

## **CONTENTS C - F**

p2-6 = Cambridgeshire Conversation

p7-10 = Cambridgeshire Sustainable Travel Alliance

p11-20 = CamCycle

p21-22 = Caring Together

p23-42 = Catesby Estates

p43-49 = Church Commissioners for England (CCfE)

p50-51 = Combined Emergency Services

p52-56 = Confederation of Passenger Transport

p57-66 = Core Site

p67-69 = CPCA Business Board

p70-76 = Campaign to Protect Rural England (CPRE)

p77-80 = CTC Cambridge

p81-84 = David Lloyd Leisure Ltd

p85-86 = DHL

p87 = Dry Drayton Parish Council

p88-91 = East Cambridgeshire District Council

p92-97 = Federation of Cambridge Residents' Associations (FeCRA)

p98-101 = Fen Ditton Parish Council

p102-104 = Friends of the Cam

p105-106 = Fulbourn Community Car Scheme

## **Making connections questions from Cambridgeshire Conversation for the Greater Cambridgeshire Partnership:**

### **1. Sharon Halls: what about Addenbrookes if we have an appointment?**

There is the potential for patients attending hospital appointments, who cannot use public transport, to request a reimbursement of the charge. This will be part of the next stage of the proposals should they go forward, where we will be working closely with the NHS to determine the parameters.

For further details on exemptions, discounts and reimbursement please see linked document [here](#) (also found on our website)

### **2. Meeta Andries: Will there be more bus services from villages on regular basis as direct routes. In some villages you have to go to main town centre then catch another bus**

One of the key elements of these proposals is a huge increase in rural services. We want to provide connections to market towns, rail stations and the core bus network. In rural areas, regular services would be supported by bookable buses known as 'demand-responsive transport' meaning every village would have access to a bus service.

For further details on proposed new bus routes, please try our [interactive map](#)

### **3. Viola Corvinus: what about all the reablement, care workers, social workers, District Nurses etc. Are there any exemptions planned?**

For further details on exemptions, discounts and reimbursement please see linked document [here](#) (also found on our website)

### **4. Cambria Steward: Regarding the congestion charge, will there be exemptions for CCC staff who have to travel in the city for their role?**

Under the current proposals, CCC staff would not be exempt from the charge, unless they fall into a separate exemption/reimbursement category, for example – blue badge holder. Certain local authority vehicles would be exempt from the charge, such as refuse collection lorries, but private staff cars would be expected to pay.

For further details on exemptions, discounts and reimbursement please see linked document [here](#) (also found on our website)

### **5. Alison Revell: I think it would be good for members of GCP to try and take a trip from the outlying villages / towns 'of Cambridge' for example March/Wisbech and see how easy it is to get to Cambridge... I would suggest (as people there make up the local economy of Cambridge)**

Thank you for your comment.

### **6. Camilla Rhodes: The Making Connections proposals are very interesting. What lessons have been learned from the last 2009 TIP consultation to introduce congestion charging?**

This is an iterative process over many years, and public engagement has been fundamental to understanding Greater Cambridge's transport challenges, travel behaviour and attitudes and continues to shape the project going forward.

These proposals are being put forward to deliver city deal aims, which was signed by elected members in 2014 and which superseded the TIP consultation. However, feedback from all consultations relating to the City Access proposals will be taken into account before any decisions have been made.

**7. Sarah Fuller: Will the bus fares be reduced? At the moment it would cost more than £5 to catch the bus from my home**

From 2024, we are proposing a £1 single fare for journeys in the area roughly corresponding with the current Stagecoach Cambridge zone, and a £2 single fare for journeys in the wider area. Pensioners would still travel free. Fare caps would mean lower daily and weekly charges, and special tickets for families, children and others would be introduced

**8. Nicola Hatton: Will there be more parking at the P&R sites? I've tried to park at Trumpington before and it's been full so I've had to drive into Addenbrookes because I wouldn't have had time to drive to another P&R site, get a bus into the centre, then change to get a bus to the hospital.**

The GCP is proposing to significantly expand Park and Ride provision across Greater Cambridge – with new Park and Ride sites and extensions to the existing sites to provide 10,000 additional parking spaces. All P&R sites are outside the proposed Sustainable Travel Zone so people who need to drive can have confidence that they will be able to find a parking space and switch to direct, frequent and cheaper buses in, out and around the city to access work, education, services and opportunities.

**9. Sophie Davis: Will the bus depot be updated as there will be so many more buses, will it be able to cope? it is already clogged with buses at busy times.**

We propose to rebuild the bus network and introduce new, direct routes between residential areas, towns and villages, employment areas, education and key services including health and leisure opportunities. New services would be provided in the city including a circular route between the Cambridge Biomedical Campus (CBC) and Cambridge North station via Cambridge Regional College and West Cambridge

This would mean that the main bus station at Drummer Street would no longer be as overcrowded as it is currently. There would be numerous other key set down sites across the city, instead of one central location as is the case now.

**10. Leneva Nwachukwu: Are some park and ride locations in the zone?**

All P&R sites are outside the proposed Sustainable Travel Zone.

**11. Lucy Wright: Buses are also very expensive from villages - over £6 for a return from my village!**

From 2024, we are proposing a £1 single fare for journeys in the area roughly corresponding with the current Stagecoach Cambridge zone, and a £2 single fare for journeys in the wider area.

We are intending to introduce a simpler ticketing system, as in London, a tap on and off payment system and fare caps would be introduced to ensure that someone making multiple journeys would still save money compared to current ticket costs.

**12. Hannah Pitt: I would like to know what consideration has been made for those with disabilities, especially mental health difficulties (where they do not qualify for blue badges etc). Some conditions mean they cannot use public transport due to their mental health needs and they would be isolated if they cannot afford the charges.**

For further details on exemptions, discounts and reimbursement please see linked document [here](#) (also found on our website)

**13. Camilla Rhodes: Cross Cambridge bus routes are desperately needed so is a great idea.**

Thank you for your comments, please feed these into the consultation survey as well.

**14. Alvina De-La-Mare: Can more public transport services be made available for rural areas on the border of other counties? Can a bus service be shared over Norfolk and Cambs for instance?**

Thank you for your comments. This would need further discussion with the various councils involved before we could give an accurate answer, but please do make it through the survey we actively want to hear feedback on the bus network proposed.

**15. Alison Revell: The schemes that are in place - London for one is a totally different beast then Cambridgeshire and its rural nature and lack of worthwhile bus services (I accept that hourly public bus services are impractical to run hourly in my village)**

Thank you for your comments, please feed these into the consultation survey as well.

**16. Chris Nunn: Stagecoach can't provide full service at the moment (guided bus etc) due to driver shortages so how will more frequent services be maintained. Other bus operators?**

At the moment, buses are largely deregulated and are privately operated, meaning they can choose what services to run, how often, to where, and how much they cost. The current cuts in services have happened because the services are not commercially viable for Stagecoach to operate. Local government can and does subsidise some routes and fares, for example free travel for the over 60s, but to do this requires additional funding and there are many other things that local government also needs to spend money on. To transform the bus network to operate at the times of day, to destinations people need and for fares that are affordable needs a radical approach.

That is why we are proposing to charge some road users to travel in The Sustainable Travel Zone; this reduces traffic so that buses can run reliably and raises the £50m+ a year to fund the increase in services. This certainty of funding means we are not reliant on Government funding or the private sector and gives the public sector a greater role to control bus services so that they run for the hours, routes, fares and hours of operation that people need, not just what is commercially viable.

As part of our costed proposal, we have factored the additional operating costs of transforming the network, which includes the need for encouraging more drivers into the industry, alongside providing high quality buses, better ticketing, information and other measures such as cleanliness of buses and shelters.

**17. Camilla Rhodes: If the cost of travel increases has there been consideration of working with employers to encourage them to provide a 'Cambridge weighting' for salaries and pay, as there often is for London?**

The proposal is seeking to give certainty on bus fares and road-based charging until at least 2030.

As with all prices, there will be a need to review both bus fares and the road-based charge against increases in cost for running the services. The process for reviewing the fares and charges would be developed as part of the next stage of the project.

**18. Sophie Davis: is something going to be done about the awful bike theft within the city, I know many people who no longer cycle due to this**

The Making Connections proposals also include making significant improvements to walking and cycling networks, including more secure cycle parking across the city.

This would build on over £130m of GCP investment in cycle routes including the Greenways.

**19. Meeta Andries: This would have a big impact on business in town Centre people are more likely to shop out of Cambridge**

There's evidence from places across the UK and the world that reducing traffic actually increases customer footfall rather than restricting it. In London, Wanstead High Street achieved an average increase of 98% in pedestrian numbers after enhancing the walking routes between its two stations, the bus terminus, school, library and high street. Small-scale improvements to the pedestrian environment also offer evidence of increased spending. In June 2017, a temporary 'parklet' in Shoreditch, East London – which turned a space normally occupied by two cars into seating for 14 people and 8 cycle parking spaces – increased the adjacent shops takings by 20%. It's reported that the turnover of a retailer occupying one of the four corners of the Oxford Circus diagonal pedestrian crossing increased by 25%, from £20 million to £25 million, in the year after completion of the scheme.

Our proposals would create a world-class sustainable transport network for everyone who lives, works, visits, and does business in Greater Cambridge. It is designed to support our city to thrive, opening up opportunities for people and businesses. Although there would be a reduction in people travelling in the city by car, our analysis shows there would be significant increases in people walking, cycling and travelling by bus. Other cities have seen economic benefits from reducing traffic and creating more people-centred spaces. We are proposing one of the largest ever investments in a UK bus network and more active travel links to give people easier, quicker and cheaper access to the city, freeing up space on the roads and creating a cleaner, more 'people-centric' city for all. We have been clear that a transformed bus network with cheaper fares would be in place before any potential Sustainable Travel Zone is introduced to ensure people have access to frequent, reliable, and affordable public transport to and from the city. A key part of the proposed STZ will be developing a suite of exemptions and discounts, which would be subject to public consultation, to ensure that people can continue to access work, education, appointments, shops and leisure opportunities.

**20. Chris Nunn: For blue badge/disabilities will probably need more than two nominated cars as may have several carers, family members and friends to deliver their care needs.**

The proposal is that Blue badge holders would be eligible for 100% for up to two vehicles, so the discount would be registered to the vehicle rather than the driver, but only if the vehicle is being used to drive the Blue Badge holder.

**21. Charlette Keaveney: Lots of villages within Huntingdonshire are not on the proposals. There is already an inadequate bus service serving villages and people simply cannot use because of inadequacy. Will other villages that aren't on your proposals be looked at?**

Demand Responsive Services, like the Ting pilot trial in West Huntingdonshire, mean that people don't have to rely on a car for flexible and convenient travel are a part of the Making Connections proposals.

Demand Responsive Transport (DRT) is proposed for villages which buses currently serve infrequently or not at all. It will transform access so everyone can access a bus when need it as opposed to once or only a few times a day, or once a week - or no current buses at all in some locations.

It is planned to be available between 06:00 and 22:00 on Mondays to Fridays, and between

08:00 and 20:00 on Sundays and Bank Holidays. It's a bookable bus service that can take you to the nearest town and to transport hubs where you can catch an onwards connection by bus or rail (where available) to Cambridge and wider destinations. The fares and concessions will be consistent with local buses – so it is proposed that the proposed £2 single fare will cover onward travel by bus to Cambridge and other destinations. Travel on DRT will be booked through a mobile phone app or a telephone call centre. It will be possible to book DRT between one week and 5 minutes in advance (subject to a vehicle being available for the journey being requested).

**22. Tim Deer: Is there joined up thinking in terms of promoting/developing the satellite towns and larger villages so that they have better facilities/jobs so that people don't have to travel into Cambridge in the first place. Wider long-term planning failures have caused a lot of the journeys into the City Centre**

The Greater Cambridgeshire Partnership aren't involved in creating a local plan, however, the City Deal is in place to support the growth of such a plan. GCP schemes aim to work alongside these local plans, without them it will be much harder to deliver the planned sustainable growth.

