Current consultation from Greater Cambridge Partnership

MAKING CONNECTIONS A City Access Public Consultation HAVE YOUR SAY ON GREENER TRAVEL IN GREATER CAMBRIDGE

To have your say visit **www.greatercambridge.org.uk/making-connections-2021** or request a hard copy by phoning **01223 699906**

Please submit your comments by **midday on Monday 20 December 2021**

We will use your comments to draw up detailed proposals that we will consult on in summer 2022.

The consultation is relatively high level with few details of actual schemes- it is seeking views on ideas / approaches.

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Overall, it is predicated on reducing congestion and pollution through enhanced public transport and cycling/ walking -and by definition reducing car use in and around the city.

Funding is partly envisaged through increase city parking charges- workplace parking in levy on business per parking space, charges for vehicles driving in the city.

NB the strategy is supported by the mayor's office and as such should be coordinated with Combine Authority projects.

key proposals-

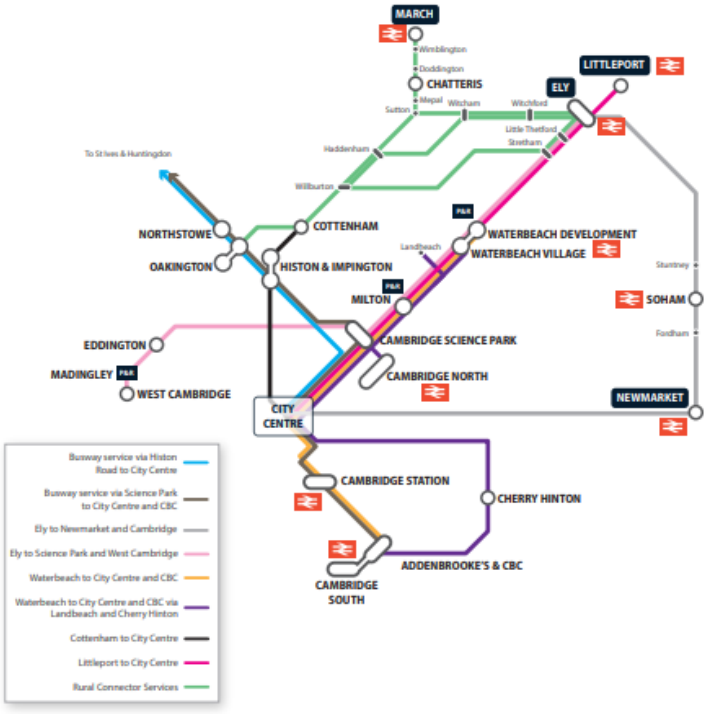
+ enhanced bus network

Services through Waterbeach every 15 minutes 7am to 7 pm with services from 5am to midnight.

WATERBEACH, ELY AND COTTENHAM CORRIDOR

Improvements in this corridor would include:

- Services operating between 5am and midnight
- Between 7am and 7pm, a high frequency service would operate including:
  - A bus every 15 minutes from Waterbeach to Cambridge, with services increasing as the new town is developed
  - A bus every 10 minutes from Cottenham to Cambridge, including an hourly express
  - A bus every 15 minutes from Ely to Cambridge
- As well as services to the City Centre and Science Park, some of the new services would run onwards to CBC or directly to West Cambridge, providing a fast and direct link;
- Hourly rural services would include:
  - Oakington Busway to March via Cottenham and Chatteris
  - 'Ely Zipper' loop
  - Chatteris to Ely
- Lower fares
- Small villages will have opportunities to 'plug into' this network, whether that be through a regular connecting bus service, a demand responsive bus service, or access to a travel hub.



+ Better cycling routes to the city.

+ Better cycling and pedestrian routes in city within space freed up.

