools, and care centres. How will this plan benefit young families and the elderly?</p>	<p>from investing in bus services for these groups, including through improved access to education, employment, services and leisure. Additionally, these groups are more likely to be affected by air quality issues which would improve with lower traffic levels.</p> <p>We can only transform our sustainable transport network with an ongoing source of funding, which would be provided by the Sustainable Travel Zone. A range of discounts, exemptions, and reimbursements is proposed, including for blue badge holders and people on low incomes.</p>
26	Councillor Harris Willingham Parish Council	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p><i>Your details show:</i></p> <p><i>5.7 In keeping with the GCP's commitment that public transport must be improved....</i></p> <ul style="list-style-type: none"> • <i>From mid-2023, priority service improvements would be made including:</i> <ul style="list-style-type: none"> ◦ <i>Address existing deficits in access to the bus network from small towns and large villages (e.g. Willingham, Cottenham, Chatteris)</i> 	<p>Improving bus services is at the heart of the package, with a doubling of the size of the bus network across the travel to work area. The proposal is to undertake consultation on these improvements alongside the other elements of the package.</p> <p>As Councillor Harris identifies, the proposals include two suggested bus routes for Willingham to Cambridge via Oakington and via Cottenham, which we are keen to receive feedback on as part of the suggested consultation. This will enable the initial bus service proposition to be evolved and developed.</p>

		<p><i>The proposals do not provide any improvement, replacing the existing (admittedly lengthy) direct service to Cambridge with a new circular route between Willingham and Papworth requiring changes to get to any of the destinations wanted by most residents, also costing more for multiple journeys.</i></p> <p><i>To achieve the aims of this consultation, it is essential that a village the size of Willingham has a direct bus link to Cambridge. Document '26082022 Making Connections - Bus Proposition Design recognises that the proposed rural loop deprives Willingham of the existing direct link to Cambridge, and makes two other suggestions: a dedicated service for Fenstanton, Swavesey, Over and Willingham that joins the busway to Cambridge at Longstanton; and extending Citi 6 serving Oakington to Swavesey via Willingham and Over. The first has merit - in our response to the Making Connections consultation Willingham Parish Council proposed that buses should leave the Busway to take in Willingham. Regarding the second, extending a route from Cottenham rather than Oakington would make more sense as Cottenham offers a range of facilities including educational - the Village College where most Willingham children go and also adult education – plus ongoing services to other locations such as Ely, Chatteris and March, which would open access without needing to travel into Cambridge. These plans appear to be for the benefit of the operators and do not take account the transport user's actual needs. Can we be assured that these points will be taken seriously when the final plans are drawn up?</i></p>	<p>Importantly, the proposals are suggesting delivering bus improvements over the next 5 years – the network will need to evolve from the initial proposition here to reflect consultation feedback as well as changes in travel, housing and employment growth over the period.</p>
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30	<p>Anna Williams on behalf of CAMCYCLE</p>	<p>Agenda Item No: 6: Public Transport and City Access Strategy</p> <p>Camcycle supports proposals for a Sustainable Travel Zone in Cambridge, but any road charging must be implemented equitably with the proceeds going to public transport and active travel improvements that are put in place at speed. Reducing motor traffic by 50% would be transformative for cycling within the city and a positive step towards a greener, more people-focused region.</p> <p>Many of Camcycle’s members and supporters have strongly welcomed these proposals. However, it is clear from other conversations we’ve had that there is some lack of trust in the alternatives being good enough before road charging is implemented. National Active Travel Commissioner Chris Boardman often talks about making cycling an “enticing and accessible alternative” to the car. The active travel and behaviour change aspects of the scheme have not been defined in any detail in the Strategic Outline Business Case but will be critical to the scheme’s success. As well as options mentioned including active travel improvements, enhanced maintenance, and schemes to expand access to specialist and adapted cycles, the GCP must invest in a detailed communications and behaviour change plan. This needs to include PR, cycle training, travel planning, employer engagement and other measures designed to build a positive vision for the future and support people to make the transition to sustainable transport. Camcycle would also like to see the simpler and easier-to-achieve Workplace Parking Levy remain on the table as an important step towards a more sustainable city and a vital source of funding to help transform our streets.</p>	<p>As you have highlighted, the proposals are clear that improvements to public transport, walking and cycling will come before the Sustainable Travel Zone is brought in, with the traffic reduction and funding from the Zone itself then creating an unprecedented opportunity to further transform our sustainable transport network.</p> <p>The GCP has already committed to over £130m worth of improvements to the cycling and walking network which will be delivered in the next four years, including the greenways network and the second phase of the Chisholm Trail. In addition, our corridor schemes will provide high quality public transport links and active travel infrastructure into the city for some of our fastest growing communities.</p> <p>But there is more that we could do if a decision was taken next year, following consultation, to proceed with the package outlined in the report, and we had that certainty over funding and traffic reductions. This could include committing to more of the Cycling Plus network, extending the greenways network to more villages as well as the sorts of behaviour change activities outlined in your question. In addition, work has been undertaken looking at how bus services could be ramped up over the next 4-5 years, starting with the priority improvements outlined in the paper, and the proposed start date for a 7am-7pm charge has been linked to that timeline.</p>
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		<p>Our question is:</p> <p>What plans and timetables are in place to ensure the walking, cycling and bus networks delivered in the next few years will be enticing and accessible for those switching from driving and to provide appropriate support to Cambridgeshire residents as they transition to more sustainable journeys?</p>	<p>The suggested consultation would ask people about the additional schemes and support they might need to use sustainable transport modes, giving people the opportunity to make further suggestions in addition to the current plans.</p>
12	Mahoney Goodman	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>In the 2019 Commons report on <i>Tackling inequalities faced by Gypsy, Roma and Traveller communities</i>, the government acknowledged: "Gypsies, Travellers and Roma are among the most disadvantaged people in the country and have poor outcomes in key areas such as health and education."</p> <p>Gypsies and Travellers have transited through Cambridge for centuries; finding work, visiting family, using hospital facilities, and playing an integral role throughout the history of cultural landmarks including the Midsummer Fair.</p> <p>Despite this, the EqIA for the Sustainable Travel Zone fails to mention potential adverse impacts on transiting Gypsies and Travellers, and the summary of proposed charge levels contains no specific reference to caravans. It's therefore unclear whether they will be eligible for low income and health discounts, which are disproportionately likely to apply.</p> <p>In any case, the stated need for input from vehicle users in assessing eligibility ignores the Cambridgeshire local authorities' failure to build trust with transiting Gypsies and</p>	<p>The draft Equality Impact Assessment sets out an initial assessment of the potential impacts on the Gypsy and Traveller Community. The paper sets out the importance of engaging with this community during the suggested consultation in order to increase understanding of the potential impacts and find solutions.</p> <p>A discount for those on low incomes is proposed. In addition, the report is clear that the application process for any discounts, as well as payment mechanisms for those paying the charge, should be designed to be accessible to all.</p>

		<p>Travellers, evidenced by lack of engagement with Gypsy Traveller Accommodation Needs Assessments.</p> <p>Furthermore, the implication that discounts will be provided via reimbursement begs the question: how? By definition, transiting Gypsies and Travellers have no fixed abode. Their stays in Cambridge are short, often ending in forcible eviction due to inadequate local authority provision of legal stopping places. Reliable access to internet and electricity are not guaranteed, and the education system's systemic failure to accommodate their needs means many are illiterate.</p> <p>Romani Gypsies and Irish Travellers have protected status under the 2010 Equality Act. Section 149 requires that public authorities "advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not". The barriers to accessing discounts and reimbursements are in clear violation of this objective.</p> <p>Will the GCP commit to a congestion charge exemption for transiting Gypsies and Travellers?</p>	
27	<p>East Cambridgeshire Councillor John Trapp</p>	<p>Agenda Item No. 6: Public Transport and City Access Strategy</p> <p>What is the 'East Cambridge Interchange' marked on the 'future bus network concept' between Cambridge City Centre and Newmarket? Is it simply the Newmarket Road Park and Ride or something more ambitious and radical? Will there be buses not only to the City centre?</p>	<p>East Cambridge would be at the core of any future redevelopment of the Marshalls site – which is a matter for the emerging Local Plan.</p> <p>The bus network map proposed onward services to the station and hospital/CBC site as well as the city centre.</p>