**23. Katherine Hlalat: Consultation related: Blue badges are only available to people who have been through an expensive medical assessment either paid for by the NHS or privately. What about people with medical conditions which result in unseen disabilities which means that although they may be able to walk and manage on a daily basis are not able to walk for long distances or wait for periods of time or carry packages and therefore public transport is not suitable to them?**

Alongside the proposed discounts and exemptions (found [here](#)), as part of the public consultation we will explore with providers and develop reimbursement schemes for the following groups:

- NHS patients clinically assessed as too ill, weak or disabled to travel to an appointment on public transport, including those who:
  - o Have a compromised immune system;
  - o Require regular therapy or assessments; and
  - o Need regular surgical intervention.

These will be further developed at the next stage of the proposals should they go forward, where we will be working closely with the NHS to determine the details.

**24. Katherine Hlalat: Consultation related: What about the small independent business in Cambridge who have battled through covid and managed to survive but will not be bankrupted by the costs of congestion and the passed-on costs from suppliers who deliver and have no choice but to use large vans which will cost £50 not £5. Where will the support be for small businesses?**

We think this is big support to night time economy, there is lots of evidence that reduced cars and improved public realm is a big support to local business, especially retail.(see further details in the answer to question 20) Please do feed these comments into consultation.

Dear Greater Cambridge Partnership,

### **Cambridgeshire Sustainable Travel Alliance's formal response to the Making Connections consultation**

The Cambridgeshire Sustainable Travel Alliance was founded by three organisations: Cambridge Living Streets, Camcycle, and Cambridge Area Bus Users - which campaign respectively for walking, cycling, and public transport. It is these three organisations that have prepared this response.

Since its inception less than three months ago, the Alliance has been joined by over twenty organisations and our work to raise awareness of the Making Connections consultation has reached thousands of residents across the region.

Living Streets Group Cambridge	Camcycle	Cambridge Area Bus Users
Campaign for Better Transport	Cycling UK	Transport Action Network
Rail Future	Sustrans	Milton Cycling Campaign
Ely Cycling campaign	Cambridge Parents for the Sustainable Travel Zone	Hunts Walking & Cycling Group
CTC Cambridge	Cam Vale Bus User Group	Meldreth, Shepreth and Foxton Rail User Group
A10 Corridor Cycling Campaign	Cambridge Carbon Footprint	Carbon Neutral Cambridge
Zedify	Asthma+Lung UK	East Cambs Climate Action Network
Voi.	St Ives Eco Action	Cambridge Electric Transport
Outspoken Training	Electric Bike Sales	Cambridge Green Peace
Cyclecentric Ltd	Outspoken Cycles	

Our mission is to unite and inspire people in Cambridgeshire to work for a transport network that protects our future and offers genuine choice. We support the principle of a Sustainable Travel Zone (STZ) for Cambridge and believe the funding and opportunity presented by the Greater Cambridge Partnership (GCP) offers a unique moment to reshape the city and wider county around the needs of its people.

Below we provide our response to the Making Connections consultation by responding to the three key sections:

1. Bus improvements
2. Walking, cycling & public space
3. A sustainable travel zone

## **Bus Improvements**

These plans are vital in persuading people to switch travel modes and ‘trust the bus’. In this time of increasing economic hardship for so many families, providing cheap, frequent, reliable buses can cut travel costs. The longer operating hours and enhanced rural service would also allow communities to rely on the bus as their means of transport.

We believe the bus improvements should be delivered through bus franchising and this should be in place prior to the full implementation of the sustainable travel zone road charge. Franchising would give the transport authority control over routes, times and frequency of operation, and permit cross-subsidy from profitable routes to help support routes that are not financially self-sustaining.

Greater Cambridge Partnership should provide Cambridgeshire and Peterborough Combined Authority’s Adult Education Budget with ring-fenced funding for a bus driver recruitment and training programme, akin to the West Yorkshire Combined Authority’s ‘Route to Success’ programme, which involves myth-busting days, to attract people currently working in retail and hospitality, and a fully-funded theory course, featuring flexible hours, leading to earning a Passenger Carrying Vehicle Licence.

The services need to offer a mix of increased frequencies on existing routes, new express routes and reliable, guaranteed, demand-responsive links. Increased service frequencies will put a significant strain on the limited city centre bus infrastructure and road-space. To minimise this pressure, and reduce the need to change buses, through routes that avoid terminating in the city centre should be promoted wherever possible, such as re-linking routes 7 and 8. Other direct routes to key destinations (eg Addenbrooke’s/Biomedical Campus) avoiding the city centre should be introduced to reduce congestion in the city centre.

Additional improvements should also include:

- Information about key fares and payment methods must be provided at all stops.
- Current and accurate route, timetable and real-time information should be displayed at all stops.
- A high-quality route planner should be used, such as Citimapper.
- All bus stops should be linked to a well-maintained, well-lit pedestrian footway, safely accessible by passengers with limited mobility.
- All bus stops should be a comfortable, safe and secure place to sit and wait for a bus.
- Dial-a-ride services should be extended across Cambridgeshire and fares reduced in line with buses to help people with reduced mobility.
- Traffic signals should prioritise pedestrians, cyclists and buses.

## **Walking, cycling and public space**

The proposals will result in thousands of additional journeys every day on the pavements and cycle routes in and around the city. Urgent action is required across the city to make these journeys safe, as well as longer-term strategies to ensure the number of people walking and cycling continues to increase.

Many of the existing walking and cycling routes across Cambridgeshire are in a poor condition or already at capacity. As proposed, the business case delays funding for walking and cycling

during the initial years of operation and this is not acceptable. We believe that 20% of the charging revenue should be ring-fenced specifically for walking and cycling improvements along with a package of walking and cycling quick wins that should be funded prior to the full implementation of the STZ.

Road space must also be reclaimed when the STZ is implemented. This will support the rollout of quiet streets, school streets, and low-traffic neighbourhoods which must continue quickly in line with the emerging Cambridgeshire Road Hierarchy. Reclaiming road space will also provide a once-in-a-generation opportunity to redesign and re-prioritise the junctions across Cambridge to support greater levels of walking and cycling. A list of priority junction improvements should be scoped, designed, and be ready to implement. A similar exercise is required for the bridges across the city, many of which will need to be improved to facilitate increased levels of walking and cycling.

We are not convinced that the GCP fully realises the high return for investment that active travel can deliver, especially if fully funded. Active travel is highly flexible, non-polluting, and has a low impact on travel infrastructure. We would welcome a shift in the GCP's approach that indicates recognition of the advantages of active travel. Cambridge should aspire to become the most pedestrian and cycle-friendly city in the world.

## **A Sustainable Travel Zone**

We broadly welcome the introduction of a Sustainable Travel Zone, including a road charge. Reducing the use of cars and reallocating space and priority to walking, cycling, and buses helps to solve urban and environmental issues. It also creates safe, healthy and attractive places for people to live, work, and visit.

Car journeys impose external costs on society, amounting to a public subsidy. Particulate and other emissions impact on public health (with poor air quality amplified in cities) whilst traffic congestion negatively impacts on bus travel.

The ever-present risk of road traffic accidents, together with the disproportionate allocation of road space, discourages walking and cycling. A road charge can redress this imbalance and help fund walking, cycling and public transport. These modes generate societal benefits of reduced congestion, improved air quality, and increased mobility for people of all ages and abilities, especially those too young or unable to drive a car.

We think that £5 is a fair charge that adequately reflects the social impacts of driving and helps to change travel behaviours.

We are broadly happy with the proposed zone and its boundary because it works effectively with the existing park and rides. The level of congestion at the weekend is still high and this will only increase as many people will shift certain trips. We would therefore like to see a more flexible approach considered to ensure Cambridge does not become gridlocked at the weekend.

We also believe that it would be appropriate to give short-term and medium-term exemptions that could be assigned to those with temporary health or social care needs and who are assessed as currently unfit to travel on public transport.

The Making Connections proposals will offer many people multiple options to complete a journey. However, a number of existing residents who travel out of the city by car for either work

or leisure will be left with little choice but to pay the charge if their destination is not served well by public transport. Additional options should be explored which could reduce the impact of the proposals on these residents.

Time and again during our work to promote the Making Connections proposals, people we have talked to have expressed a lack of trust in both the GCP and in organisations such as Stagecoach. Therefore, the intention of the GCP to ramp up the bus network prior to the full implementation of the STZ is absolutely necessary. However, we feel a further commitment is required to assure people that no road charging shall be implemented until key walking and cycling improvements have been completed and the bus network is operating as promised. Therefore, we suggest a number of key performance indicators are established and that a minimum requirement is identified and met prior to the implementation of the STZ.

### **A more equitable future for Cambridge**

Without policy intervention, the number of daily journeys in the region is projected to increase by around 20% by 2031. This has implications for health, air quality, emissions, and congestion. The combined authority and its constituent councils signed up to the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate's report, which included a commitment to reduce car mileage by 15%, using a 2019 baseline across the region. To put the scale of this target into perspective, we have calculated this as equal to 732 million miles of car mileage.

One of the greatest challenges facing Cambridgeshire is how to achieve such a reduction in vehicle miles whilst improving transport equity, improving productivity and reducing isolation. The Making Connections proposals focus on a reduction of vehicle trips in the most densely-populated area of the county and investment in public transport which will benefit people across a much wider geography. The issues our region faces are too big to allow us to continue with the status quo. Decision-makers who reject the principle of road charging must propose other feasible measures which could ensure Cambridgeshire meets its travel reduction and climate change commitments.

Progressing with the Making Connections proposal will require people to change. For some, it will bring additional costs, and for others a certain amount of inconvenience. However, if the proposals are developed in the right way and supported by clear communications, the scheme should give everyone the opportunity to rely on sustainable transport alternatives, improve journey times as a whole and reduce their existing transport costs. At a city level, a Sustainable Travel Zone would reduce air pollution, increase liveability, improve public space, and reduce congestion. Across the region, it will improve connectivity, reduce social isolation and provide funding opportunities for future infrastructure that supports walking, cycling and public transport. At a national level, it will establish Cambridgeshire as a region that sets the agenda and one that is willing to take bold action to meet its climate commitments. In short, we believe the proposals will help to create a thriving region of opportunity and inclusion, where people can travel safely, easily and affordably.

We hope that the GCP will work closely with stakeholders and the community to develop these proposals further and we urge them to maintain a constant dialogue on progress. The community already holds many of the best ideas for improving walking, cycling, and public transport around the region and the GCP must listen to these voices to ensure the best outcomes.



**Cambridge Cycling Campaign**

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www.camcycle.org.uk  
22 December, 2022

Greater Cambridge Partnership  
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## **Making Connections 2022 consultation response**

Camcycle is a volunteer-led charity with over 1,650 members working for more, better and safer cycling for all ages and abilities. We work with partners across the Cambridgeshire & Peterborough region with a focus on cycling as a mode of sustainable transport for everyday trips such as accessing work or school, shopping, attending medical appointments, visiting friends and family, and leisure.

**We have consulted with our members to compile this response and although there is a wide range of views within our membership, overall we support the key principles of the Making Connections proposals. The introduction of road charging, funding public transport, investing in walking and cycling and reducing traffic levels is vital, however the details of the proposals need to be adjusted and refined to ensure they meet the needs of the communities they intend to serve.**

### **The need for traffic reduction**

Without policy intervention, the number of daily journeys in the region is projected to increase by around 20% by 2031. This has implications for health, air quality, emissions, and congestion. The combined authority and its constituent councils signed up to the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate's report, which included a commitment to reduce car mileage by 15%, using a 2019 baseline across the region. To put the scale of this target into perspective, we have calculated this as equal to 732 million miles of car mileage (including taxis). The Greater Cambridge Partnership also has its own targets to reduce motor vehicle trips within the city, initially 10-15% on 2011 levels, equivalent to 25% or more on current trip levels.

**Camcycle believes that the Sustainable Travel Zone could free up road space by the predicted 50% reduction and provide funding that could be transformative for cycling in and around the city, improving safety for those who already cycle and enabling more people to start and continue cycling.**

### **Transforming transport in and around Cambridge**

A majority of residents would like to see more investment in public transport and active travel, but our region isn't getting enough money to deliver the high-quality routes we need. The Greater Cambridge Partnership's scheme could unlock consistent funding which can then be used to provide better routes, both within the city and across the whole county. However, progressing with the Making Connections proposal would require many people to make significant changes to their travel choices and behaviour.

