



Committee	Planning and Transport
Month	November 2021
Report Title	Greater Cambridge Partnership Public Transport Consultation
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Summary

Greater Cambridge Partnership are running a consultation asking for thoughts and comments on their proposals for transforming public transport, cycling and walking and reducing pollution and congestion.

They are proposing:

- A new bus network, offering more frequent services, with longer operating hours, more rural connections, and new routes into our growing employment sites.
- Creating space for improvements to walking and cycling and our public spaces
- Options for raising money to pay for improvements to the transport network.

Further information can be found on their website and brochure, found [here](#).

Committee are urged to make their own individual responses as some questions are individual specific – the consultation closes 20 December.

However, the following questions can be responded to on behalf of SWTC, therefore committee are asked to make comment on these.



Sustainable transport improvements

Why do we need to change?

Our area is facing many pressures over the coming years:

- Continued growth of traffic and congestion, as more people live in and travel to our area for work;
- Limited choices for people to travel by public transport;
- Poor air quality with 106 deaths each year in Greater Cambridge attributable to air pollution;
- High levels of carbon emissions due to high levels of car use, contributing to climate change;
- A city environment dominated by the car, which discourages some people from walking and cycling and makes our public spaces less attractive;
- Difficulty accessing work, education, health services, green spaces and leisure for those who rely on public transport.

To tackle these issues, the Making Connections package would make taking public transport, cycling and walking the obvious choice for most people. Transforming our public transport network, investing in cycling and walking routes and helping people to make fewer journeys by car has many benefits. The proposals set out in this consultation aim to:

- Help more people access work, education, health services, green spaces and leisure;
- Improve air quality in the city and reduce poor health and deaths attributable to air pollution;
- Reduce carbon emissions from transport as part of meeting local net zero commitments;
- Free up road space for better walking and cycling infrastructure;
- Reduce the time car drivers and bus passengers spend stuck in traffic;
- Improve public health by increasing walking and cycling and improving air quality;
- Create space for people to enjoy our city;
- Make Greater Cambridge a more pleasant place to live, work, travel or just be.

4. To what extent are you supportive or unsupportive of the aims for the Making Connections package?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Comments:

These aims match the SWTC aims and priorities which says “*Take further positive measures towards implementing the Town Council’s goal of being carbon neutral by 2030*” and the Saffron Walden Neighbourhood Plan explains that meaningful contributions should be made toward public transport. (Policy SW22).



Sustainable transport improvements

Public transport improvements

A key part of the Making Connections proposals is a transformed bus network, offering more frequent services, with longer operating hours, more rural connections, and new routes to our growing employment sites. This would mean:

- Most market towns and larger villages having 6 bus services to Cambridge every hour, some of which would be express services cutting up to 30 minutes off journey times;
- Rural villages moving from irregular, limited services to an hourly bus service running during the day and into the evening. This would include new connections to rail stations and travel hubs to open up onward journeys;
- In the city, there would be more direct services to employment areas and services would operate on at least a 10-minute frequency. More direct services would take less circuitous routes alongside more local services;
- Faster journey times to bring more people within easy reach of workplaces, schools, hospitals and leisure facilities;
- New zero-emission bus services to cut air pollution and carbon emissions;
- Lower fares would make bus travel more affordable.

6. To what extent are you supportive or unsupportive of the proposals for an expanded future bus network to improve services across the Greater Cambridge area?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Later on in this survey you'll have the chance to comment on bus service proposals for your area.

An expanded bus network would not only help Saffron Walden residents travel into to Cambridge and neighbouring rural market towns. It would also open Saffron Walden for potential visitors. Paragraph 6.6.4 of the SWNP says that *“measures to encourage visitors to visit Saffron Walden town centre will be supported.”*



10. If traffic levels were lower, there would be more opportunities to provide leisure space for people in areas that are currently traffic dominated (for example at Mitcham's Corner, in the Hills Road/Regent Street area, on East Road).

To what extent are you supportive or unsupportive of this?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Increasing leisure space matches the SWTC mission statement *"To improve the physical environment and to raise the standards of recreational facilities"*.



11. If traffic levels were lower, there would be more opportunities to create better routes for people walking and cycling.

To what extent are you supportive or unsupportive of this?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

The SWNP focuses on promoting greener and sustainable travel with appendix three detailing a Wishlist of cycling and pedestrian infrastructure.



Sustainable transport improvements

Delivering improvements – creating space and raising money to reinvest in sustainable transport

A network like this could cost up to £40m each year. Lower traffic levels would be needed to run regular, reliable and fast bus services as well as create space for better cycling and walking routes. There are two main ways to free up road space and raise money to invest in better bus services and more cycling and walking infrastructure – a road charging zone, or additional parking charges.

- A road charging zone would charge vehicles for driving within a set area. There are two main forms of road charging that would lower traffic levels, reduce pollution and raise money to invest in transport improvements – a pollution charge and a flexible charge.
- Additional parking charges could include applying higher charges to existing car parking and introducing a Workplace Parking Levy (WPL). A WPL is a yearly fee charged to organisations per parking space at their premises. Organisations can choose whether to pass on the cost of the charge to employees, reduce/remove their parking spaces or absorb the cost themselves.