35	Wendy Blythe, on behalf of the FeCRA Committee	<p>Agenda Item No: 6: Public Transport and City Access Strategy</p> <p>There are residents who are not registered as disabled who have mobility problems and cannot walk very far or carry heavy shopping. They need to drive sometimes. How will they be exempted? Has the GCP looked at other examples of time restriction as well as charging structures?</p> <p>The Combined Authority has funded a project for the City Portrait a piece of work proposed by the Councils covering the whole city which will provide a baseline, outcome and metrics-based approach to supporting a future City vision. Do the Greater Cambridge Partnership plan to use the evidence from the City Portrait project in relation to the congestion charge?</p>	<p>A wide range of options for charging have been considered, as well as different timing restrictions. The proposals do not include charging for weekends or evenings which will help facilitate access to, for example, supermarkets. The bus proposals will also be designed to minimise walking distances where possible.</p> <p>As set out in the report, it is proposed that additional work and engagement takes place with groups who have particular mobility needs but do not qualify for a blue badge or low income discount in order to understand the nature of the impacts on these groups and potential solutions.</p> <p>The GCP is engaged with the City Council in the City Portrait work and will be able to use data from this project to inform the proposals.</p>
33	David Stoughton Living Streets Cambridge	<p>Agenda Item No: 6: Public Transport and City Access Strategy</p> <p>Whilst we greatly welcome proposed reductions in traffic levels, encouragement of the use of public transport and the boost to active travel, expansion of the bus network will inevitably mean that the footways will be more heavily used. Footways in Cambridge are in a terrible condition, heavily rutted in many places and often flooded, access is often further impeded by badly placed A boards, pavement parking and wrongly sited street furniture.</p>	<p>The Sustainable Travel Zone proposal set out in the report would raise enough revenue to cover improvements to bus services as well as wider investments including – as Mr Stoughton suggests – investment in pavements and other facilities for pedestrians to increase the attraction of walking and using mobility aids.</p>

		Will the proposed expansion of the bus network see an equivalent investment in footways so that walking is safe and pleasurable and not, as it often is at present, an ordeal?	
10	Simon Webb on behalf of Martin Grant Homes	<p>Agenda Item No. 7: Better Public Transport: Cambourne to Cambridge Project</p> <p>Martin Grant Homes (MGH) supports the principle of C2C. They wish to see a resilient, financially viable transport system that improves accessibility for all and reduces carbon emissions. The GCP has produced an extensive evidence base to inform its decisions on C2C. This evidence base should be followed.</p> <p>The justification for the proposed travel hub and 2000 space park and ride facility at Scotland Farm, is flawed. MGH has made consistent representations over a number of years to which they have had no written response.</p> <p>The GCP's own studies show that Scotland Farm is not the most favourable location. The consequence of their flawed two stage assessment is that Scotland Farm, with a multi-assessment criteria score of 0.49 was preferred to a site at North Cambourne with a corresponding score of 0.58. Using GCP's own rankings, a North Cambourne site is 18% better than GCP's preferred location. A site at North Cambourne is:</p> <ul style="list-style-type: none"> • Well related to the existing settlement. • Well related to future development and infrastructure provision. • Not remote. • Not located on Green Belt land. • The highest ranked location using GCP's own 	<p>During the initial assessment of locations, the concept of a site north of Cambourne did indeed score well, but equally well performing sites also existed.</p> <p>Further analysis demonstrated that a location closer to the city centre was required, and the Cambourne location is an additional 3 miles from Cambridge, significantly increasing bus operational costs.</p> <p>That process informed the eventual Outline Business Case which concluded that Scotland Farm was the preferred location. The OBC was then subject to Independent Audit in 2021.</p> <p>It is also incorrect to suggest that no response has been provided. I have corresponded with MGH and received acknowledgement.</p> <p>Supplementary - In addition, and as GCP explained to Mr Haydn Payne of Martin Grant Homes and to Mr Webb on 24th June 2022, the decision by East West Rail in early 2021 to consult on a new alignment with a station to the north of Cambourne, undermines the case for a Park and Ride at this location which would</p>

		<p>assessment.</p> <p>MGH submitted representations to the Better Bus Journeys Consultation 2017/18 based on work undertaken by WSP, the same consultant now advising GCP. That work concluded that the process was ‘fundamentally flawed’ and that a North Cambourne location should be reinstated. It is somewhat surprising that WSP can hold such contradictory views. More recent representations submitted by MGH in July 2022 based on work undertaken by i-Transport following a meeting with GCP officers, again demonstrated that GCP’s decision process making is flawed.</p> <p>Our question is simple, on what basis is the GCP pursuing their main travel hub at a location that their own work shows is an inferior, less resilient, and less sustainable location than North Cambourne?</p>	<p>potentially be directly impacted by East West Rail or, as a minimum, which could be severed from the A428 for a significant period.</p>
11	Carolyn Postgate	<p>Agenda Item No. 7: Better Public Transport: Cambourne to Cambridge Project</p> <p>On pages 78 and 79 of the Agenda pack, paragraph 5 sets out C2C’s Alignment with City Deal Objectives, including:-</p> <ul style="list-style-type: none"> · Removing a barrier to new homes and jobs · Providing better, greener transport · Unlocking Bourn Airfield site for development · Continuing the economic success of the area · Improving access and connectivity · Improving air quality · Reducing carbon emissions · Addressing social inequalities · Improving journeys to and from employment <p>Every single one of these objectives is satisfied by an on-</p>	<p>The case for an off-road solution, including the outcome of assessment of on-road alternatives, was addressed in the Outline Business Case.</p> <p>This was subsequently subject to an Independent Audit in 2021 prior to approval by the Executive Board in July 2021.</p>

		<p>road solution for the section of the C2C route from Madingley Mulch to Cambridge City. Keeping electric buses on Madingley Road ensures greater connectivity to areas of high employment such as Cambridge Biomedical Campus, the University's West Cambridge site, and meets carbon emissions targets at a fraction of the cost of an off-road route.</p> <p>Why, then, is the GCP still considering forging ahead with a tarmac road which renders productive farmland un-farmable, destroys irreplaceable orchard trees and blights the Cambridge Green Belt at a cost of upwards of 200 million pounds when a viable alternative on-road route exists?</p>	
28	Deborah Whitton Spriggs	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>In relation to the item on Cambridge to Cambourne Busway:</p> <p>You have specified various measures that will enable the scheme to achieve a minimum of 10% Biodiversity Net Gain. But that calculation is only valid within the context of adhering to the principles of the industry-standard tool, the Mitigation Hierarchy. The overarching principle of the Mitigation Hierarchy is that, first, everything possible must be done to avoid impacts on biodiversity. In the case of C2C, an on-road option is possible, and cheaper, and would avoid tarmacking over Green Belt land, wildlife corridors, a City Wildlife site and a Traditional Orchard which is a designated priority habitat. Given that avoidance is entirely possible, how can you claim to be adhering to the Mitigation Hierarchy or claim any Biodiversity Net Gains?</p>	<p>The Outline Business Case sets out the justification for scheme selection. This was subject to Independent Audit in 2021 prior to approval by the Executive Board in July 2021.</p> <p>An on-road option which delivers the benefits of the off-road scheme cannot be achieved, and would require Green Belt land as well as leading to significant environmental impacts.</p>