For some, it would bring additional costs, and for others a certain amount of inconvenience. However, if the proposals are developed in the right way and supported by clear communications, the scheme should provide everyone with better sustainable transport options, improve journey times as a whole and reduce existing transport costs. At a city level, a Sustainable Travel Zone would reduce air pollution, increase liveability, improve public space, and reduce congestion. Across the region, it would improve connectivity, reduce social isolation and provide funding opportunities for future infrastructure that supports walking, cycling and public transport. At a national level, it would establish Cambridgeshire as a region that sets the agenda and one that is willing to take bold action to meet its climate commitments.

**In short, we believe the proposals would help to create a thriving region of opportunity and inclusion, where people can travel safely, easily and affordably.**

## **The way forward**

As proposed, the business case delays funding for walking and cycling during the initial years of operation, and this is not acceptable. We believe that 20% of the charging revenue should be ring-fenced specifically for walking and cycling improvements. A package of works should be brought forward prior to the STZ implementation that consists of walking and cycling quick wins. We believe it is vital that work on the road network hierarchy takes place at the same time as the STZ measures to create safe, attractive routes for people walking and cycling and free up road space for new bus services. Other measures including a detailed behavioural change programme, safer junctions, School Streets, secure cycle parking, bridge improvements and signal prioritisation should be delivered rapidly over the next few years.

We also note that there is an existing lack of trust among local residents around how their comments in the consultation will be responded to and how quickly and effectively improvements would be delivered. We hope that the GCP will work closely with stakeholder groups and the wider community to develop the Sustainable Travel Zone proposals further and we urge them to maintain a constant dialogue on progress.

We are not convinced that the GCP fully realises the high return on investment that active travel can deliver, especially if fully funded. Active travel is highly flexible, non-polluting, and has a low impact on travel infrastructure. We would welcome a shift in the GCP's approach that indicates recognition of the advantages of active travel. Cambridge should aspire to become the most pedestrian and cycle-friendly city in the world.

**Local people already hold many of the best ideas for improving walking, cycling, and public transport around the region and the GCP must listen to these voices to ensure the best outcomes.**

Our detailed response follows.

**Question 1:** To what extent do you support or oppose the proposals for bus improvements and fare reductions?

**Camcycle strongly support**

We should be doing everything we can to encourage more people to choose more sustainable forms of transport like buses and therefore reduce the number of car journeys in our city. To achieve the scale of change required there must be reliable, accessible, and cheap alternatives.

**Question 2:** Do you have any comments on the proposals for:

- Cheaper fares?
- More routes?
- Fast, high frequency services?
- Longer operating hours?
- Increased rural services?
- Simpler ticketing?
- Zero emission bus services?

**Cheaper fares:** Clear information should be presented on the fare caps, weekly, monthly and annual tickets plus ticketing for children, students and families. Some of the necklace villages just on the border of the STZ would also benefit from further fare reduction, say £1.50 singles to act as an intermediate.

**More routes:** More routes are welcome, but these should be designed to minimise conflict between pedestrians, cyclists and buses. For example, more detail is needed on interchanges in the city centre. There should be a combination of express services with a limited number of stops, together with local services that provide stop frequency to villages.

**Fast, high frequency services:** There must be accurate real-time information at all bus stops and online, plus next stop information onboard. A high frequency inner-city orbital bus service should be provided to help with mobility within the city and remove the need for all services to enter the city centre.

**Longer operating hours:** Further information should be provided regarding the peak operating hours and how these change for rural & urban areas.

**Increased rural services:** Many of the rural routes are proposed as hourly services. These would benefit significantly from increased peak-hour services but will see little demand for services at 1 am and 5 am. Greater flexibility in the bus network and engagement with local communities can ensure the bus services are aligned with the needs of individual communities.

**Simpler ticketing:** A proof of payment system should be considered rather than requiring all passengers to tap in on the bus. This dramatically improves loading and unloading times. Buses with multiple doors will enable more efficient boarding and alighting.

**Question 3:** Are there any additional improvements to bus services that would be needed for you to use bus services for more of your journeys? If so, what are they? Or if you are a non-bus user, what would encourage you to use the bus?

**Demand responsive transport:** Further details must be provided on demand-responsive transport (DRT) and smaller shuttle buses.

**Shuttle buses:** smaller shuttle buses will help people with reduced mobility move within the city and remove the need for all services to enter the city core. Cambridge Biomedical Campus already runs a successful shuttle service; this type of service should be expanded to other parts of the city such as the city centre, CB1 and Cambridge North.

**Bike friendly services and active travel integration:** At a minimum there must be consistent and fair access for people to take folding bikes on all buses. Disabled cyclists should also be able to bring their cycle onboard if it serves as a mobility aid. Bike friendly buses are now used in Yorkshire, Hull and in the Scottish Borders and have been tremendously successful. Bike friendly services should be at least considered on long-distance routes, subject to further and evolving consideration of numbers of bikes, and peak time restrictions. Travel passes could also be designed to be used on buses and shared bikes/scooters.

**Connections to transport hubs:** There must be walking and cycling routes connecting to transport hubs and local bus stops, along with cycle parking wherever possible at bus stops.

**Bus specification:** A future bus specification should be drawn up: this could include provision for cycles, flexible space to allow people to travel with pushchairs, mobility aids, wheelchairs, suitcases and shopping and with two doors for reduced loading/unloading times. New buses should also meet the Bus Safety Standard which has been developed by TfL to improve bus safety.

**Through routing services:** Increased service frequencies will put a significant strain on the limited city centre bus infrastructure and road space. To minimise this pressure, and reduce the need to change buses, through routes that avoid terminating in the city centre should be promoted wherever possible, such as re-linking routes 7 and 8. Other direct routes to key destinations (eg Addenbrooke's/Biomedical Campus) avoiding the city centre should be introduced to reduce congestion in the city centre. Where changes are required, these should not result in an additional ticket needing to be purchased.

**Orbital Routes:** Bus routes that connect key destinations away from the city centre will be a necessary part of a functioning public transport network and will improve journey times and reduce the need for passengers to change services.

**Route Planning:** Access to high-quality route planning will be vital. Collaboration with companies such as Citymapper would be hugely beneficial in helping people understand and plan their journeys, particularly when undertaking multimodal trips.

**Real-time information:** Current and accurate route, timetable and real-time information should be displayed at all stops.

**Question 4:** The bus improvements are proposed to start immediately after a decision in summer 2023 and ramp up over the following 4-5 years. What bus improvements would you want to see delivered first? (select up to 3)

**1. Fast, high-frequency services:** Research shows that high-frequency services are the most important feature for attracting passengers.

**2. Increased rural services:** The recent proposals to reduce bus routes to rural communities have angered many and shown how fragile the existing bus network is. Connecting these communities quickly will bring many in these communities back on side and encourage confidence in the bus service.

**3. Cheaper Fares:** An important step during a cost-of-living crisis that will prompt a modal shift.

**Question 5:** To what extent would you support or oppose the franchising of the local bus network by the Mayor and the Cambridgeshire and Peterborough Combined Authority?

**Camcycle strongly support**

We believe the bus improvements should be delivered through bus franchising and this should be in place prior to the full implementation of the Sustainable Travel Zone road charge. Franchising would give the transport authority control over routes, times and frequency of operation, bus specification, and permit cross-subsidy from profitable routes to support routes that are not financially self-sustaining.

**Question 6 asks:** To what extent do you support or oppose additional improvements to walking and cycling, accessibility and public spaces?

Camcycle believes all of the additional improvements are **very important**.

We are not convinced that the GCP fully realises the high return on investment that active travel can deliver, especially if fully funded. Active travel is highly flexible, non-polluting, and has a low impact on travel infrastructure. We would welcome a shift in the GCP's approach that indicates recognition of the advantages of active travel. Cambridge should aspire to become the most pedestrian and cycle-friendly city in the world.

The proposals will result in thousands of additional journeys every day on the pavements and cycle routes in and around the city. Urgent action is required across the city to make these journeys safe, as well as longer-term strategies to ensure the number of people walking and cycling continues to increase.

Many of the existing walking and cycling routes across Cambridgeshire are in a poor condition or already at capacity. As proposed, the business case delays funding for walking and cycling during the initial years of operation and this is not acceptable. We believe that 20% of the charging revenue should be ring-fenced specifically for walking and cycling improvements.

**Question 7 asks:** If a Sustainable Travel Zone was introduced, are there any other improvements you would like to see funded?

**Integration with the network hierarchy:** It is vital that work on the road network hierarchy takes place at the same time as the STZ measures to create safe, attractive routes for people walking and cycling and free up road space for new bus services. The first modal filters should begin to be implemented in 2023, with the full network in place at the same time as the road charge. Traffic-calmed streets and low-traffic neighbourhoods would rapidly deliver benefits for health, safety, air quality and liveability and having the hierarchy in place at the same time as the road charge would greatly reduce the complexity of monitoring the Sustainable Travel Zone.

**Safer junctions:** The majority of collisions and incidents occur at junctions and many of the existing junctions within Cambridge are unsafe. A priority list of junction improvements should be scoped, designed and implemented.

**Quick wins for walking and cycling:** A package of works should be brought forward prior to the STZ implementation that consists of walking and cycling quick wins. These works will close existing gaps in the network and remove existing barriers to walking and cycling.

**Increasing capacity and improving the existing network:** Many of the existing walking and cycling routes across Cambridgeshire are in a poor condition or already at capacity.

**Reprioritising signals:** All of the existing traffic signal timings within the city should be reviewed as traffic is reduced to ensure that active travel is prioritized at junctions.

**Bridge improvements:** A number of bridge crossings should be improved to mitigate for increased numbers of walking and cycling journeys: Sheep's Green Bridge, Magdalene Bridge, Jesus Lock Footbridge, Jane Coston Bridge, Fort St George Bridge, Cutter Ferry Bridge, Green Dragon Bridge and Coldham's Lane Bridge.

**School streets:** The roll-out of school streets across the region is vital and the county council must be bold in taking steps to keep children safe when they are travelling to school. This will help parents to avoid the need to drive their children to school and pay the road charge.

**Non-residential cycle parking:** Cycle parking at travel hubs, train stations, bus stations and bus stops must be improved in quantity, quality, accessibility, and security.

**Residential Cycle Parking:** If more people are to cycle then the amount of secure cycle parking on our streets must be increased, especially for larger, adapted bikes that support businesses, family life and accessibility. A residential cycle parking scheme should be implemented across the region.

**Supporting behaviour change:** Further support is required to encourage people to make sustainable travel choices: a package that considers travel planning, route planners, cycle training, cycle loans, cycle trade-ins, accessible cycles and education should be brought forward.

**Last mile connections:** There must be improvements to walking and cycling access to travel hubs, train stations, bus stations and bus stops.

**Station improvements:** An eastern access to Cambridge Station should be brought forward as more people continue to utilise rail travel.

**Maintenance:** The STZ should provide funding to support the maintenance of the walking, cycling and vehicular network across the region. This would help to fix potholes, manage seasonal clearance and improve the overall condition of the network.

**Question 8:** Do you have any comments on the proposal to introduce a Sustainable Travel Zone?

Camcycle broadly welcomes the introduction of a Sustainable Travel Zone.

Reducing the use of cars and reallocating space and priority to walking and cycling helps to solve urban and environmental issues and creates safe, healthy and attractive places for people to live, work and visit. The Sustainable Travel Zone proposals could transform the way people get around the

city to create more sustainable travel options and better conditions for people cycling and walking. A recent report for the international partnership for active travel and health states that enabling a significant share of urban trips to be walkable and cyclable will provide a quick, affordable and reliable way to significantly reducing transport emissions, traffic congestion and road casualties and at the same time deliver better public health, stronger economies and fairer societies. The GCP, the county council and the combined authority must work together and be bold if the STZ is to be a success.

Car journeys impose external costs on society, amounting to a public subsidy. Particulate and other emissions impact on public health (with poor air quality amplified in cities) whilst traffic congestion negatively affects on bus travel.

The ever-present risk of road traffic collisions, together with the disproportionate allocation of road space, discourages walking and cycling. A road charge can redress this imbalance and help fund walking, cycling and public transport. These modes generate societal benefits of reduced congestion, improved air quality, and increased mobility for people of all ages and abilities, especially those too young or unable to drive a car.

