

Greater Cambridgeshire Partnership A New Road Classification for Cambridge Consultation Response from East Cambridgeshire District Council

East Cambridgeshire District Council supports the Greater Cambridge Partnership's (GCP) proposals to improve public transport and associated active travel routes into Cambridge. We are aware of the positive environmental impacts and improvements to air quality these will have and the benefits to those who use public and active travel modes.

However, the Council reserves its support for the new road classification project until the implications of these proposals and other GCP schemes are properly investigated and understood.

It is vital that improvements to active travel routes and public transport are in place before restrictions on vehicles are implemented and that they provide individuals accessing Cambridge with genuine public transport services which are frequent, fast, reliable and that also operate in the evenings and at weekends.

Whilst reducing vehicle movements will reduce congestion and create a more pleasant environment in which to walk and cycle, a balance needs to be struck that does not disbenefit one group of users over another and allows easy access to those that need to drive to the city centre.

For most of the residents from our district the journey into Cambridge is too long to walk or cycle, many areas do not benefit from regular, reliable alternatives to the private vehicle and not everyone can use public or active modes of transport and so rely on their car to be able to access work, education, health and other services and leisure opportunities in and around Cambridge.

The proposal to move bus and taxi routes further out of the city centre will further disadvantage those not able to walk and cycle.

Many companies, particularly those that require the transportation of equipment and materials, carry out deliveries or care and health services who conduct home visits are unable to use active or public transport modes to conduct their business. Those that work before or after public transport services operate also rely on private vehicles to access their place of work. The impact on businesses and other services of not allowing movements between distributor roads other than by public transport, cycling and walking needs further investigation.

Traffic modelling needs to be undertaken to understand the impacts of the traffic displacement that will be caused. This needs to consider what the traffic levels will be if the Making Connection proposals do not result in the expected traffic reduction.

Consideration should also be given to the implications of limiting the number of access routes, including the impact of road works and road closures due to road traffic accidents etc. on the wider network.

The GCP should also continue its work to increase to train services on the Cambridge - Newmarket – Ipswich line as soon as possible as this will provide people with a rail alternative to the private car.

The timing of the implementation of the road classification changes and Making Connections proposals, including, if approved by the GCP Executive Board, some form of road user or parking charging combined with investment in enhanced bus services, requires careful consideration.

Restrictions on vehicles should not be put in place until improvements to active travel routes and a public transport service that provides a genuine alternative to the private vehicles for surrounding

areas, including rural areas, not just Cambridge, and a scheme of exemptions for those unable to travel via public and active travel modes is operational.

The District Council opposes any road user or increased parking charges on vehicle access to the city before credible alternatives are in place and it has been demonstrated that they are effective and serve the needs of the residents of East Cambridgeshire.