		I am working and unable to attend to ask this question in person, but nominate Carolyn Postgate to ask on my behalf.	
16	Combined questions from Allan Treacy and James Littlewood on behalf of Cambridge Past, Present & Future	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>When this scheme was discussed by the GCP Executive in July 2021 they noted that the Independent Auditor said that “the environmental impact of the scheme is mixed”. He went on to say that the validity of the assumptions will need further investigation as part of the EIA that has yet to be conducted for the scheme. I was present at that meeting and the Executive were all very clear that they wanted the EIA to be undertaken so that they could understand the impacts of the scheme before they decided whether it should proceed.</p> <p>The report that has been submitted to the Assembly makes clear that the EIA is still underway and that surveys are still being carried out, for example para 2.5.2 “In advance of the full assessment findings, the likely significant effects of the scheme are yet to be determined.” There is almost no information provided in the officer reports regarding the significance of the impacts of the scheme and how such impacts are to be avoided or mitigated. This report is mostly about the EIA consultation and therefore it is clearly premature for the Assembly and Board to be making a decision to proceed to the next stage without knowing what the significant impacts will be. We don’t understand why you are being asked to discuss this now rather than in November, when it is likely that such information would be available. A report in November would not hold up the progression of the scheme in any way. Please will you request that a report comes back to you in November which includes information about the significant impacts of the</p>	<p>The EIA is a complex document which will be submitted as part of a full Transport and Works Act Order application. It will be scrutinised in detail at Public Inquiry following its submission to the Department for Transport.</p> <p>It is largely complete, but some survey data is being finalised. The Board paper provides a thorough resume of the significant impacts arising which confirm that, like most schemes, the environmental impact of the scheme is mixed, but importantly, that whilst the ecological sensitivity of Coton Orchard, as well as the risk presented to barbastelle bats are issues which will require further work, there are no emerging issues which might suggest that the scheme should not proceed.</p> <p>In line with other schemes, the Executive Board will not be asked to approve the EIA but rather to agree that it should be submitted to the DfT to be reviewed as part of the TWAO process.</p>

		scheme and the plans to avoid and mitigate them?	
19	Dr. Marilyn Treacy	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>Confidence in the GCP is at an all-time low in Coton, not only because of the environmental destruction that results from the off-road route, but because facts are being misrepresented. The EIA consultation brochure describes the off-road route as “North of Coton“. It isn’t North of Coton where it crosses Cambridge Road in the village. This misrepresentation of the facts was put to Jo Baker at a village meeting. He would not accept it and added in response to the next question that the GCP could put the route down the middle of the High Street if they wanted to. As chair of the GCP you may not witness these behaviours from the officers but residents do.</p> <p>We were dismayed to see that C.P.C. and CBAG’s input into the consultation had been misrepresented in the WSP report (GCP C2C EIA Report Public v2 5). I pointed this out to our Councillor on 29.09.22. He approached GCP to be informed that the relevant P.C. points were included incorrectly in the Coton Orchard section this had now been corrected and a new version issued. Comments made by CBAG and Coton Loves Pollinators were also altered but remain incorrect attributing some wrong comments to wrong groups. The explanation given to the councillor was incorrect. There is now a note on the C.C. site saying the “summary of stakeholder views was incomplete” This is a misinterpretation of fact, it is not just omissions it is editing. It is unclear if these errors are a result of incompetence or deliberate editing but it is disappointing that the GCP is presenting incorrect information and differing explanations.</p>	<p>C2C passes to the north of the village of Coton.</p> <p>There was a drafting error in the precis of a small number of responses as well as a small number of omissions. All of which were promptly rectified once brought to our attention.</p> <p>Nevertheless, full responses have been published and are available to read on the GCP website.</p>

		My question, chair, is: How can you have confidence in the factual material that you are being presented with in this EIA report? Should it not be withdrawn?	
23	David Cairns	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>The Joint Assembly has two important items on its September agenda: the C2C busway and a future bus concept and charge zone. The purpose of the busway is to provide regular bus services from Cambourne, and the current proposal is to build an offroad busway to avoid traffic congestion. It is due to begin operations sometime after 2025 and may cost £200m. The bus concept and charge zone will begin introducing extra bus services from 2023/4. The charge zone will lead to a “50% reduction in car trips” (p.52 of the assembly papers). Please will the GCP Joint Assembly give an assurance that it will review both the journey times of the new bus services, and the reduction of traffic congestion into Cambridge with the new charging zone, before irrevocably committing to spending £200m on a busway that may not be needed?</p> <p>I am afraid I will not be able to attend in person as I am in London for work, but Terry Spencer (copied in) will ask the question on my behalf.</p>	<p>To clarify, P52 of the papers says “50% reduction in car trips in the charging zone”. This does not mean that there will be a 50% reduction in car trips elsewhere, and movements such as access to the M11 Junction 13 will not be impacted by the Sustainable Travel Zone.</p> <p>However, and in line with HM Treasury and DfT guidance, the Executive Board will be presented with a Full Business Case for C2C before investment is finally committed and this will reflect the latest travel demand data, including the impacts of Making Connections, should that proposal be progressed.</p>
34	Gabriel Fox	<p>Agenda Item No. 7: Cambourne to Cambridge</p> <p>Data recently provided by the Combined Authority show that the existing Citi 4 bus service between Cambourne and Cambridge runs freely at all times, including morning and evening rush hours during school term. The average journey time from Cambourne to Cambridge City Centre is 28 minutes, including up to 21 bus stops typically requiring 3-4</p>	<p>The Outline Business Case sets out the justification for scheme selection and was subject to Independent Audit in 2021.</p> <p>The scheme is intended to address not just current issues but the planned housing and employment</p>

		<p>minutes of stopping time; the average in the 7-9 am peak period is 31 minutes. Outbound journey times are slightly shorter. More significantly, the average journey time down Madingley hill and over the M11 bridge to JJ Thomson Ave is less than 6 minutes, again with no significant rush hour delay. These timings are no different from what is being proposed by GCP with their “off-road” C2C busway scheme.</p> <p>Given that congestion on the A428/A1303 corridor was the principal reason for developing the bus-only-road scheme and that there is no evidence that new homes west of Cambridge will lead to future congestion in the post-COVID era, what is the justification for spending £200M of taxpayers’ money and destroying sensitive Green Belt landscapes to implement the proposed scheme? Why would a simple bus lane wherever feasible on the existing roads not be a perfectly adequate and future-proofed solution for post-COVID commuting needs? If the answer relates to future transport needs, can we please see data to support such future demands?</p>	<p>growth along the corridor.</p> <p>Traffic levels continue to return to normal levels, with private cars returning faster than other modes. The GCP will continue to review traffic levels and the business case for the scheme in accordance with DfT requirements.</p>
8	Combined Question from David Trippett and Mark Rison	<p>Agenda Item No. 8: Better Public Transport: Cambridge Eastern Access Project</p> <p>The stated aim of the Eastern Access project is to improve access to the city by ‘public transport, walking or cycling’. The Phase A work to Newmarket Rd will achieve this for that road, and should in principle be supported.</p> <p>However, as the GCP’s Executive Board noted publicly in 2021, the Phase A changes to Newmarket Rd will divert 1000s of motor vehicles onto nearby unrestricted roads. Most at risk is Coldham’s Lane in Romsey, where not a single item of traffic calming exists.</p>	<p>GCP is well aware of the concerns of Coldhams Lane residents.</p> <p>Paragraph 2.7 of the paper notes that “the proposals only work as a part of the wider Making Connections/Road Network Hierarchy review which is intended to significantly reduce traffic into the city”. The CEA scheme will continue to be development in tandem with that work.</p>