A high-quality walking cycling, and public transport network must be in place prior to the scheme being implemented. For example, schemes such as the Greenways and Chisholm Trail Phase 2 must be completed. Modal filters that create quiet streets and safe cycle routes must continue to be rolled out and a package of works to remove barriers in the existing walking and cycling network must be developed.

We believe that road charging must be accompanied by other ambitious policies, such as a workplace parking levy.

**Question 9:** To what extent do you support or oppose the introduction of a Sustainable Travel Zone to fund improvements to bus services, walking and cycling?

**Camcycle strongly supports**

Research carried out at the Lund University Centre for Sustainability Studies and published in Case Studies on Transport Policy identified that in order to improve health outcomes, meet climate targets and create more liveable cities, reducing car use should be an urgent priority. Their research ranked the 12 best ways to reduce car use in cities by screening over 800 peer-reviewed reports. It identified road charging where revenue goes to sustainable transport as the most effective strategy.

We believe that a road charge is, therefore, a necessity to reduce traffic and allow more people to travel sustainably. We believe that road charging must be accompanied by other ambitious policies.

**Question 10:** If you do not support the introduction of a Sustainable Travel Zone to fund improvements to bus services, walking and cycling, what alternative funding proposals would you propose to tackle the challenges faced by Greater Cambridge?

We support the introduction of a Sustainable Travel Zone. We also believe that other policies, such as a workplace parking levy, can contribute to funding improvements to walking, cycling and buses.

**Question 11:** Do you have any feedback on the proposed zone and its boundary?

We are broadly happy with the proposed zone and its boundary as it works effectively with the existing Park & Rides.

Necklace villages just outside the zone should be monitored to ensure that traffic volumes fall as predicted. Funding should be available to mitigate any impacts of drivers parking within these villages in order to use public transport.

We have had many conversations around the inclusion of Addenbrooke's within the zone and know that it is an emotive topic for many people. We are aware that the growth aspirations for the Cambridge Biomedical Campus (CBC), in which Addenbrooke's is situated, are significant. It would be unfair that CBC employees could freely contribute to congestion. Therefore, on balance, we think the proposed exemption arrangement is a reasonable approach. However, we also think that a workplace parking levy for the CBC would result in a similar amount of traffic reduction and would reduce the administrative burden of actioning exemptions and reimbursements for Addenbrooke's.

A smaller zone is possible. We believe it would have to be focused around the inner ring road and drivers would have to incur a higher charge. This proposal would have to be supported by a workplace parking levy, to ensure that any edge-of-city employees who currently contribute to congestion are still encouraged to take sustainable travel choices along with contributing to funding sustainable travel.

**Question 12:** Do you have any comments on the proposed hours of operation of the Sustainable Travel Zone?

Camcycle believes the weekday charge is fair but thinks an alternative weekend strategy may be required.

**Weekend congestion:** The level of congestion in Cambridge at the weekend is still high and this will only increase as many people will shift certain trips. The removal of the charge over the weekend will likely be of value to only a subset of the population, such as those working typical office hours. To tackle congestion over the weekend, a range of actions should be considered such as free fares on weekends or a congestion charge across the entire week but with revised exemptions for residents and businesses.

**Question 13:** To what extent would you support or oppose the principle of phasing in the Sustainable Travel Zone charge?

**Camcycle opposes**

A phased approach, with peak-time charging, will result in people adjusting when they travel, and would mask any reduction in congestion. It would also affect the quality of the bus service during the years in which the reduced charge time is active. This could be detrimental to the success of the STZ because it will be the time of the greatest opportunity to change people's behaviour, so the quality of the service will be vital.

As we discuss further below, we believe there should be no road charge until key walking and cycling improvements have been completed and the bus network has met a number of key performance indicators.

**Question 14:** Do you have any comments on the suggested phasing approach?

Time and again during our work to promote the Making Connections consultation, people we have talked to have expressed a lack of trust in both the GCP and in organisations such as Stagecoach. Therefore, the intention of the GCP to ramp up the bus network prior to the full implementation of the STZ is absolutely necessary. However, we feel a further commitment is required to assure people that no road charging shall be implemented until key walking and cycling improvements have been completed and the bus network is operating as promised. Therefore, we suggest a number of key performance indicators are established (for example, the number of bus drivers recruited) and that a minimum requirement is identified and met prior to the implementation of the STZ.

**Question 15:** Do you have any comments on the proposed charge levels?

We think that £5 is a fair charge that adequately reflects the social impacts of driving and would help to change travel behaviours.

The price should be regularly reviewed to adjust for inflation or to achieve the desired vehicular reduction.

It is likely that the government will announce legislation around e-scooters and other micromobility devices prior to the proposed implementation of the STZ. This may result in a new category that needs to be considered. Broadly speaking, micromobility devices with power assistance that is capped at 25 km/h or less should be excluded from the charge.

**Question 16:** Do you have any comments on the proposed discounts, exemptions, and reimbursements?

We believe the proposed discounts, exemptions and reimbursements are generally well considered and therefore have no specific comments.

**Question 17:** Do you have any other comments on the proposed discounts, exemptions and reimbursements?

For many, the Making Connections proposals offer multiple options to complete a journey. However, a number of existing residents who travel out of the city by car for either work or leisure will be left with little choice but to pay the charge if their destination is not served well by public transport. Additional options should be explored which could reduce the impact of the proposals on these residents.

Short-term and medium-term exemptions could be assigned to those with temporary health or social care needs and who are assessed as currently unfit to travel on public transport.

**Question 18:** Taking into account the improvements suggested above, are there any changes to the proposals or additional measures that would help enhance or address impacts on you / your business / your organisation and the way you travel?

We believe the proposals have been presented in a very static and seemingly inflexible way, causing many people to view this as a simple yes or no question. Instead, the conversation should have been, and must be going forward, what solutions do we want to solve the issues that are present in the region.

We appreciate that during previous engagement exercises, such as the Making Connections, Choices for Better Journeys consultations and the 2019 Citizens' Assembly, many important conversations were had. Yet it must also be noted that many people were not involved in these conversations, the concepts and policies were abstract and the timeline distant.

In the responses to Choices for Better Journeys, we saw good levels of support for traffic restrictions, road charging, and a workplace parking levy. In these proposals and the road hierarchy work, we can see an ambitious road-charging plan, no workplace parking levy and an unambitious hierarchy plan that is still car-centric. We believe a better balance can be struck between these and other policy interventions: one in which residents, big business, and small business all benefit and pay fairly.

There is widespread concern over the deliverability of and political support for these proposals. If significant changes are required to ensure these concerns are managed and mitigated, we urge the GCP to work with stakeholders to develop these. That means more than listening to consultation responses. We believe that a large working group could guide the GCP in this process, and that multiple options that achieve the same objectives could then be consulted on. This would ensure the conversation is focused around what proposal is best for the region and not around action vs inaction. The issues our region faces are too big to continue with the status quo.

**Question 19:** Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

We believe the proposals would increase equity of access to transport. Improving alternatives to driving would increase choice for everyone, with a particular benefit for those who do not drive or have access to a car.

The predicted reduction in car traffic would provide more space for walking and cycling. This would make it easier for people who use mobility scooters, wheelchairs, or other aids to move around. It would enable more children to move around independently using better pavements and cycleways. It would also allow significant improvements in the public realm, for example, providing space for benches to allow people with mobility issues to sit down and rest periodically along their journey. With less congestion, those with protected characteristics who need to use cars would have quicker, more reliable journeys. We support necessary exemptions from charging to improve equality of access to transport.

The proposals would increase equity. Improving alternatives to driving would rebalance the system in favour of those who cannot afford to drive or cannot drive, for whatever reason.

22<sup>nd</sup> December 2022

Greater Cambridge Partnership

Dear Councillor Elissa Meschini

**Re: Sustainable travel zone consultation**

I write in response to the above. I am the chief executive of Caring Together, a charity supporting unpaid carers across Cambridgeshire and Peterborough.

I am deeply concerned about the impact a congestion charge will have on unpaid carers and elements of our charitable activity.

Firstly, for unpaid carers, many of whom are on low incomes or reliant on benefits, this will come as a bitter blow. Many, if not all, are reliant on using a vehicle to enable them to carry out their role which is already incredibly demanding. Please see the latest research by Carer UK on the significant issues unpaid carers are facing daily. <https://www.carersuk.org/policy-and-research/state-of-caring-survey/>

The report gives more detail on the key findings of:

- Many carers are facing serious difficulties in getting NHS treatment, with a third (34%) of those waiting for specialist treatment or assessment waiting for over a year.
- Two thirds of those (67%) waiting for treatment said that waiting is having a negative impact on their physical or mental health.
- 41% of carers haven't taken a break from their caring role in the last year.
- Half of all carers (51%) took over a year to recognise their caring role, with over a third (36%) taking over three years to recognise themselves as a carer.
- 75% of carers worry about continuing to juggle work and care going forward.
- With many services being reduced or cut completely, carers are extremely worried about the future: 61% said they were uncertain about what practical support they might be able to access in the next 12 months.

Across Cambridgeshire and Peterborough unpaid carers need to be able to easily and affordably access health and social care. With new hospitals being planned on the Addenbrookes campus for the whole of the county, the likelihood is that unpaid carers will more frequently need to travel to this part of Cambridge either for the benefit of their own health or that of the person they are caring for. In order to make this affordable I can see that unpaid carers will prioritise the health and wellbeing of the person they are caring for over and above their own

due to cost. This could then realistically result in further pressure being placed on the social care system. Whilst I appreciate that concessions will be made for those who are blue badge holders, not all unpaid carers do or will qualify for this.

In addition unpaid carers access many community facilities in order to take a break from caring. This is essential with charities like our own and others trying as hard as we can to provide essential service to prevent unpaid carer breakdown and crisis. Some of these will be in your congestion zone area and again will reduce access to services for those people who need it most.

I am therefore requesting that should your proposals go ahead that unpaid carers be included on your list to whom a charge won't apply. We would be delighted to work with you on ensuring this could be achieved.

Secondly, and as touched on above, we are a charity, who amongst other things support carers to take a break from their caring role. This includes delivering homecare to individuals and families, providing personal care, social contact and companionship. For many of these people, our homecare professionals are often the only people these families see from one week to the next. If the congestion charge applied to our staff delivering these services then we would have to increase our charges by the same amount. With a number of our clients being funded by the local authority this charge would have to be added to the amount we are paid or we would not be able to continue providing homecare to the residents of Cambridge living inside the charging zone. I would therefore urge that free travel through the charging zone for homecare workers also be introduced if your plans go forward. It is simply not realistic to expect homecare professionals to use public transport for homecare calls when there are time pressures on call rounds and often several miles travel between each one.

If you would like any further information on any of the above then I would be pleased to discuss with you.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'miriam martin', with a stylized flourish at the end.

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22/12/2022

## **GCP Making Connections 2022**

Catesby Estates welcome the opportunity to comment on the GCP Making Connections consultation.

Catesby Estates is a specialist strategic land promotion and infrastructure business working to plan, facilitate and deliver sustainable and community focused developments.

As context to these representations, Catesby Estates is promoting 312 hectares of land to the south of Haverhill for the development of a new residential community (named Haverhill Vales) which could provide up to 6,700 homes, supporting services and facilities, including a Transport Hub and Park & Ride. A Vision Document detailing our proposals for Haverhill Vales is enclosed.

While falling within West Suffolk and Braintree Districts, the land south of Haverhill has a clear functional relationship with South Cambridgeshire immediately to the west and is well located to make a meaningful contribution to the wider Greater Cambridge ambitions and strategic transport projects. The map enclosed at the end of this letter shows Haverhill's location in the context of the wider Cambridgeshire subregion

### **Strong Support for Bus Improvements**

Catesby Estates strongly support the proposed transformation of the bus network which represents an important opportunity to unlock a shift to more sustainable patterns of movement within the subregion.

In the context of our Haverhill Vales proposals, we specifically support the proposed new bus route from Cambridge City Centre to Haverhill (via the Rail Station, Biomedical Campus and A11 Travel Hub) (4 buses per hour). In due course we would welcome further details on the new route which appears to constitute an extension to the new busway planned between the Biomedical Campus and the new A11 Travel Hub.

