

7 February 2018

To: Members of the Greater Cambridge City Deal Executive Board:

Councillor Lewis Herbert	Cambridge City Council (Chairman)
Councillor Francis Burkitt	South Cambridgeshire District Council (Vice-Chairman)
Phil Allmendinger	University of Cambridge
Councillor Ian Bates	Cambridgeshire County Council
Mark Reeve	Greater Cambridge Greater Peterborough Enterprise Partnership

Dear Sir / Madam

Please find attached a list of public questions for the next meeting of **GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD**, which will be held **COUNCIL CHAMBER - SOUTH CAMBS HALL** on **THURSDAY, 8 FEBRUARY 2018** at **4.00 p.m.**

Requests for a large print agenda must be received at least 48 hours before the meeting.

AGENDA

5. Questions from Members of the Public

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Agenda Item 5

Questions for the Greater Cambridge Partnership Executive Board, Thurs 8th February 2018

Agenda Item 7: Question from Roger Tomlinson

Context: The Mayor of the Combined Authority has confirmed to the Cambridge News that his office leaked the Steer Davies Gleave report in December, and quotes were obtained from County transport officers and some Executive Board members to accompany press reports; and the chairman has written pieces extolling the potential of the schemes to parish community newsletters. However, the consultation on Cambourne to Cambridge Better Bus Journeys: Phase One was still running, and the Mayor confirms he intended effectively to disrupt this process by advising the public that there were more options; we can confirm that some residents did find the new proposals very confusing.

However, no route has yet been decided upon by the Executive Board formally, though it looks increasingly, as officers have repeatedly suggested, that the decision is pre-determined. Now Chris Tunstall, GCP Interim Transport Director, in his report to you points out that the Cambridge Area Metro scheme is predicated on an off-road guided busway, and indeed the comparison of costs for metro options assumes for the preferred bus option that the busway will be built and paid for outside the preferred bus scheme. He reports that legal discussions are under way on how to progress this, with the potential to assist early delivery. The relevant two paragraphs are 3.18 and 3.19.

Question: What exactly are the Transport Officers trying to achieve by these legal discussions and how does this impact on the Executive Board decision-taking timetable and process for Cambourne to Cambridge Better Bus Journeys: Phase One?

Agenda Item 9: Question from Maureen Mace

The widening of the A10 is by its nature a road orientated approach. At the present time 60% of people working at the Science Park arrive by car and the new widened road will encourage more. How will parking be restricted at the Science Park and in the North of Cambridge and how will you get the modal shift onto other forms of transport especially to the train as the relocated station will not be near the A10 and is situated to the north east of Waterbeach?

Agenda Item 10: Question from James Littlewood, CEO of Cambridge Past, Present & Future

One of the more encouraging findings of the Big Conversation is the apparent willingness of commuters to ditch their cars in favour of public transport, provided a high quality public transport service was made available. The report sets out the improvements in public transport that would be needed – more bus routes, reliability to timetable, cheaper fares, frequency of service, free parking at P&R etc.

We know what needs to be done to encourage modal shift – but herein lies the problem for all these measures will greatly increase operating costs. So where is this additional operating revenue going to come from? If substantial long-term funding to subsidise an improved public transport system cannot be secured, then all these ideas will just remain dreams.

The only realistic source for sustainable long-term funding is for drivers to pay if they chose to drive rather than use an upgraded high quality public transport system. In

the light of the Big Conversation, is it not now time that the GCP Board faced up to realism and commissioned the research to devise a fair, equitable, and non-discriminatory charging system, possibly in combination with a pollution charge to improve air quality, which could then be the subject of a public consultation? And for those who still believe that charging would be unfair, divisive and unpopular, it is interesting to note that some form of road charging system scored the highest of the demand management measures proposed in the survey.

Without a secure long-term source of revenue, the ideas for modal shift expressed by the public will just remain wishful thinking. The inertia of the GCP will then condemn Cambridge to worse and worse gridlock.