		<p>This is a family-orientated community. It has a play area, primary school, allotments, green Common, and elderly persons home. It is also a deprived community and has arguably been neglected for decades.</p> <p>Surveys show that over 14,000 vehicles speed per week; traffic jams snake the length of the road by day, and cars and motorbikes speed over 70mph by night. Ugly behaviour from HGVs makes the advisory cycle lanes particularly dangerous.</p> <p>In terms of active travel, it is the very definition of a failure.</p> <p>In the short term, residents overwhelmingly support and need:</p> <ul style="list-style-type: none"> (i) 20mph speed limit (ii) Night-time HGV ban <p>But the only real solution to prevent rat-running is a modal filter (as proposed for Mill Road and Vinery Road, both of which will otherwise direct more traffic onto Coldham's Lane).</p> <p>Item 7.1 states 'estimates of the costs of Phase A and B proposals are in excess of the identified budget of £50M. ... The GCP are deliberately over-planning to ensure there are sufficient schemes available for prioritization'.</p> <p>Our question is: what guarantees will this committee give today to the people of Coldham's Lane that the Phase A works will not be isolated, and that Phase B works will include meaningful and significant restrictions for motor vehicles on Coldham's Lane in Romsey?</p>	<p>Traffic restrictions on Coldhams Lane will not be funded or delivered in Part B of this project, but will be developed further as part of Making Connections and the Road Network Hierarchy review and reported back to the Assembly and Executive Board for funding approvals.</p>
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31	Josh Grantham on behalf of CAMCYCLE	<p>Agenda Item No. 8: Better Public Transport - Cambridge Eastern Access Project</p> <p>Improvements to Newmarket Road are long overdue, particularly as it is a place where people have been seriously injured and killed while walking and cycling. There is huge potential for improvements to people's everyday journeys as well as to break down the barrier the road presents to residents in surrounding neighbourhoods.</p> <p>Camcycle strongly supports the point from the Outline Business Case (paragraph 2.6.31) that the overarching approach for the Newmarket Road scheme should be "to deliver consistent, coherent, direct, safe, comfortable and attractive pedestrian and cycling infrastructure as a minimum" and we are pleased to see plans for segregated cycleways along the length of the road and CYCLOPS junctions at Elizabeth Way and Barnwell Road roundabouts.</p> <p>However, our members have highlighted several remaining concerns with the scheme designs as set out in the Outline Business Case. For example, considering just the very western end of the scheme, we are concerned that there are still two eastbound carriageway lanes coming from Elizabeth Way junction onto Newmarket Road when all feeder approaches are single lane. Removing this unnecessary part of the design would reduce conflict and free up space for better active travel infrastructure or much-needed greenery. We also believe that the Abbey Road crossing should be retained – despite improvements to the Elizabeth Way roundabout this will remain an important north-south route,</p>	<p>The recommendation of the report is that the designs should be subject to "further development and further planned consultation". The views expressed are noted and Camcycle and Living Streets will be consulted as designs are developed further.</p>
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		<p>particularly for pedestrians. (Using Strava to provide existing active travel desire lines will miss many key routes.)</p> <p>The benefits of this scheme focus on, and depend on, cycling and walking, so we believe it is important that Camcycle and Living Streets are consulted as designs are developed further.</p> <p>Why are neither of these groups listed as key stakeholders on pages 35-6 of the Outline Business Case and can this be rectified for the next stage of the project?</p>	
18	James Littlewood on behalf of Cambridge Past, Present & Future	<p>Agenda Item No. 9: Greenways</p> <p>At the inception of Greenways there was broad political and stakeholder agreement that the design of the routes should not be a “one-size fits all” because the routes would traverse through urban, rural and village landscapes including areas that were sensitive for heritage, landscape and ecology. However, after several years of asking for examples of design in sensitive areas we still have nothing more than promises. Recent consultation documents showing proposed designs have included the use of materials and signage that are not sensitive to their location and to which Cambridge Past, Present & Future has objected.</p> <p>We want to bring to your attention that, despite national guidance on cycle infrastructure and design, and Historic England’s “Streets for All” advice, stating that specific colours are not a requirement, in 2020 Cambridgeshire County Council decided to implement a policy that red (two shades thereof) are the only colours that should be</p>	<p>The Greenways programme is carrying out landscape character assessment studies for each Greenway, which will ensure any designs are considerate of an area’s characteristics and will inform the look and feel of the Greenways. This includes landscape, lighting, street furniture, choice of materials and colour palette, for example. The greenways are therefore not constrained by the use of red only for new cycleways.</p> <p>We will continue to engage with the County Council as the Highway Authority on a route by route basis to help determine the most appropriate choice of materials to be used across individual Greenways.</p>

		used on new cycle tracks for consistency. This is opposed by Historic England and is clearly at odds with the intention of the Greenways programme and the statements set out in the report. Please can you confirm that Greenways will not be subject to the County Council policy?	
32	Josh Grantham on behalf of CAMCYCLE	<p>Agenda Item No: 9: Greater Cambridge Greenways</p> <p>Camcycle is constantly asked about Greenways progress – people living in villages surrounding Cambridge are desperate for safe, pleasant cycle routes to their everyday destinations. The GCP website states that “they will also help to make local journeys such as school and nursery runs safer and easier”.</p> <p>Given this objective, we are particularly concerned about two aspects of the scheme as set out in this report – the status of the Waterbeach Greenway and the approach to rural surfacing.</p> <p>1) The decision to postpone construction of the Waterbeach Greenway is hugely disappointing, particularly to residents of Milton and Waterbeach, and it is unclear why this has happened. Paragraph 2.10 cites changes including Mere Way proposals and the A10 footpath widening, but these routes do not meet LTN 1/20 guidance or the requirements for all types of cycling. Reasons include lack of sufficient separation, lack of lighting, compromised width (A10) and inadequate Butt Lane crossing, lack of lighting (Mere Way). The Waterbeach Greenway MUST be built to a better standard.</p>	<p>The report is not seeking to postpone construction of the Waterbeach Greenway. The strategic context surrounding the Waterbeach Greenway has changed with the Mere Way, A10 changes, Waterbeach Public Transport Corridor and relocation of Waterbeach Station all being developed further since the consultation on the Waterbeach Greenway. It is therefore right that the alignment is reviewed to ensure that these proposals tie together strategically. This will be a minimal pause with consultation proposed to take place in the early New Year and will have a minimal effect on the overall delivery date.</p> <p>Greenways are not just for cyclists but for all active travel users, as a Byway this link specifically required a surface that was usable by agricultural vehicles, equestrians, pedestrians and cyclists. Therefore this surface was brought forward to cater to those needs.</p> <p>The Outline Delivery Plan sets out the phased delivery of the Greenways. LTN 1/20 continues to be of the guiding principle adopted by GCP and our designers to ensure we realise a step change in cycling provision for the area.</p>

		<p>2) We are surprised to see the Reynolds Drove resurfacing listed as a Greenway 'quick win' when the new surface material is loose, rough, uneven, and cannot be ridden easily by all types of cycle throughout the year and in all weathers, which will deter many users. According to LTN 1/20, cycle routes should be surfaced in smooth bound materials to meet the 'comfortable' core principle (see details in Table 4-1 and section 14 of the Summary Principles).</p> <p>How is the GCP going to ensure that the Greenways, including Waterbeach, and other rural links, including Mere Way, are delivered on time and designed in line with LTN 1/20 to provide routes that do provide realistic choices for cyclists of all ages and abilities all year round, including those travelling to school and nursery?</p>	
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Greater Cambridge Partnership Joint Assembly – 8th September 2022
Appendix B – Written Submission from Councillor Lorna Dupré

