

### **Assembly recommendations on City Access Strategy**

The GCP Joint Assembly welcomes the amassing of evidence to support the development of the City Access project, including data from the successive exercises in public engagement culminating in the Citizens Assembly.

It re-affirms its commitment to an integrated strategy to reduce congestion together with transport-related air pollution and carbon emissions.

To deliver this, it recommends that the Board makes progress on the project by developing detailed options for a package of phased interventions, together with a timeline to be considered at its meeting in June, in order to realise:

- A major improvement in the bus network and services on it, as illustrated by Systra (ref.6.9–6.18), including options for fairer fare structures and low-cost journeys;
- Measures to accelerate the cleaning and greening of bus and commercial delivery fleets;
- An income stream arising from a scheme of demand management, which both funds the major bus improvements and reduces other traffic by 10-15% from its 2011 level, enabling buses to operate efficiently (ref.7.17-7.33)
- The vision of “Making Space for People” (ref.7.3-7.4), utilising the opportunity created by the above to re-allocate highway space for public realm that is safer, healthier and more conducive to walking and cycling, including properly assessed road changes in central Cambridge in line with the Citizens Assembly recommendations.

The Assembly recommends the Board to carry this out with reference to the attached principles adopted by the GCP in June 2019 and to accompany the options with a full equalities impact assessment.

The Assembly considers that the resulting package must achieve its impact within the timeframe for planned growth, whilst also recognising it has the potential to support a wider CAM metro network on a later timescale.

The Assembly notes the progress already underway on supportive interventions (ref. 10.3) and it recommends the Board to consider further short-term measures (ref.10.4) to the degree that they are consistent with an agreed approach to longer term strategy or are independently sustainable.

## City Access Principles – Adopted by the GCP Board June 2019

	Overarching principles Proposals should...		Implementation principles Proposals should...
<b>1</b>	Tackle both congestion and air pollution now and in the future, with benefits sustained over the long term, and supporting a reduction in carbon emissions locally	A	Tackle congestion and air quality at the busiest times in particular
		B	Open up opportunities to significantly transform the public realm to prioritise walking and cycling
		C	Clearly articulate the long term objectives of any scheme, to enable people to make consistent choices over time
		D	Include provision for monitoring in order to secure and sustain benefits to traffic levels and air quality
<b>2</b>	Encourage behaviour change to reduce car journeys and emissions, in particular for people to make more journeys using public transport, cycling and walking	E	Create an integrated, easy to use network offering significantly more people travelling in Greater Cambridge regularly for work and education an attractive and affordable choice to travel by public transport
		F	Offer more direct public transport services between key sites, avoiding the need to change or travel through the city centre where possible
		G	Be comprehensive: offering extended hours and appropriate coverage across the travel to work area
		H	Provide services for those commuting out of hours
		I	Consider how to ensure it is cheaper to take public transport into Cambridge than to drive and park
		J	Support wider modal shift to sustainable transport modes beyond commuter journeys
<b>3</b>	Significantly improve access for people travelling into and around Greater Cambridge for regular journeys, supporting the economy and creating better journeys for our communities	K	Enhance the environment and improve the sustainability of Greater Cambridge as the area continues to grow, supporting the shift towards zero carbon
		L	Bring forward public transport improvements before any demand management scheme becomes operational
<b>4</b>	Be fair and equitable to both those travelling to Greater Cambridge from further away, as well as to those residing within the City and South Cambridgeshire	M	Offer people flexibility in how they make their journey
		N	Ensure money raised through any demand management scheme is ringfenced for improving transport in Greater Cambridge and across the wider area, and that spending decisions and allocations of this money are clear and transparent, consistent with 1-3 above