Haverhill is the second largest settlement in West Suffolk; one of Suffolk's overall fastest growing and is well placed to accommodate planned growth. Greater Cambridge is already planning for significant job growth and investment south of the city, and the proposed new route to Haverhill will maximise the potential for a shift to more sustainable modes of travel in this part of West Suffolk.

The existing bus service between Haverhill and Cambridge is affected by peak time traffic congestion leading to extended journey times. Accordingly, the delivery of the proposed new route to Haverhill at the

earliest potential opportunity should be a key priority. Reflecting this, Catesby Estates strongly support the introduction of a Sustainable Travel Zone to fund delivery.

Importantly Haverhill Vales, together with committed developments currently being delivered in the town (e.g. Great Wilsey Park) will further underpin the business case for the new route to Haverhill.

### **Haverhill Vales Transport Hub / Park & Ride Opportunity**

The concept plan in the attached Vision Document indicates how an area for a Transport Hub and Park & Ride facility serving public transport between Haverhill and Greater Cambridge could be unlocked as part of our Haverhill Vales proposals.

The proposed Hub, which is supported by Stagecoach (see enclosed letter), would capture vehicle trips not only from our proposed development, but from the remainder of Haverhill as well as intercepting commuters arriving by car from the surrounding settlements to the southeast of Haverhill. This would remove existing traffic from the A1017 at its southern point, freeing up capacity around the west side of Haverhill to accommodate the new bus service.

Developing a Transport Hub within the Haverhill Vales site would also capture patronage from across Haverhill without requiring the significant infrastructure and physical interventions which would arise from a town centre location.

We would welcome an opportunity for a meeting with the GCP to further discuss the opportunities for the delivery of proposed Transport Hub and a Park & Ride facility as part of Haverhill Vales.

### **Summary**

Catesby Estates strongly support the proposed transformation of the bus network and the introduction of a Sustainable Travel Zone to fund the improvements. For the reasons set out in this letter Catesby Estates specifically support the proposed new route between Cambridge and Haverhill and its delivery at the earliest potential opportunity.

We would welcome the opportunity to engage jointly with the GCP, West Suffolk, Braintree District as well as the County Councils as part of collaborative working in exploring the potential of Haverhill Vales, as the benefits of doing so are far reaching not just for Haverhill and West Suffolk, but also for Greater Cambridgeshire.

Catesby Estates are grateful for the opportunity to comment on the consultation. Please do not hesitate to contact Ed Barrett should you wish to discuss the contents of the representations further.

Kind regards



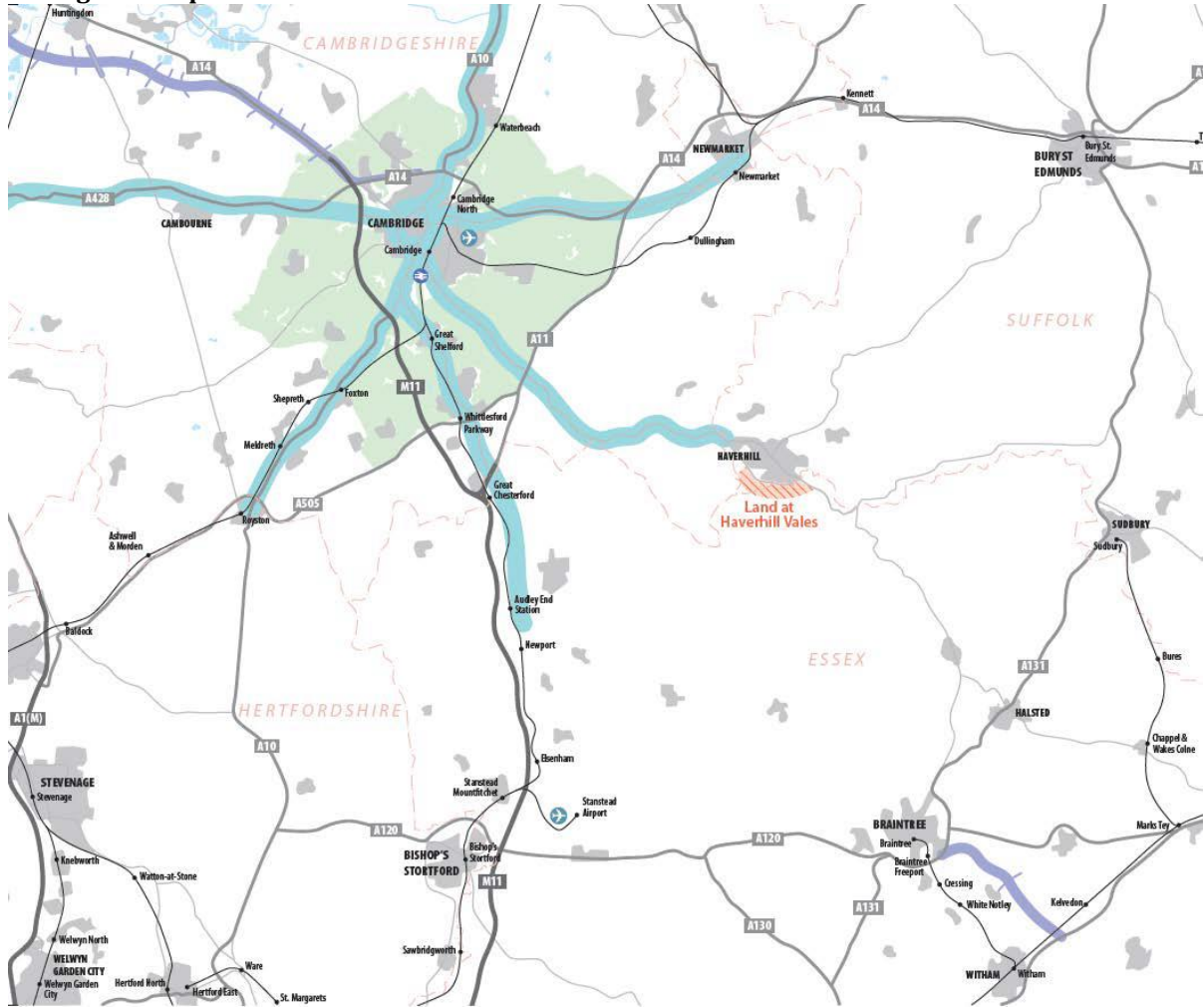
**Ed Barrett MRTPI**  
**Area Planning Director**

Enc.     Haverhill Vales Vision Document  
           Stagecoach Letter

CC. Marie Smith, Strategic Planning Service Manager - West Suffolk Council

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Strategic Transport Context





# THE RIGHT PLACE TO GROW

Catesby Estates plc  
part of Urban&Civic



# The right place to grow

## Introduction

Haverhill is a town with a young, dynamic and growing population, and it needs to secure its mid and long term growth in a way that takes advantage of the town's location, setting and economic opportunities.

This document has been commissioned by Catesby Estates as part of representations to the Issues and Options consultation of the emerging Local Plan. It sets out

our emerging ideas for future growth of Haverhill, and how the creation of a long term comprehensive vision for growth to the south west of the town could continue to deliver on the objectives outlined in the Haverhill Vision 2031 as well as help meet the growth needs of both West Suffolk and Braintree districts over the next 20 years.

## About Catesby Estates

Catesby Estates plc is a specialist strategic land promotion and infrastructure business working to plan and deliver sustainable and community focused developments where housebuilders want to build and people want to live.

As a leading promoter of large scale strategic sites, Catesby Estates are proud of the sustainable communities we design and the quality of placemaking subsequently delivered.

In 2015 Catesby Estates plc was acquired by Urban&Civic plc, the UK's leading Master Developer.

For further information on Catesby Estates plc please visit [www.catesbyestates.co.uk](http://www.catesbyestates.co.uk)

## Contents

WHY		WHAT		HOW	
Beginning	3	What kind of place will it be	8	Framework	22
Strategic growth of the region	5	Big moves	10		
The Right Place	6	Neighbourhoods	12		
		Hazel Brook	14		
		Horseham Valley	16		
		Greatley Glades	18		
		Connections	20		

Catesby Estates plc  
part of Urban&Civic



# Why now?

Haverhill is positioned at a strategically important point in the wider geography of the region.

Located at the fulcrum of the three Counties of Suffolk, Essex and Cambridgeshire, Haverhill lies equidistant from the economic drivers of Greater Cambridge and Stansted Airport, with the centres of Braintree and Bury St Edmunds lying a similar distance to the south east and east respectively.

The town has benefited from its relative proximity to these centres, and the case for the continued economic growth of the town is recognised, with 'whole town' organisations such as One Haverhill setting out clear priorities for its continued success, both in terms of its local economy and the wellbeing of its residents.

However, there is now a growing need for local councils to work collaboratively with their neighbours to plan for strategic growth, particularly within and around the Oxford to Cambridge Arc, an area recognised by central government as not only a national but a global driver for economic growth in the UK.

To date, planned growth within Haverhill has been viewed primarily in the context of its role as the 'second town' in West Suffolk. As such, planning holistically for the sustainable growth of the town which captures the opportunity to build on its strategic economic location and support the aspirations of the wider subregion has not materialised. Whilst the town has experienced a number of substantial housing developments over recent years, the potential to plan for growth which coordinates with - and harnesses the benefits of - wider growth related initiatives has not been fully explored.

**The opportunity to do just that is now.**



# Why now?

Haverhill is one of Suffolk's fastest growing towns. Its population is young, active and upwardly mobile, helping the town to be seen as forward looking, hardworking and modern in its outlook.

In addition to the indigenous growth of employment opportunities within the town creating positive prospects for its residents, Haverhill already benefits

from good transport links to Cambridge as well as the research and industrial parks along the route. Confidence in Haverhill's prospects is now reinforced and further strengthened by the impetus driving forward the Cambridge Autonomous Metro (CAM), one of the routes of which extends to Haverhill along a route focused around the A1307 corridor.



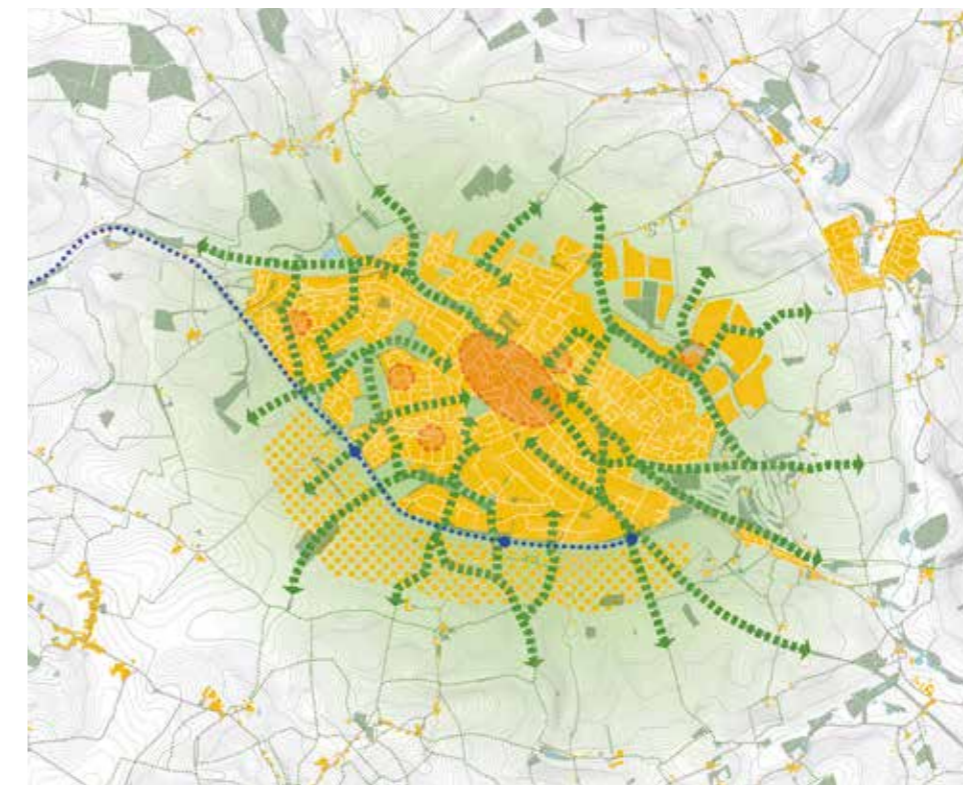
CAM will create a platform for growth across the region, by seamlessly connecting new and existing households and businesses with key employment areas, railway stations and the city centre.






