

GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD – 27th JUNE 2019

AMENDMENTS TO BE PROPOSED BY COUNCILLOR IAN BATES AND SUPPORTING BACKGROUND INFORMATION

AMENDMENT 1

Item 8: City Access and Public Transport Improvements

2. Recommendations

2.1. The Executive Board is recommended to:

- (a) Note the findings of the recent public engagement and the support for the GCP's vision to improve transport and tackle congestion across the Greater Cambridge area.
- (b) Agree that air quality and climate change are key considerations in the development of the final strategy, alongside tackling congestion.
- (c) Agree to develop a package of ~~public transport and demand management~~ measures to deliver the GCP's vision for public consultation.
- (d) Agree the key principles upon which the transport ~~and demand management~~ package will be based, as outlined in the report and note that fiscal demand management will only be considered after all other reasonable measures have been introduced.
- (e) To note the successful bid for funding through the Government's Innovation in Democracy programme to deliver a Citizens' Assembly looking at City Access, which would meet in the early Autumn to consider all elements of the transport package equally, before making recommendations to the Executive Board in December.

AMENDMENT 2

Item 12: Quarterly Progress Report

2. Recommendations

2.1. The Executive Board is recommended:

- (a) To note the progress across the GCP programme.
- (b) To note the update on Traffic Flow and Air Quality Monitoring during the Mill Road bridge closure, as set out in section 13.
- (c) To approve a financial contribution towards the cost of the CAM outline business case with the GCP contribution being limited to 10% of the total cost, up to a maximum of ~~£300k~~ **£500k** and subject to securing agreement on a Memorandum of Understanding between the Combined Authority and GCP, as set out in section 17.
- (d) To approve an investment of £25k to support the first phase of Project Spring, as set out in section 20.

AMENDMENT 1: SUPPORTING INFORMATION ON CITY ACCESS MEASURES

Below is a list of measures currently available to GCP/CCC/CA that are either in progress or could be considered before a fiscal demand management scheme such as congestion charging becomes necessary. These also need to be seen in the context of the rapidly changing nature of work, with an increasing trend towards flexible working and working at home, both enabled by improved digital connectivity, and the fact that the majority of new jobs will be created outside of the City and so journeys into Cambridge will relatively, become less important.

CCC is not opposed per se, to some form of fiscal demand management but feels that given the negative impact it will have on citizens over a wider area than just Greater Cambridge, a full range of other measures should be implemented before it is considered. These are listed below. If CCC remained the Transport Authority for the Greater Cambridge area, these are the measures that we would be considering alongside an exercise to generate other, non-charging ideas.

Measure	Action to date	Statutory responsibility
Traffic signal optimisation / smart traffic signals	A programme of maintenance and renewal of existing traffic signals to ease traffic flow. Could provide 'green waves' for cars and buses to move through multiple signals, reduce lost time and Work could enable bus priority at all signalled controlled junctions on key bus routes and to provide more crossing time for pedestrians and cyclists	<ul style="list-style-type: none"> • Cambridgeshire County Council
Travel planning	Working with employers, individuals and schools to encourage different travel behaviours	<ul style="list-style-type: none"> • GCP • Cambridgeshire County Council • Travel for Cambridgeshire
Peak spreading	Working alongside Travel Planning activity to for example, influence the times that schools start/finish, to even out traffic flow during peak periods and transfer some of this to the less busy periods	<ul style="list-style-type: none"> •
Park and Ride	Provision of additional sites and spaces to increase usage. Could also involve subsidising services	<ul style="list-style-type: none"> • GCP • Cambridgeshire County Council
Surface elements of CAM Metro	Significant segregated improvements to public transport provision on key radial approaches to Cambridge. The first scheme will be Cambourne to Cambridge followed by the south east route	<ul style="list-style-type: none"> • GCP • Cambridgeshire and Peterborough Combined Authority
Public transport services and pricing	Additional and extended services could be offered across a wide area to increase the scope of public transport and with early and late services, open up use to a wider range of people	<ul style="list-style-type: none"> • GCP • Cambridgeshire and Peterborough Combined Authority • Cambridgeshire County Council
On-street parking controls and charging	Increasing the amount of Residents Parking Zones and removal of on street parking/or time restrictions to on street parking to reduce commuting by car	<ul style="list-style-type: none"> • Cambridgeshire County Council.
Off-street public parking pricing	Reducing off street parking or reviewing the pricing structure to discourage commuting by car	<ul style="list-style-type: none"> • Cambridge City Council