Questioner	Question	Answer
County Councillor Lorna Dupré	Agenda Item No. 6: Public Transport and City Access Strategy	
	<p>1. Much of the research and consultation for these proposals was undertaken before the Covid pandemic of early 2020. How confident is the Greater Cambridge Partnership that the data and assumptions underlying the formation of these proposals then, stack up now when so much has changed?</p> <p>2. It is obvious that there are a significant number of large holes in the data on journeys into and within Cambridge which have been used in formulating this proposal. Does the Greater Cambridge Partnership have access to fuller and better data to augment its understanding of travel patterns in Cambridge in the last five years?</p>	<p>The first two questions relate to the data, research and consultation that informs the proposals. Since before the pandemic the GCP has worked with the County Council and partners to collect data relating to travel and transport trends. Data for the whole County has been used to inform the proposals. Following the pandemic, despite initially very high levels of traffic reduction, car levels have been steadily growing and are now approaching pre-covid levels. That notwithstanding, we have undertaken sensitivity tests on the forecasts for 2026 in terms of the likely number of cars that would be liable to pay the charge, including a scenario with traffic growing at a slower rate than previously forecast. However, given the planned growth across the travel to work area increases in car trips are forecast to increase without action. This is further supported by the recent census data.</p> <p>Data will continue to be collected and business case assessments undertaken to inform the proposals.</p> <p>The most recent consultation took place in autumn 2021, when all restrictions had been lifted. A further consultation is proposed.</p>
	3. <i>Choices for Better Journeys: Summary Report of Engagement Findings</i> (May 2019) states that 4,854 respondents provided a postcode for both the start location and finish location of their most	The Choices for Better Journeys data around respondents' most frequent journeys was used to inform the Systra bus network proposals published in 2020, of which the proposals outlined in the paper are a development.

	<p>frequent journey, and that of these journeys 55 per cent began outside the CB1-CB5 postcode areas and finished within it. This indicates that the Greater Cambridge Partnership holds postcode-to-postcode data on up to 2,670 frequent journeys from outside the proposed charging zone into the zone. Have those journeys been plotted against the 'future bus network concept' diagram in the papers for the 8 September 2022 Assembly meeting, and if so what were the findings about the likely cost, time and convenience of replacing those journeys with those indicated on the diagram?</p> <p>4. How does the modelling show the 50 per cent reduction in motor vehicles is achieved? Specifically how many journeys will instead be made by walking, by cycling, by regular bus service, by park and ride bus service, and how many will no longer be made?</p> <p>5. Improvement in air quality is one of the key ambitions of this proposal. To achieve this, what is the current mix of diesel, battery, hybrid and alternative fuelled buses on roads in the zone, and the expected mix when the congestion charge is introduced and in the longer term?</p> <p>6. Which other cities have introduced congestion charging zones that encompass the whole of a city, rather than just a central core?</p>	<p>This is achieved through around 60,000 more walking and cycling trips and around 20,000 extra trips by bus. The model forecasts overall higher levels of travel within the zone following introduction of the proposals, with a majority of trips being made by sustainable transport. Some car trips from outside Cambridge travel to other destinations, as well as a significant shift to public transport for journeys into Cambridge.</p> <p>Currently, there are two electric buses operating across Cambridgeshire and Peterborough, with the remainder being diesel. The two electric buses were part funded by the GCP. The GCP and the Combined Authority successfully bid for funding to deliver a further 30 electric buses which are due to arrive in late 2022. The Combined Authority has set an ambition for all buses to be zero emission by 2030. The proposals support the achievement of this aspiration by supporting the delivery of a wider electric bus fleet.</p> <p>The size of the zone is proposed will be city-wide but exclude the Park & Ride sites. Whilst there are examples of other cities which have introduced schemes on larger areas – such as Stockholm and Singapore – the proposals for the zone boundary are based on the</p>
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		<p>specific circumstances of Cambridge and the feedback from the autumn 2021 Making Connections consultation.</p> <p>Zones need to follow natural boundaries on the road network in order to be functional, so that people have a choice about whether to drive on and pay the charge, change mode, or switch to an alternative route (if travelling to/from locations outside the zone).</p> <p>Respondents to the Making Connections consultation favoured a larger zone with a lower charge. This is also supported by technical work. A smaller zone for Cambridge would need to be within the ring road. However, this does not reflect the nature of trips in Greater Cambridge (with key employment sites located across the city) nor the nature of the traffic issue, with many radial routes experiencing high levels of congestion. Not tackling these areas would have knock on impacts for bus reliability, speeds and ultimately attractiveness. Furthermore, technical work found that it would not be possible to achieve the scheme objectives around lower traffic levels with a smaller scheme, and the cost of the charge would need to be very high to fund the bus improvements. Traffic displacement was also a concern with the smaller zone.</p>
	<p>7. What provision is envisaged for rural residents who might want to considerably shorten their proposed public transport journey by driving to the start of the 'key bus corridors' where the more frequent public transport options begin and parking there (for example Cottenham and Fulbourn)?</p>	<p>The wider GCP infrastructure programme includes the expansion of Park and Ride to create 10,000 extra spaces and more direct and frequent services to rural areas. Many of these sites are located further from the city, making them easier to access for rural residents. An extensive rural bus network, Demand Responsive Transport (bookable buses), a network of mobility hubs and connections to rail stations will complement Park & Ride sites to significantly enhance journey opportunities for rural residents.</p>
	<p>8. Why does the 'future bus network concept' rely so much on public transport into the centre of the city of Cambridge, with so few options for rural</p>	<p>It is not correct that the proposed network relies on services into the centre of Cambridge. The network envisages a substantial increase in services to other key locations such as the hospitals and Biomedical</p>

	<p>residents to access the major and growing facilities on the periphery of the city without multiple interchanges?</p>	<p>Campus, the Science Park, the West Cambridge site, train stations and educational establishments such as Cambridge Regional College. The proposals include an extensive rural bus network, Demand Responsive Transport (bookable buses), a network of mobility hubs and connections to rail stations to significantly enhance journey opportunities for rural residents. The consultation is an opportunity for the public to give feedback on the bus service proposals so these can be further developed.</p>
	<p>9. Why is a doubling of frequency of the Ely to Cambridge bus service expected to be more effective than facilitating additional use of rail to travel on that route, given the latter is much faster and generally less polluting?</p>	<p>There is limited scope to increase capacity on the rail line. There are also fewer options to lower fares for rail compared to bus. Bus services are able to make stops to serve growing communities on the route, as well as to serve additional destinations in Ely and in Cambridge. Buses will be zero emission by 2030 in line with the CPCA ambition.</p>
	<p>10. What is the 'East Cambridge' interchange marked on the 'future bus network concept' between Cambridge city centre and Newmarket? Is it simply the Newmarket Road Park and Ride, or something more radical?</p>	<p>East Cambridge would be at the core of any future redevelopment of the Marshalls site – which is a matter for the emerging Local Plan. The bus network map proposed onward services to the rail station, hospital and Cambridge Biomedical Campus site as well as the city centre.</p>
	<p>11. What discussions has the Greater Cambridge Partnership held with partners about opportunities for painless reductions in congestion in Cambridge, including (but not limited to) (a) moving medical appointments from Addenbrookes out into communities, and (b) encouraging more home working where possible through provision of better broadband and changing employer attitudes to home working?</p>	<p>The question considers alternative options to reduce congestion. The examples given are both types of travel planning, which have been shown to have marginal impacts on traffic levels and people's travel choices and would not raise any revenue to support improved bus services for the travel to work area. This sort of activity can be complementary to investment in public transport, walking and cycling but cannot replace it.</p>
	<p>12. How will the Greater Cambridge Partnership convince residents that the proposed bus routes</p>	<p>Bus operations outside London are largely commercially run and, therefore, subject to changes when the operators are not able to</p>