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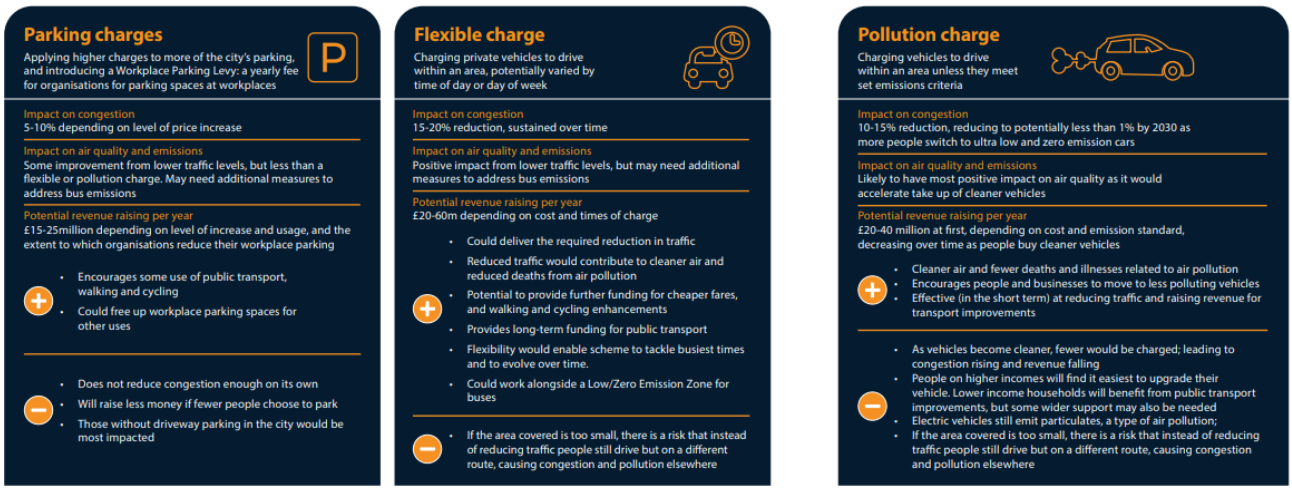
Funding mechanisms

We are seeking your views on these options – find out more below:



Increased parking charges- in city – although no details of where this may occur – or indeed the boundary of the city / areas within the city where increased parking charges will apply is set out in the consultation.

Removal of parking spaces from within the city- space given over to environmental improvements + sustainable transport (cycling and walking).

Congestion charge to drive within areas of the city no specific details of the boundary of the charging zone are included- the table below outlines 2 options- essentially just the city centre or a boundary around the city just inside the park and ride sites.

DESIGNING A POTENTIAL CHARGING ZONE

If a charge was introduced, there are different ways that it could be designed to raise revenue and create space for public transport.

Impact of a charge

A key part of designing a road user charge will be ensuring we have considered how it will impact on different people. The impact on some people will be more pronounced than on others, and we will need to consider how measures can help to mitigate that. Other places have considered specific support for some groups to help them adapt to a charge. This has included things like discounted public transport fares, support to move to using cleaner vehicles, as well as phasing in charges for some groups.

Hours of operation

A charging scheme could operate only at peak times to tackle the busiest parts of the day. Alternatively, the charge could operate all day. A charge at peak times would give the option of driving in at a different time of day, but the impact on air pollution and carbon emissions would be lower. If the charge was all day it would affect more journeys but would have a bigger impact on congestion and pollution.

Area covered by a charging zone

A charging scheme could cover different areas. It could cover just the city centre, where only journeys within or through the centre of the city would be charged. If so, it would need to be a higher cost – around £10-15 per day – to create enough space and revenue for public transport. It is likely some traffic would be displaced to other roads. Air quality in the city centre would improve but could worsen elsewhere.

Alternatively, the charging zone could cover a wider area (for example, within the ring of the five current city P&R sites), where a greater number of journeys within Cambridge would be charged. However, this could be a lower cost – around £5 per day. It is likely that fewer journeys would be displaced as more people would switch to public or active transport, and there would be wider air quality benefits.

Physical measures to reallocate road space can include:

- **Bus lanes, cycle lanes and wider footways;**
- **Removing parking spaces;**
- **Modal filters and bus gates, that only allow people walking and cycling and buses to pass through, but prevent through movements by private cars, meaning they need to take an alternative route.**
- **More pedestrianisation of city centre streets where vehicle access is restricted by time of day.**

These measures can have benefits such as improving bus reliability, reducing overall traffic levels and creating better walking and cycling routes. However, they do not raise money and so could not be used to fund the improvements we are proposing. They also have a greater potential to displace congestion unless they are combined with other measures to lower traffic levels.

Physical measures would be complementary to a charging scheme, with lower traffic levels opening up opportunities to take a bolder approach and create better spaces for people. The GCP is working with the County Council on a revised Road Hierarchy which would guide the future delivery of physical measures. This will be consulted on separately in 2022.

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Also, addition emission charging for vehicles that don't meet emissions criteria (i.e. older or possibly non electric cars).

Summary

Overall, the consultation sets out a coordinated and consistent approach to reducing car use and shifting travel too and around the city by more sustainable means- however the implications on current travel practices both to and within the city of Cambridge are very significant.

In relation to Waterbeach and the new town- there is a clear intention to enhance rail services and bus services and cycle links to Cambridge.