

**CITY CENTRE SHUTTLE BUS - PROPOSAL FROM CAMBRIDGE ENVIRONMENT  
AND TRANSPORT AREA JOINT COMMITTEE**

*To* **Cabinet**

*Date:* **27 November 2012**

*From:* **Executive Director : Economy, Transport & Environment**

*Electoral division(s):* **All Cambridge City**

*Forward Plan ref:* **N/a** *Key decision:* **No**

*Purpose:* **To consider a recommendation from Cambridge  
Environment and Transport Area Joint Committee (CAJC)  
to reinstate the City Centre Shuttle Bus.**

*Recommendation:* **It is recommended that Cabinet:**

- (a) considers the proposal from the CAJC to reinstate the City Centre Shuttle Bus using surplus on-street parking revenue;**
- (b) notes that the previous reasons for removing funding still apply;**
- (c) confirms that it is not appropriate to reinstate the City Centre Shuttle Bus service**

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## **1. BACKGROUND**

- 1.1 The Cambridge Environment and Transport Area Joint Committee met on 22 October 2012 and considered a report on the financial position of the on-street parking account. The report noted an estimated surplus by the end of 2012/13 of £806,885.
- 1.2 The Committee resolved to:
- “Note the position of the Cambridge on-street parking account and to recommend, given the size of the account surplus and the limited purposes it could be applied to, that the County Council use some of the surplus to reinstate the City Centre Shuttle Bus.”
- 1.3 The on-street parking account surplus provides a funding contribution towards various highway and transport-related services in Cambridge. In the past, the surplus has been used to fund various schemes including:
- a replacement / renewal programme to keep the car park information and rising bollard system assets in a viable state in the longer term;
  - contribution towards the operating cost of the Real Time Passenger Information (RTPI); Automatic Number Plate Recognition (ANPR) - maintenance, and Integrated Highways Management Centre costs;
  - area wide parking plans; and
  - physical alterations to Park and Ride site access and egress arrangements
- 1.4 The use to which any surpluses can be put are governed by legislation and policy.

## **2. MAIN ISSUES**

- 2.1 The City Centre Shuttle Bus used to operate around the centre of Cambridge every 15 minutes between around 09:00 and 17:00. There were no fares charged for this service and the annual cost to the County Council was approximately £80,000.
- 2.2 In April 2011, as part of a wider review of bus services and ongoing subsidy reductions, the City Centre Shuttle Bus was withdrawn because the majority of users could access the areas of the city centre served by the City Centre Shuttle Bus by using other means, whether that be walking, cycling, taxis, other bus services or Shopmobility. It was recognised that some users would be inconvenienced by the withdrawal of this service but with the planned reductions in bus subsidy, this service was seen as offering less benefit than other socially necessary services around the county. Its retention could therefore not be justified.
- 2.3 Whilst the use of the on-street parking fund for the reinstatement of the City Centre Shuttle Bus would be legitimate, the above issues that led to the decision to withdraw funding are unchanged since April 2011, and so the case for funding the City Centre Shuttle Bus has also not changed. It is therefore suggested that Cabinet considers the request from the CAJC but should conclude that the City Centre Shuttle Bus should not be reinstated with funding from the off street parking account.

### **3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

#### **3.1 Developing the local economy for the benefit of all**

The on street parking account funds a range of schemes which will provide improved access, allowing people to access employment and services that they need. It is important that in making any decisions on its use, funding is allocated to areas that will give greatest benefit.

#### **3.2 Helping people live healthy and independent lives**

There are no significant implications for this priority.

#### **3.3 Supporting and protecting vulnerable people**

It has been argued that the City Centre Shuttle Bus is critical for many users of the city centre to allow access. As noted in this report, however, there are other means of getting around meaning that potential users do have alternatives.

#### **3.4 Ways of Working**

The following bullet points set out implications identified by officers for:

- Developing our leadership role: There are no significant implications for this Way of Working.
- Working at the local level: Members through the CAJC have indicated their preference for the reinstatement of the City Centre Shuttle Bus, hence the need for this report.
- Investing in growth: Investment in the schemes will provide access to employment and services, therefore contributing to economic growth and benefiting the community.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource and Performance Implications**

There are no significant implications for any of the prompt questions within this category.

#### **4.2 Statutory, Risk and Legal Implications**

There are no significant implications for any of the prompt questions within this category.

#### **4.3 Equality and Diversity Implications**

The City Centre Shuttle Bus would provide access for disabled people, but alternatives exist.

#### **4.4 Engagement and Consultation Implications**

There has been engagement with Members and the Cambridge Environment and Transport Area Joint Committee, who have put forward the recommendation set out at paragraph 1.2 above.

#### **4.5 Public Health Implications**

There are no significant implications for any of the prompt questions within this category.

Source Documents	Location
<b>Cambridge Environment &amp; Transport Area Joint Committee papers</b>	Democratic Services Room 114, 1 <sup>st</sup> Floor Shire Hall Cambridge