	<p>and their frequency will be a permanent and reliable feature of the proposed new transport system, rather than being subject to the frequent changes and withdrawals which are an ongoing issue for residents particularly in rural areas?</p>	<p>achieve a financial return on specific routes, times of day or days of the week. The Government has provided very limited revenue funding for bus services and there is no long-term certainty over this.</p> <p>The Making Connection programme recognises that to achieve the scale of improvements needed to make the bus an attractive and affordable option for many more people and deliver a sustainable transport network fit for the 21st century, we need a locally controlled income stream. Through effectively taking back control of the bus network, we can both transform and ensure stability of services so that people can depend on the bus to get them to where they need to travel. Revenue from road user charging schemes is ringfenced by law for transport improvements.</p> <p>There are also links with the Combined Authority's consideration of future bus service delivery models. Given the scale of ongoing public subsidy of the bus network included in these proposals, if these are taken forward then Franchising would be the most desirable option to ensure sufficient control over the ongoing management and decision around routes, service levels and fares, though the proposals could also be delivered through Enhanced Partnerships. The CPCA is expected to make a decision on next steps on its Franchising proposals this autumn.</p>
	<p>13. What targeted programme of consultation and engagement about these proposals will the Greater Cambridge Partnership hold with residents across East Cambridgeshire?</p>	<p>Subject to the Executive Board's decision, the proposed consultation would run for approximately 10 weeks this autumn. The consultation would be widely advertised across the travel to work area – more details are set out in appendix 1 to the Joint Assembly report.</p>
	<p>14. What tools will the Greater Cambridge Partnership be using to enable people to understand their proposed new journeys in terms of cost, time, and convenience?</p>	<p>The GCP is working on a bus network tool enabling people to explore how their own journeys could be undertaken by bus in future. The consultation would also include examples of how people's journeys would change. The consultation is an opportunity for the public to give</p>

	<p>15. What potential is there for the transformation of the 'future bus network concept' into something more permanent such as a tram or light rail system? What conversations has the Greater Cambridge Partnership had with the Combined Authority or with central government about such options?</p>	<p>feedback on the bus service proposals so these can be further developed, as well as shaping any future Sustainable Travel Zone.</p> <p>GCP is already developing new infrastructure which many of the proposed services would be able to make use of, such as the Waterbeach to Cambridge and Cambridge Eastern Access schemes. The City Deal provides funding to the GCP until 2030 – delivering the infrastructure programme alongside a transformation of bus services as proposed would significantly improve journeys across the travel to work area as well as helping to meet carbon reduction targets and improve access to opportunity. Beyond that, there is scope to continue to develop the sustainable transport network and this is a matter for the Local Transport and Connectivity Plan. However, it is worth noting that previous investment by the CPCA to deliver a business case for a rapid transit system was neither affordable nor deliverable. The GCP's proposals are deliverable in the short term and yet do not preclude future development of an alternative public transport system should a business case become viable.</p>
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Joint Assembly City Access

8th September 2022

Public transport and city access strategy

The paper presents consultation findings and new technical work

The Joint Assembly are asked to consider the proposal to consult on a package of measures comprising:

- A transformed bus network, offering faster, more frequent, more reliable services with longer operating hours and new routes;
- Lower traffic levels enabling improvements to cycling and walking infrastructure and supporting public realm enhancements; and
- A Sustainable Travel Zone consisting of a road user charge designed to fund the bus and active travel improvements and reduce traffic levels to deliver these, alongside tackling pollution and emissions, and supporting improved social, health and wellbeing outcomes.

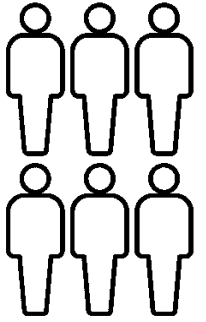


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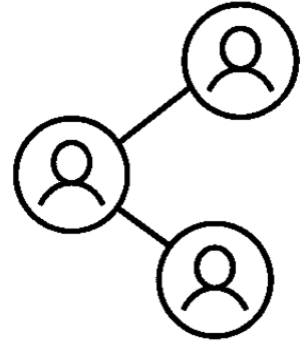
The challenge for Greater Cambridge

- Significant population growth experienced over last 20 years;
- Congestion 2nd worst in the UK after London – makes bus services slower, less reliable and more expensive to run;
- Further growth predicted with implications for how we make journeys in future – post-covid car travel recovering faster than public transport;
- Poor public transport cuts people off from opportunities, particularly those on lower incomes and/or in more rural areas;
- 121 deaths in Greater Cambridge in 2021 attributable to air pollution – traffic main source of emissions;
- 45% emissions in Cambridgeshire are from transport
- 2050 net zero legally-binding target requires at least a 15% reduction in private car mileage.

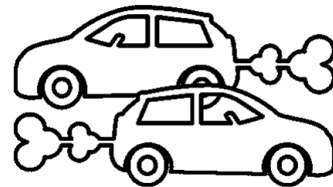
We're expecting the population to grow by 28%



We need to double the size of the bus network and triple the number of passengers

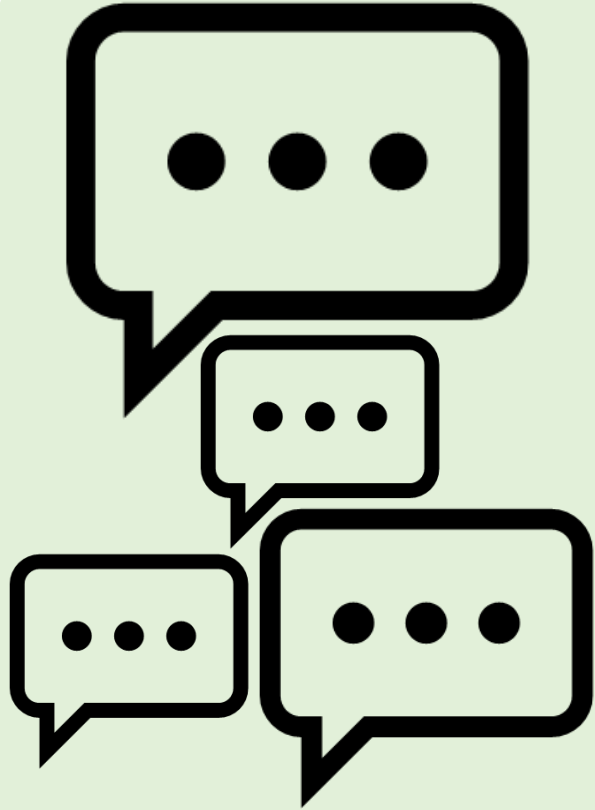


To run better public transport and reduce emissions we need to reduce traffic by 10-15% on 2011 levels – 20-25% on 2019 levels







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Five years of engagement and consultation



A series of consultations reviewed options for how to improve the city's environment:

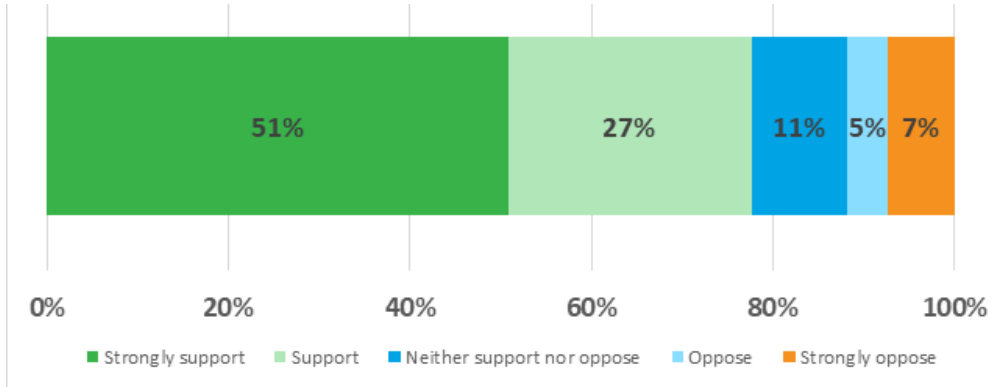
-  **2017 – Our Big Conversation**
Traffic and congestion slowing journeys said to be the biggest challenge, improvements to buses, walking and cycling identified as a potential solution
-  **2019 – Choices for Better Journeys**
Supported the principle of demand management with the city
-  **2019 – Citizens' Assembly**
Called for bold action to reduce/restrict traffic and supported principle of road charging to fund public transport improvements
-  **2021 – Making Connections**
Supported the proposals for the bus network and mechanisms to deliver improved services, including road user charging



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Making Connections 2021 – shaping the proposals

Support for bus network proposals



- 78% supported the bus network proposals
- 71% supported the overall aims of the proposals
- 68% supported the idea of reducing traffic to improve walking and cycling
- 52% supported the idea of reducing traffic to improve public spaces

A charge:

- Preference for options involving charging cars to drive in an area over options involving new or additional parking charges;
- Preference for lower charge covering a larger area (41%) over higher charge/smaller area (36%);
- Small majority in favour of peak-time charging (51%).