The CAM aspirations, modelled on the creation of a 'Metro City' concept where satellite places around the city are connected by exemplar public transport, offer an unrivalled opportunity for sustainable growth within western West Suffolk which captures the benefits of this investment.

Specifically, growth at Haverhill Vales of the scale proposed in the Vision could unlock and support a new transport hub for Haverhill, enabling a real

shift in sustainable patterns of travel in and around Haverhill for the town's residents, as well as providing an effective Park&Ride option for those living elsewhere in the south western part of the district to access the Greater Cambridge area.

If the CAM does not come to fruition, because of the commitment already made to economic growth at nodes along the A1307 between Cambridge and Haverhill, there remains a strong justification for a high quality Public Transport link along this route. The Haverhill Vales Transport Hub would be a key aspect of any such strategic PT link, providing a wider catchment and supporting the effective operation and deliverability of PT services.



-  Haverhill town centre
-  Local centres
-  Open spaces - town-wide, connected green infrastructure
-  Green links, including pedestrian and cycle connections between the town and countryside
-  Potential route of the CAM with stop locations

**Adopting a ‘whole-town’ approach to structuring future development offers the opportunity to build in town-wide strategies and solutions**

Despite the significance of its strategic geographic location relative to key regional centres of growth, Haverhill's position within the West Suffolk administrative area means that based on meeting forecast housing numbers for the district alone, some might argue that planning for significant future growth of the town is not warranted.

However, we consider that now is the time to move away from a strategy which has seen a series of incremental development allocations at Haverhill to adopt a growth strategy for the town which reflects its wider context. This approach would mean that:

- Haverhill could realise many more of its town-wide aspirations (both within and beyond the 2031 Vision and One Haverhill's aspirations);
- Haverhill could take a more proactive stance in relation to the CAM initiative as part of effective

joint working with South Cambridgeshire -  
delivering a new transport hub for the town which  
unlocks more sustainable options for local as well  
as intra-urban travel needs;

- Haverhill could pave the way for effective cross border working with Braintree district, leading a cross-border strategy for coordinated growth aligned in design and master planning, even if the timescales for local planmaking are different;
- a long term framework for Haverhill's future growth could be created, within which development sites and new neighbourhoods can be brought forward in a flexible and integrated manner depending on the growth needs of local plans;
- a framework for a new and enhanced strategic green infrastructure setting for western Haverhill could be agreed, within which new development would sit.



# Why here?

## The right place to grow Haverhill

Haverhill is a valley settlement, contained by ridges and areas of higher ground that separate the town from neighbouring valleys and settlements.

Future growth must reflect the settlement pattern of the area to retain the identity of Haverhill itself and the surrounding villages.

The right place to accommodate growth is to the south and south-west of the town. Future growth to the north would see the settlement spill into a neighbouring valley (Kedington/Great Wratting), to the south-east would see coalescence with Sturmer and to the north-west would see coalescence with Withersfield.

The landscape and visual appraisal for the site identified that the terrain to the south of the bypass is complex, made of intimate valleys and small ridges that descend into Haverhill, relating to the broad valley within which the town is located. These areas have identities of their own, and their landscape features will help define distinct neighbourhoods of Haverhill Vales.

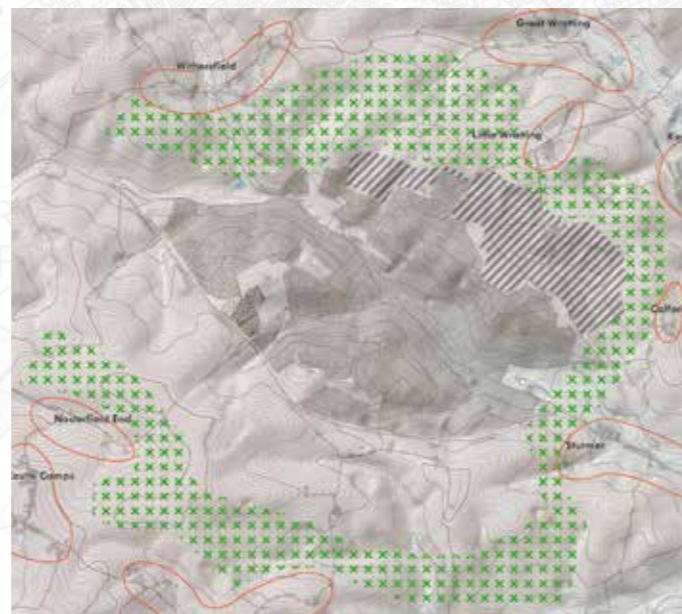
### Parameters for growth:

- should not extend beyond the plateau of higher ground;
- should maintain separation between neighbouring settlements;
- should not extend into neighbouring valleys containing Steeple Bumpstead and Kedington;
- should use remnant and distinctive blocks of ancient woodland on higher ground as the limits to the settlement edge.



### 1. The 'Haverhill Bowl'

Haverhill is located in a system of valleys formed by Stour Brook and its tributaries. These valleys form a larger 'bowl', surrounded by higher ground, within which Haverhill sits. The growth of Haverhill should be contained within that system, to maintain the compactness of the town, its visual characteristics and the character.



### 2. Preventing settlement coalescence

New development should be created in a way that ensures neighbouring villages and hamlets are not absorbed into it, lose their identity and sense of place.



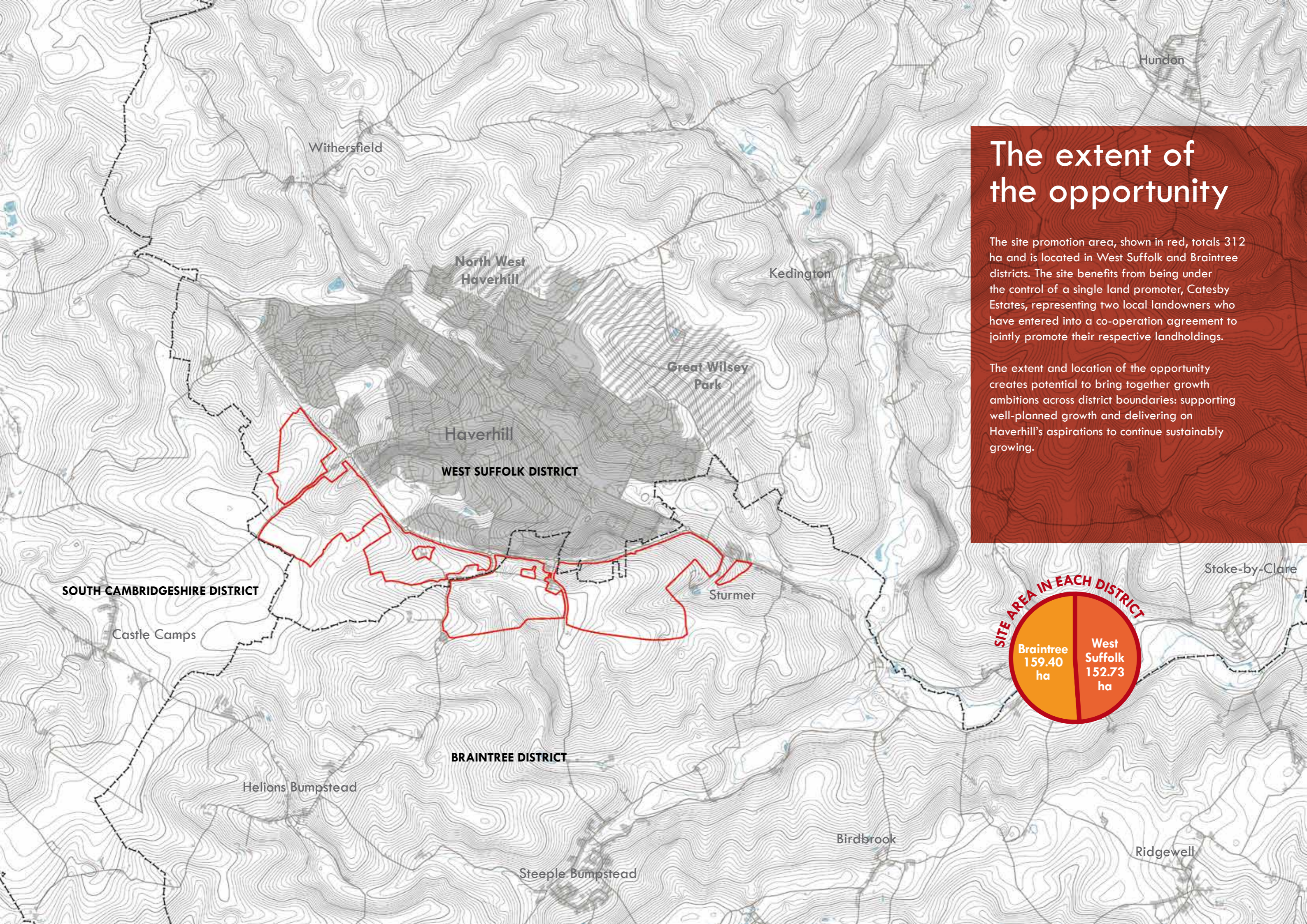
### 3. Haverhill catchment and highway access

The growth should be delivered in proximity to the existing highways and infrastructure, to ensure it does not put additional strain on local roads and it benefits from the critical mass of the existing neighbourhoods to support new uses and public transport connections.

### 1+2+3: The right place to grow Haverhill

Future growth of Haverhill should be delivered within the white dashed boundary to ensure it maintains the principles of Haverhill remaining within the Stour Brook Valley system, non-coalescence and maintaining good physical connectivity with the town.

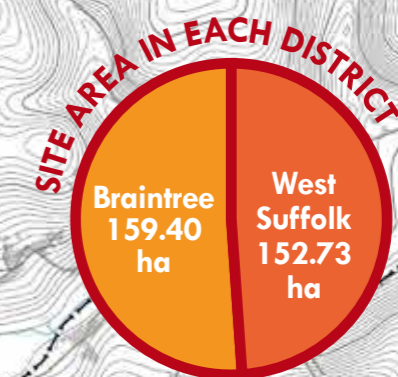




## The extent of the opportunity

The site promotion area, shown in red, totals 312 ha and is located in West Suffolk and Braintree districts. The site benefits from being under the control of a single land promoter, Catesby Estates, representing two local landowners who have entered into a co-operation agreement to jointly promote their respective landholdings.

The extent and location of the opportunity creates potential to bring together growth ambitions across district boundaries: supporting well-planned growth and delivering on Haverhill's aspirations to continue sustainably growing.





# What kind of place could it be?

## Our overriding principles

Six overriding principles will underpin and guide the evolution of the masterplan to help answer the question “What kind of place will Haverhill Vales be?”. These principles are paramount to creating successful, resilient communities and securing good, place-based growth for Haverhill.



**DISTINCTIVE**  
*Unique identity, unique experiences*

The Vales will draw from the landscape cues of the context. We want their distinctiveness to be defined by memorable public spaces and lively mix of uses animating them.

**COMMUNITY FOR LIFE**  
*from cradle to grave  
a community for all ages*

The Vales could include uses and places for people of all ages, from nurseries, to schools, workplaces, to retirement communities and care facilities. A range of house sizes and tenures will enable people to grow their families and continue living in the Vales



**CONNECTED**  
*Attractive links promoting  
sustainable movement*

Haverhill Vales should be connected by a network of legible, safe walking and cycling paths, to create an intuitive choice of means of movement. The paths will be green and peaceful, but will at the same time connect to the lively centres and Haverhill



**EVERYTHING YOU NEED**  
*Living, working,  
playing and learning*

The neighbourhoods will be flexible to include a mix of uses, besides residential. There will be complete environments to lead meaningful lives - with workplaces, schools and leisure provision within walking distance.