Measure	Action to date	Statutory responsibility
strategy and capacity		
Road space reallocation – Cambridge core scheme	Extend the existing closure points in the Core Scheme selectively, to manage traffic flow	<ul style="list-style-type: none"> • Greater Cambridge Partnership • Cambridgeshire County Council
Road space reallocation in the wider city	Wider reallocation of road space through for example, bus and cycle lanes to discourage commuting by car	<ul style="list-style-type: none"> • Greater Cambridge Partnership • Cambridgeshire County Council
CAM Metro	This will transform transport in Cambridge City and give public transport a significant and unconstrained advantage over the private car	<ul style="list-style-type: none"> • CA

The following measures only to be introduced when the measures above are all in place

Clean Air Zone (CAZ) Pollution Charge	Removal of the most polluting vehicles (private, commercial and public transport) to improve air quality and reduce commuting by car	<ul style="list-style-type: none"> • An access restricted zone based on vehicle standards could be introduced by Cambridgeshire County Council using a Traffic Regulation Order (TRO) • An environmental charging scheme using road user charging powers (see below) • Bus franchising powers – Cambridgeshire and Peterborough Combined Authority • Taxi licensing powers – Cambridge City Council and South Cambridgeshire District Council
Workplace Parking Levy	Charging for workplace parking to reduce the destination for many commuting car journeys	<ul style="list-style-type: none"> • Local authorities have the powers from Part III of the Transport Act 2000 to introduce Workplace Parking Levies. • The <i>Workplace Parking Levy (England) Regulations 2009</i> (SI 2009/2085) came into force on 1 October 2009. • Secretary of State approval is also required. • A scheme must facilitate the policies set out in the Local Transport Plan.

Measure	Action to date	Statutory responsibility
Road pricing / Congestion Charging	Could be an area or cordon based charge to discourage travel by car	<ul style="list-style-type: none">Local authorities have the power in the Transport Act 2000 to introduce road user based charging schemes.

AMENDMENT 2: SUPPORTING INFORMATION ON CAMBRIDGESHIRE AUTONOMOUS METRO

Cambridgeshire Autonomous Metro Development Advisory Board

Background Information

- GCP is a key partner, closely involved in the OBC process; the CAM metro can only work as a full partnership: so the level of contribution should reflect the closeness of that relationship
- The level of contribution should signal to wider audiences how committed the GCP is
- The more funding that is available, the better and stronger the OBC can be, and the more weight it will have with government
- The OBC is likely to cost in the range £2.5-3 million – is GCP really only a 10% stakeholder?

Terms of Reference

Introduction

The Cambridgeshire Autonomous Metro (CAM) Development Advisory Board is established to champion the proposed metro network for Cambridge and the surrounding region, and to provide advice to the statutory authorities leading the development of the metro on the needs of business, employees, and the wider community.

The scope of the proposed CAM is set out in the Strategic Outline Business Case (SOBC) which was adopted by the Cambridgeshire and Peterborough Combined Authority Board on 27th March 2019. The Combined Authority is developing and Outline Business Case and aims to complete that during 2020.

Role of the CAM Development Advisory Board

The role of the Advisory Board is to proactively advise the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership (GCP) on development of the CAM

The Board is constituted at the invitation of the Mayor of Cambridgeshire and Peterborough, and will provide its advice initially to the Combined Authority and Greater Cambridge Partnership which are statutory authorities promoting the CAM project. Its advice will be without prejudice to their statutory roles and decision-making. Its advice may be provided both at its meetings and also in written form.

The Greater Cambridge Partnership was established under the Growth Deal of 2014 between Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and HM Government. Its accountable body is Cambridgeshire County Council and it exercises statutory functions delegated by the County Council.

The Combined Authority and Greater Cambridge Partnership are working in partnership to promote the CAM metro project described in the SOBC document.

The Advisory Board is not empowered to make decisions that would constrain the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership (GCP), or the separate CAM promoter body set up to take CAM forward on behalf of the Combined Authority and GCP. It is not intended that the Board should hold or control any monies but it would have access to technical resources available to the Combined Authority and GCP.