Using charging income:

- 27% prioritised spending new money on more frequent bus services, 19% on cheaper fares, 16% on longer operating hours and 15% on more direct services
- Introducing flat-fares (32%) or lower fares for everyone across the region (31%) were the most popular choices if money was spent on reducing fares

A transformed bus network

- **Cheaper tickets:** £1/£2 flat fare
- **Longer hours:** 5am to 1am
- **Vastly improved services:** new routes, higher frequencies, express services, additional destinations, better passenger experience.
- **Covering the whole travel to work area:** Huge expansion of rural routes plus Demand Responsive Transport
- **Alignment with CPCA bus reform**

- Double the size of the current network;
- Scale of investment not seen before – one of highest in UK.



Transformed Services

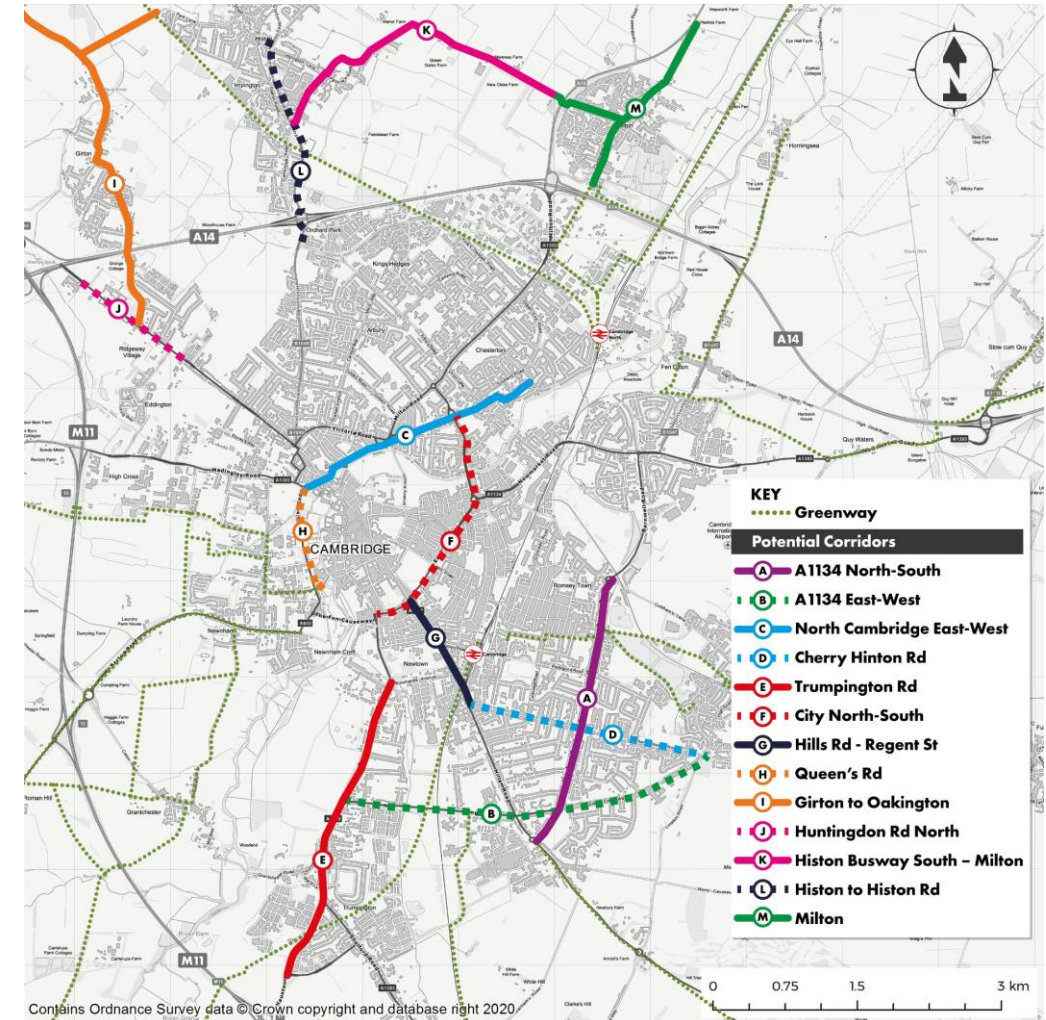
- **Faster journeys with more direct services and more express services**
- **Shorter waiting times with more frequent services**
 - up to 8/hour in Cambridge
 - up to 6/hour on key corridors from market towns
 - hourly on rural routes
- **A bus for everyone**, including expanded Demand Responsive Transport
- **Better integration with other networks** including rail, walking and cycling and car clubs
- **Better passenger experience** on the bus and at bus stops
- **Simpler, cheaper ticketing** with fare caps, integrated ticketing and tailored fares for certain groups e.g. families