**BIODIVERSE**  
*Healthy environment*

Woodlands and stream corridors provide a good basis for an extensive network of habitats. Habitat enhancement and creation will contribute to achieving climate resilience. The large scale creation of wildlife rich, accessible greenspace and the protection of the existing ancient woodland will provide a net gain in biodiversity and leave our natural world in a better state than we have inherited it.



**FUTUREPROOFING FOR  
HAVERHILL VALES**  
*Embedding flexible  
future scenarios for  
a growing town*

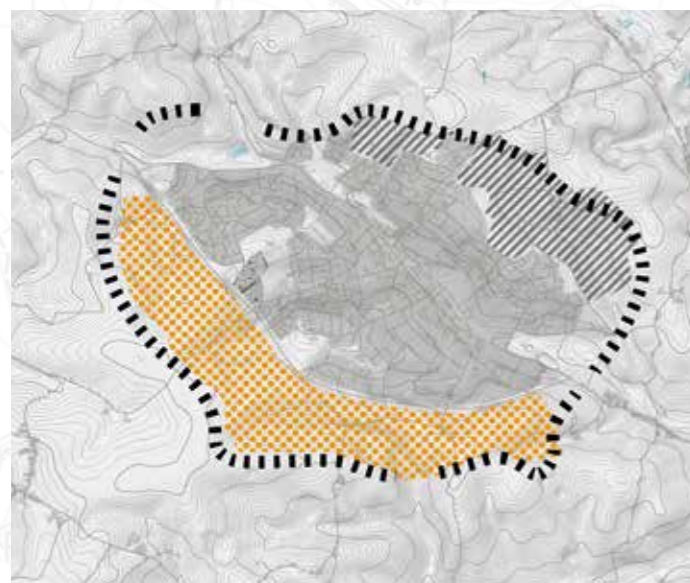
The Vales could give Haverhill the space for the flexible growth it needs. Our approach means the programme of the Vales could easily adapt to accommodate the changing needs of the growing town. Phased delivery at the right pace ensures the growth of Haverhill is managed and sustainable.



# What are the structuring elements?

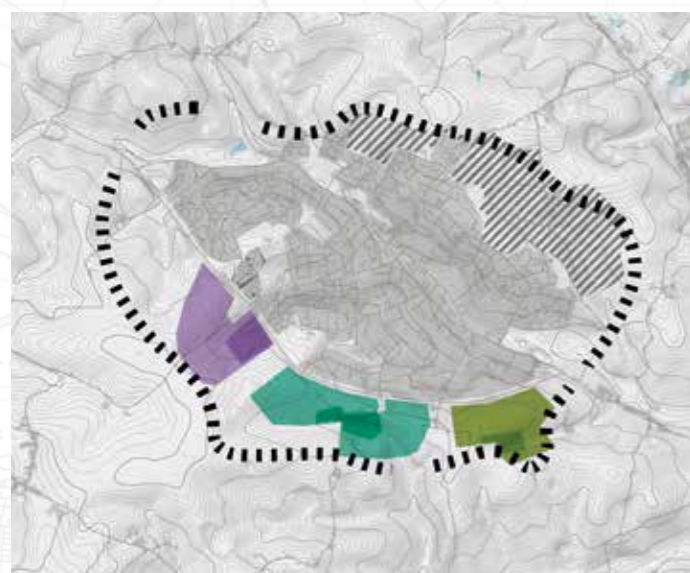
## Building on the spatial rationale

The analysis of the surrounding landscape, as well as the understanding of local settlement typologies, and the relationship of the site to the rest of the town, has led to establishing the four main structuring themes. These spatial and design objectives have helped to shape Haverhill Vales as a series of distinctive, interconnected neighbourhoods that belong to the town.



### The right place

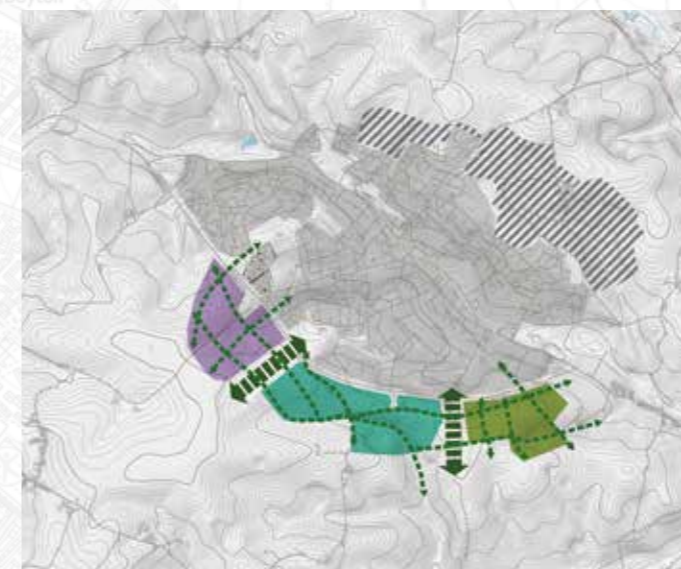
Our vision for the development begins with ensuring it delivers on the principles established for the growth of Haverhill: containing the growth within the Haverhill valleys; preventing coalescence with other settlements; and maximising benefits from the existing highway network and infrastructure.



### Three Neighbourhoods

The landscape rationale establishes three distinctive places that are appropriate for the location of the neighbourhoods: the valleys, clearly recognisable within the landform. These will form a physical frame for the three neighbourhoods, each with a distinctive character and identity, each a '15-minute place', where day-to-day education, workplace, leisure and community uses are no further than a quarter of an hour walk or cycle ride.

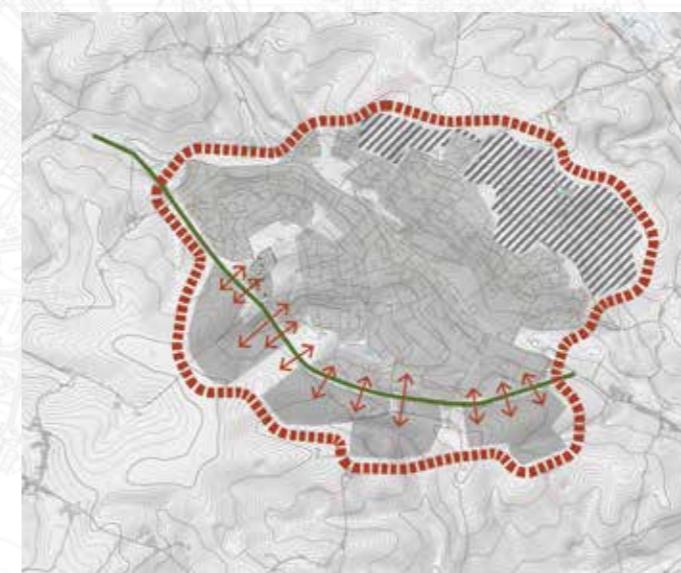
The centre of each area will be closely tied with the most recognisable landscape feature of the neighbourhood, to further strengthen the identity of the place.



### Interconnectivity

The Haverhill Vales location offers a prime opportunity to provide substantial gains for biodiversity on land that is currently predominantly intensively farmed arable land. The scale of open space being created allows for a network of spaces connecting the neighbourhoods and creating landscapes that are accessible to all, alongside places 'reserved for nature'.

These connections will include existing public rights of way, footpaths and green corridors, as well as potential new linkages reinforcing the tie to Haverhill.



### Stitching Together

The bypass currently forms an impermeable barrier, cutting off Haverhill's linkages to the open countryside. New development can positively address this barrier by reimagining the bypass as a 'connector' for people and movement, making links across and along this road to give priority to sustainable forms of movement whilst recognising its continued role as a key movement corridor for the town. Finally, the improved bypass should act as a 'stitch': an enhanced public transport corridor between existing and new communities giving the road clearer definition and greater purpose.



# What kind of place...

...could the neighbourhoods be?





# What kind of place...

...could Hazel Brook be?



## Small town charm

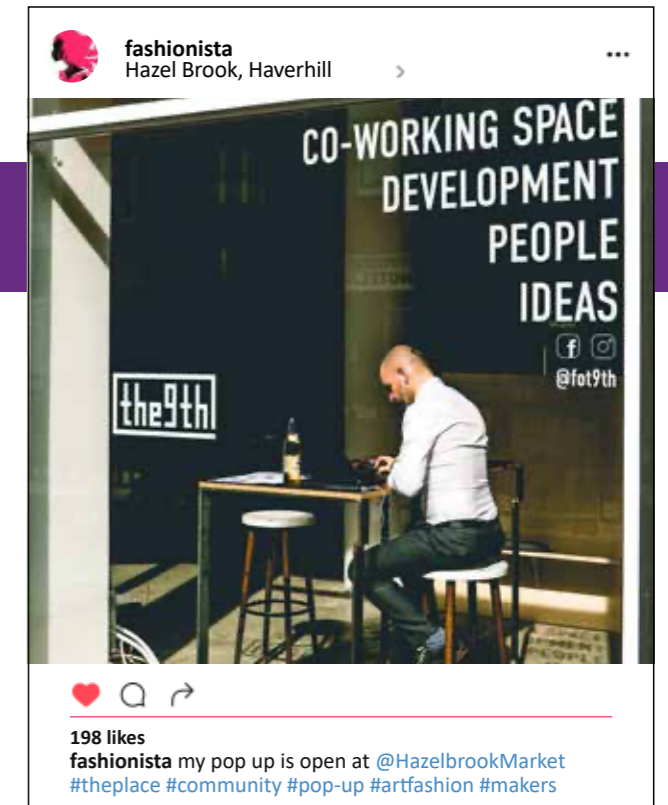
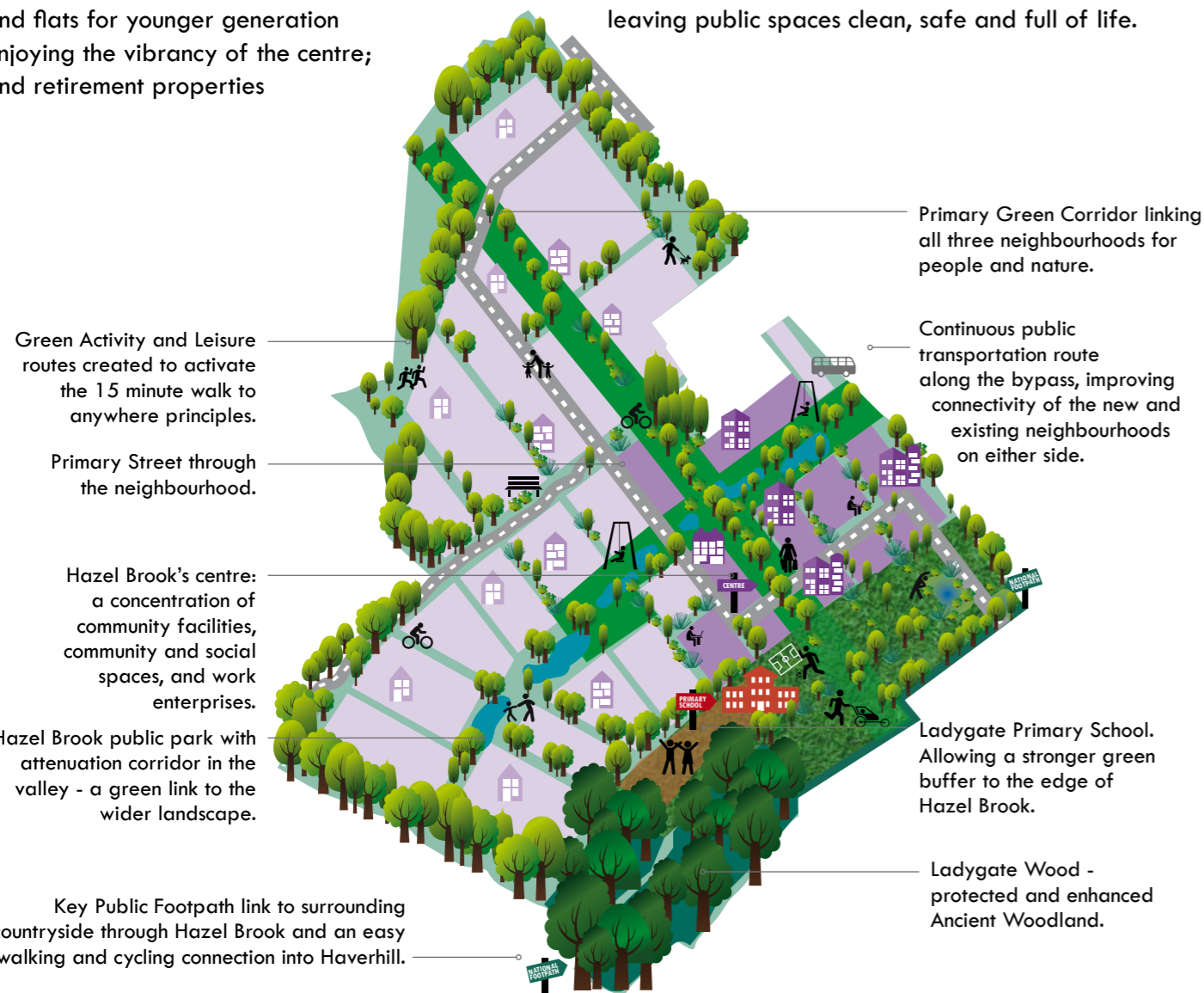
Hazel Brook will be characterised by higher densities and a rich mix of uses in its centre, interspersed with a brook and areas of mature woodland. The green open spaces in the centre will be formal, an example of a contemporary urban park.