These charges could also be used in combination with each other. Find out more about these types of charge below.

Any money raised through charges would be ringfenced for investment in sustainable transport improvements.

Sustainable transport improvements

Designing a potential charge

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

Operating hours

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, 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.

12. If a charge was introduced, what hours should it operate?

- All the time (i.e. 24 hours per day)
- All day (i.e. 7am-7pm)
- Peak time only (i.e. 7-10am and 4-7pm)
- All the time, but with a lower charge at off-peak times and a higher charge at peak times



Area covered by the 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 in to 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.

13. If a charge was introduced, would you prefer a higher charge covering a smaller area of the city, or a lower charge covering a larger part of the city?

- Higher charge covering a smaller area of the city
- Lower charge covering a larger part of the city
- Don't know

Any charges would go toward sustainable transport improvements which is a benefit and charges may encourage people to walk/use public transport.

On the other hand, however, extra charges might detract people from visiting the areas.



16. Which area or areas of proposals would you like to view and comment on?

You can choose more than one area to comment on.



- Haverhill corridor
- Cambourne corridor
- Waterbeach, Cottenham and Ely corridor
- Fulbourn, Newmarket and Mildenhall corridor
- Royston and Saffron Walden corridor
- Northstowe and St Ives corridor
- Cambridge City
- None



20. Express services have fewer stops and shorter journey times.

To what extent do you support or oppose the introduction of more express services from larger villages and towns on the Royston and Saffron Walden corridor into Cambridge?

- Strongly support
- Support
- Neither support or oppose
- Oppose
- Strongly oppose

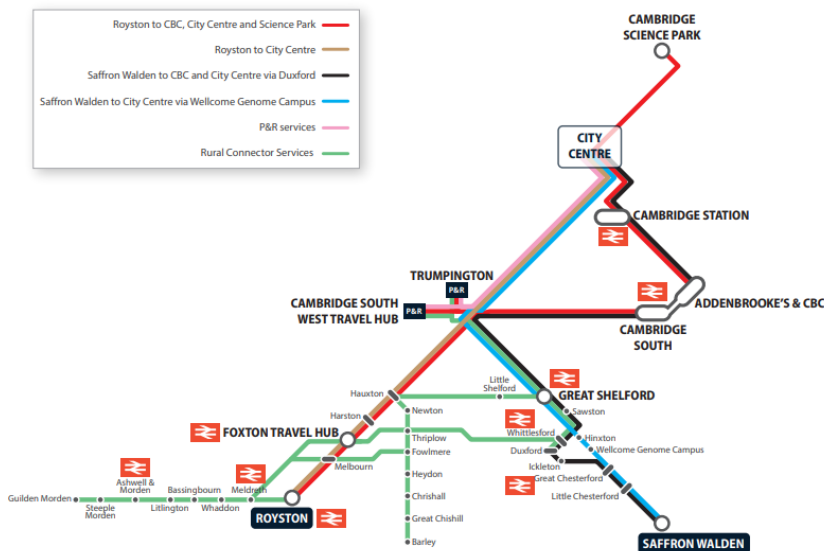
According to the 2011 Census, 76% of residents in Uttlesford commute to work by car and According to the 2015 UDC Strategic Environmental Assessment, almost half of all residents in Uttlesford travel to work outside the district, and just under half of all jobs in the area are taken by people living elsewhere. Therefore, links to and from Cambridge are a must to promote sustainable travel.



ROYSTON AND SAFFRON WALDEN 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 10 minutes from Royston to Cambridge via the Biomedical Campus
 - A bus every 10 minutes from Saffron Walden to Cambridge via the Biomedical Campus
 - A mix of express and stopping services on both routes cutting journey times – Saffron Walden to Cambridge would be 40 minutes quicker
- Some of the new services would run onwards to the Science Park or change at the Biomedical Campus for West Cambridge;
- Hourly rural services would include:
 - Barley to Hauxton and Great Shelford
 - Guilden Morden to Royston
 - Duxford to Trumpington P&R
 - Foxton and Melbourn to Sawston
- 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.



22. Are there any other connections you would want to see in the Royston and Saffron Walden corridor area?

Please add your comment here...

The map and brochure does not include or mention Little Walden, paragraph 10.3.2 of the SWNP notes that the provision of buses must include the hamlet of Little Walden as well as Saffron Walden town.



Other comments

24. Do you have any other comments about our proposals for improving public transport, walking and cycling or the potential road or parking charges?

Please add your comment here...

Improving public transport links would be a huge benefit because it would reduce emissions - which is one of SWTC objectives.

The current bus provisions can be very unreliable and the timings are limited, therefore changes are a must. Paragraph 10.3.2 of the SWNP explains that a recurring theme during public consultations included complaints over the timetabling of the bus services in and around Saffron Walden.

There may be concerns regarding any additional charges as some may not be able to afford extra costs.

Closing Summary

Committee's comments will be submitted toward the consultation. A reminder that these are not all of the questions within the questionnaire as some are individual specific, therefore members are urged to comment on their own behalf too.