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Sustainable Travel Measures

- More space for walking and cycling
- Segregated cycleways
- Quieter roads

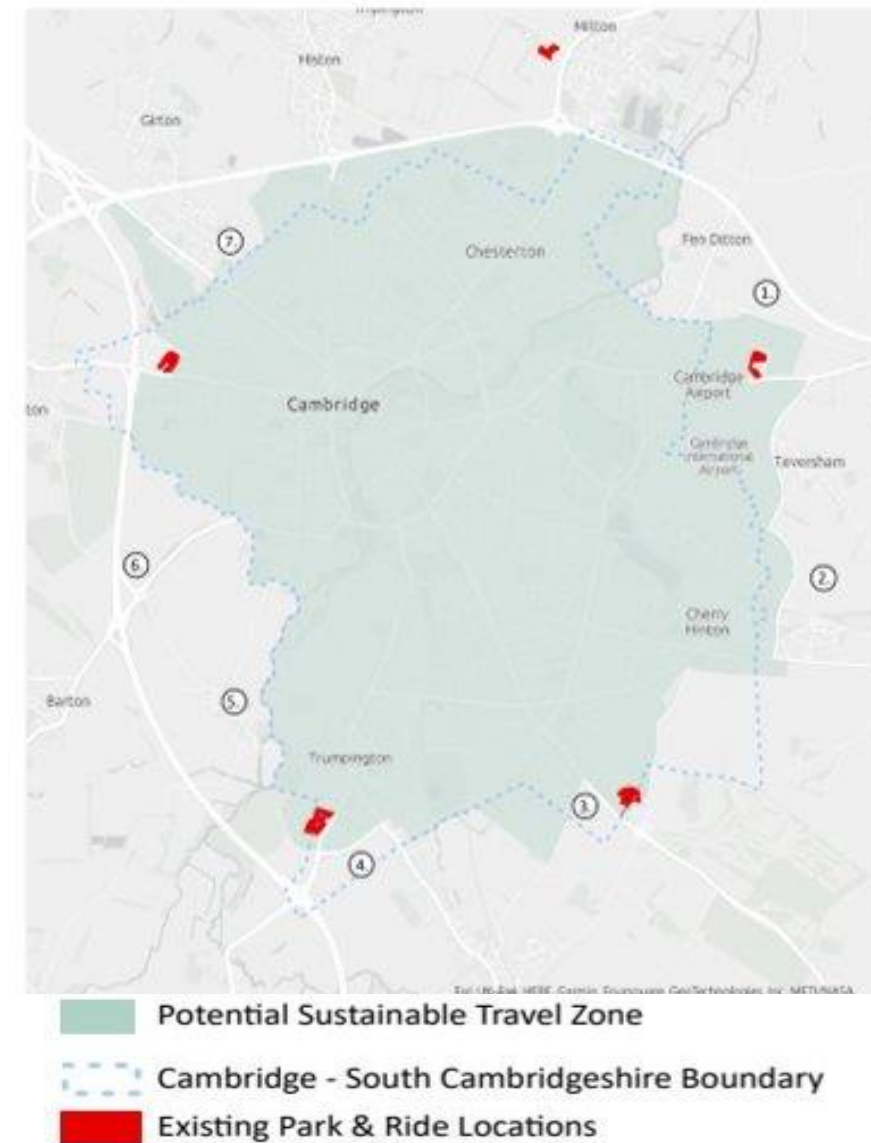


Sustainable Travel Zone

- Sustainable Travel Zone across an area, not a cordon
- 7am-7pm, weekdays
- £5 charge, city-wide
- Targeted discounts/exemptions/reimbursements

Phased implementation

- Bus improvements will be delivered first
- Proposed consultation would explore options for the Sustainable Travel Zone initially operating for shorter hours and/or targeting larger vehicles such as lorries and coaches



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Sustainable Travel Zone – charge levels

- Charge would be payable once each day for vehicles driving within the zone.

Vehicle category	Proposed charge level (per day)	
Cars	£5	
Motorbikes and mopeds	£5	
LGVs	£10	Explore a 50% discount for zero emission vehicles as part of the consultation
Vehicles with over nine seats, not including registered bus services and coaches	£10	
HGVs	£50	
Coaches	£50	
Registered bus services	100% discount, with potential to link this to the CPCA’s 2030 zero emission bus ambition	
Hackney Carriages (Taxis)	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible £5 for those not meeting this	
Private Hire Vehicles	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible £5 for those not meeting this	



Sustainable Travel Zone: discounts and exemptions

100% discount or exempt

1. Emergency and military vehicles
2. Disabled tax class vehicles
3. Breakdown services
4. NHS tax exempt
5. Dial-a-ride services
6. Certain local authority operational vehicles
7. Blue badges – nominate 2 vehicles
8. People on low incomes (25-100% discount)
9. Buses (review for petrol/diesel in 2030 in line with zero emission ambition)
10. Hackney taxis and private hire vehicles meeting Cambridge City Licensing conditions on emissions and accessibility
11. Car club vehicles (official providers)

Reimbursements

1. NHS patients clinically ill or too vulnerable for public transport
2. NHS staff using vehicle to carry certain items
3. NHS and other emergency services staff responding to an emergency when on call
4. Other essential emergency service trips made in business vehicles e.g. fire inspections
5. Social care, peripatetic health workers and CQC-registered care home workers
6. Minibuses and LGVs used by charities and not-for-profit groups

Will be worked through with providers during consultation



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The proposals: Summary

- Plans for one of the biggest ever bus network transformations seen in the UK that would deliver cheaper fares, new routes, more frequent services with longer operating hours and a huge increase in coverage for rural places across the travel to work area
- Continued improvements to cycling and walking infrastructure and supporting public space enhancements enabled by lower traffic levels
- Introducing a Sustainable Travel Zone to generate the necessary revenue to fund the bus and active travel improvements, tackle pollution and emissions, and support improved social, health and wellbeing outcomes



Benefits and Impacts



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Benefits and Impacts - £5 per day, 7am to 7pm weekdays



Reduces traffic, congestion and emissions



Funds transformation of bus network



Funds walking and cycling infrastructure



Funds wider measures to enhance mobility

Impacts on car use

- 50% reduction of car trips in the charging zone

Impacts on public transport

- 40% increase in public transport in the charging zone and the wider South Cambridgeshire area
- 30% increase in public transport use in wider travel to work area

Other impacts

- 30% increase in walking and cycling within the charging zone
- 5% reduction in greenhouse gases from reduced mileage



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Benefits and Impacts – Reliability

- A key outcome will be reliable traffic conditions all day, every weekday
- This will remove uncertainty and the need to build in extra “planned time”
- Benefit buses, car drivers, business journeys and freight
- Reliable buses will give people confidence they can depend on them



Benefits and Impacts - Assessments

Impact assessments have been undertaken on the following areas:

- Equalities
- Social and distributional
- Air quality, Noise and Carbon
- Health impacts

We have used these assessment to inform the bus and active travel package and Sustainable Travel Zone development, including the suite of discounts, exemptions and reimbursements.

Overall, these initial assessments are broadly positive or neutral in their overall assessment.

They identify a smaller number of issues to be explored further through the consultation to better understand them and seek enhancements or mitigations to remove or minimise the impacts.

Impacts will continue to be assessed throughout scheme development



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Benefits and Impacts - conclusions

This scheme is unlocking significant benefits across a range of objectives, including:

- Improving access to employment, education, services and leisure, particularly for those on low incomes or without access to a car;
- Significant reductions in carbon emissions; and
- Improved health through greater levels of active travel and better air quality;

Stable and continued funding for an affordable and attractive sustainable transport network

Further engagement to ensure potential negative impacts are thoroughly understood and assessed, and mitigations identified, including through the consultation.



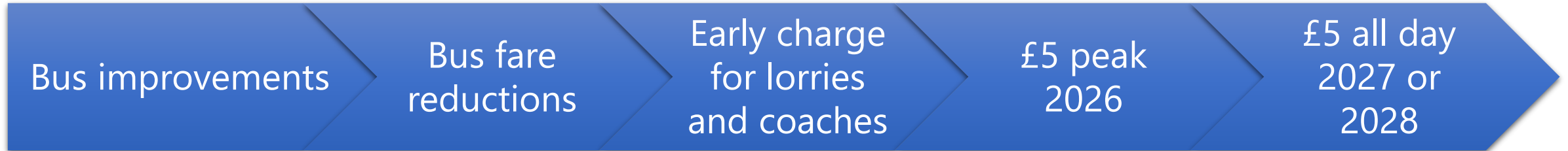
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Delivery and phasing



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Sustainable travel zone: phasing



- From mid-2023 – priority service improvements
- From 2024 – proposed £1/£2 flat fare introduced
- 2025-2027 – services continue to ramp up
- From 2025 – peak-time road user charge for larger vehicles
- From 2026 – peak-time road user charge applying to all vehicles from 7am-10am weekdays
- From 2027 or 2028 – full Sustainable Travel Zone proposals implemented – 7am-7pm weekday charge



Delivering bus measures

Improving confidence in bus services through early delivery of priority schemes and fare reductions.

Our proposal to develop and fund transforming buses is possibly more important than ever given post-covid travel patterns.

We have allowed time to gradually ramp up services and fares reductions over the first 3-4 years, before the 7am-7pm charge is introduced.



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Proposed Public Consultation

- Suggesting a major public engagement and consultation exercise to give people opportunity to comment on everything in the package;
- Opportunity to shape the bus network proposals, walking and cycling improvements and other measures;
- Consultation would be a Statutory Consultation for the Sustainable Travel Zone, with questions covering the suggested area and boundary, hours and days of operation, and proposed charge levels, discounts, exemptions and reimbursements;
- Targeting the whole travel to work area, with tailored approach to hear from seldom heard groups and those identified as potentially negatively impacted in the Equality Impact Assessment.



Next steps and timeline