Homes in Hazel Brook could include a mix of densities and types, to create a vibrant community of people at different stages in their lives: starter homes and flats for younger generation enjoying the vibrancy of the centre; and retirement properties

for those who want to lead an active retirement, close to their friends and families.

Workplaces in the neighbourhood centre could take the form of office spaces, but also co-working hubs and community touchdown spaces.

Cars will not dominate Hazel Brook's streets and plazas, but will be parked in integrated car parks, leaving public spaces clean, safe and full of life.





# What kind of place...

...could **Horseham Valley** be?

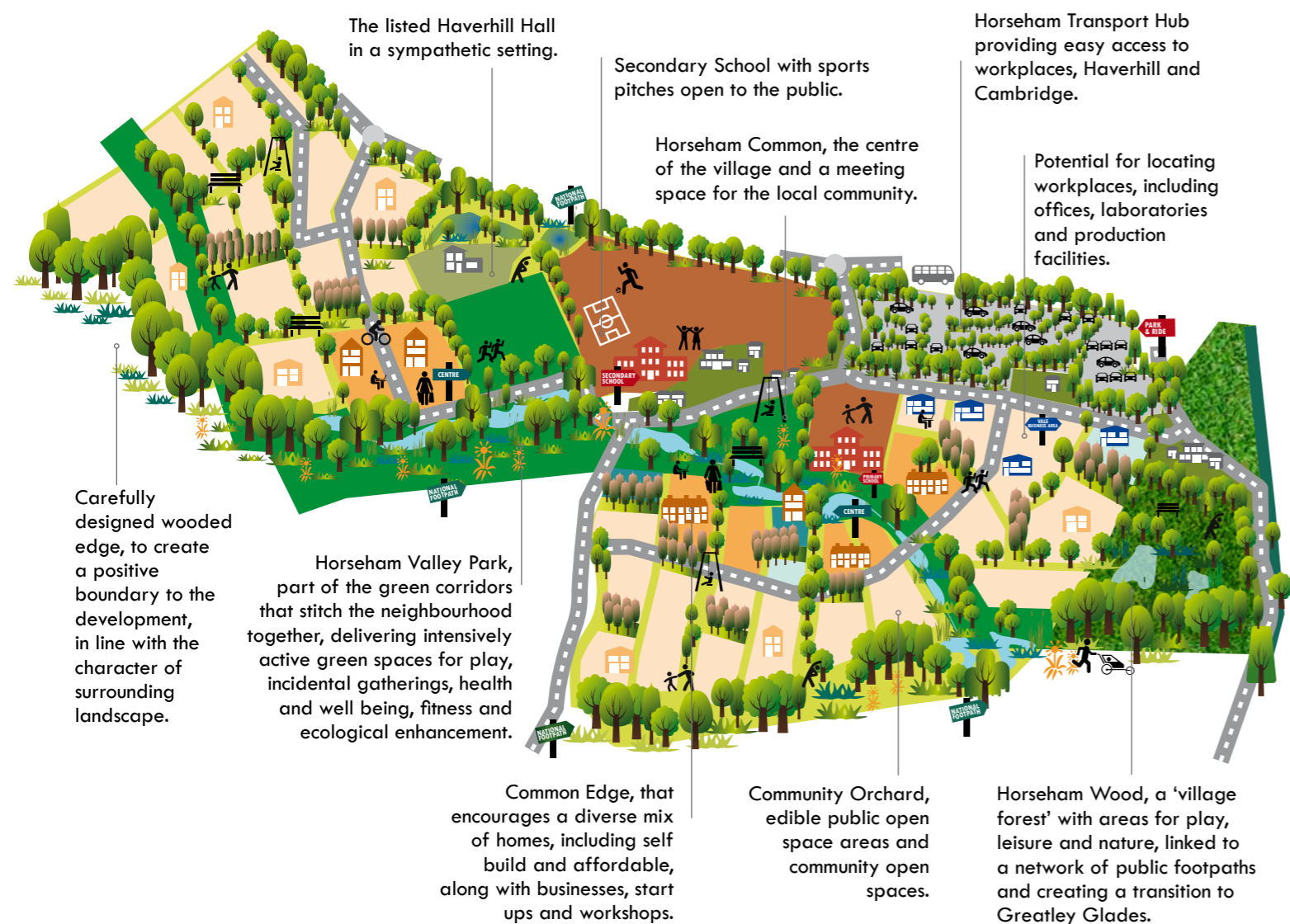


## The best of English landscape

This could be a contemporary English village, with all its informal atmosphere and easily accessible amenities and community life.

This neighbourhood would be centred around a gently sloping stream valley, dotted with a generous common and linear park along the valley floor.

The community uses could nestle around these spaces, creating a strong public narrative, while the sunny slopes could be associated with high quality living environments. Community spaces dotted around the slopes could include village orchards, allotments and community vegetable gardens for the residents.



## Transport Hub

The north of the neighbourhood offers an opportunity to introduce a new transport hub for Haverhill Vales. Located at a position which would serve the existing community as well as Haverhill Vales, the transport hub would establish a high quality transport interchange, where Park & Ride provision for up to 500 vehicles is integrated with a public transport interchange. In addition to providing the CAM interchange for Haverhill as this comes forward, the hub could incorporate cycle hire and storage, as well as provide small scale office start-up space or communal workspaces, all within a high quality landscaped public realm. It would be a centre of activity which encourages interaction and innovation between new and existing businesses.





# What kind of place...

...could **Greatley Glades** be?



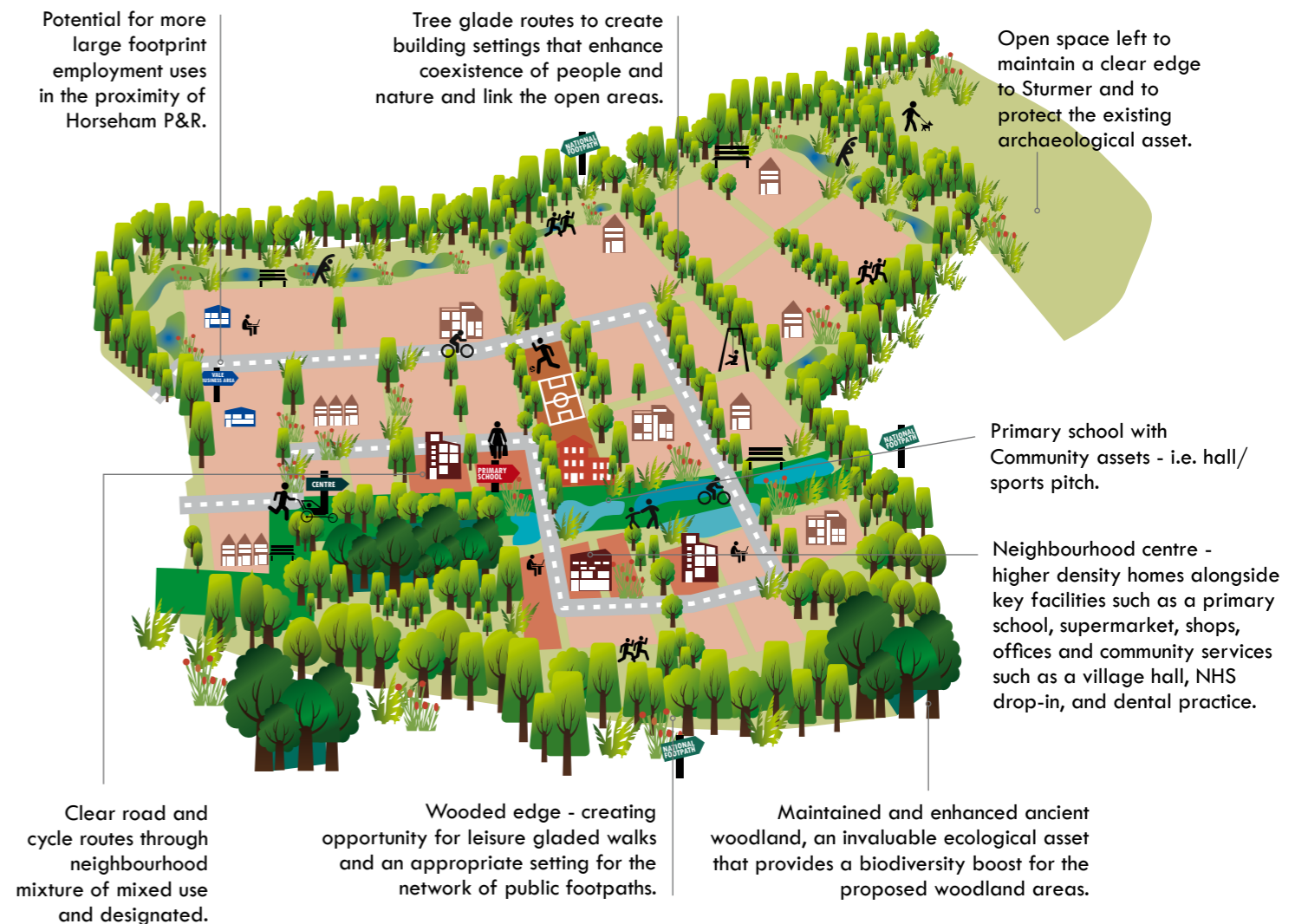
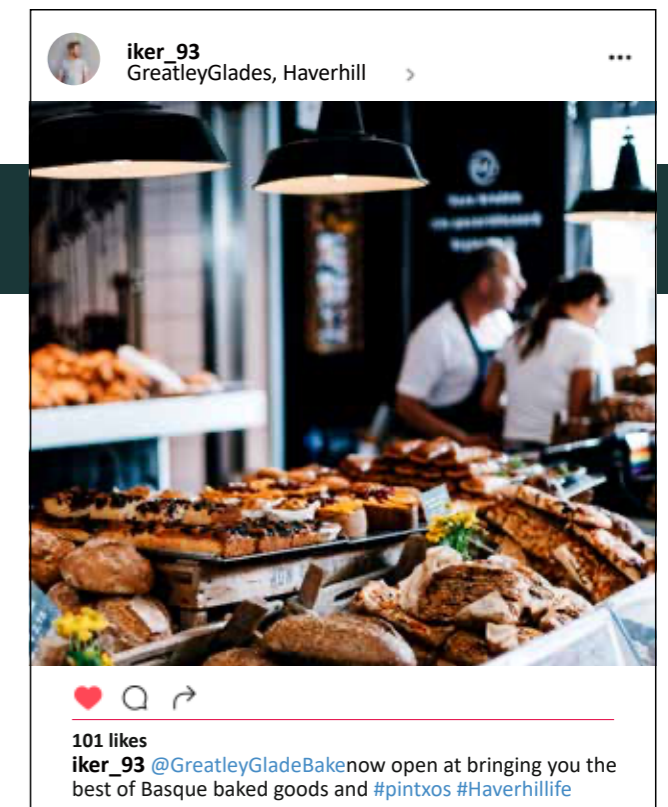
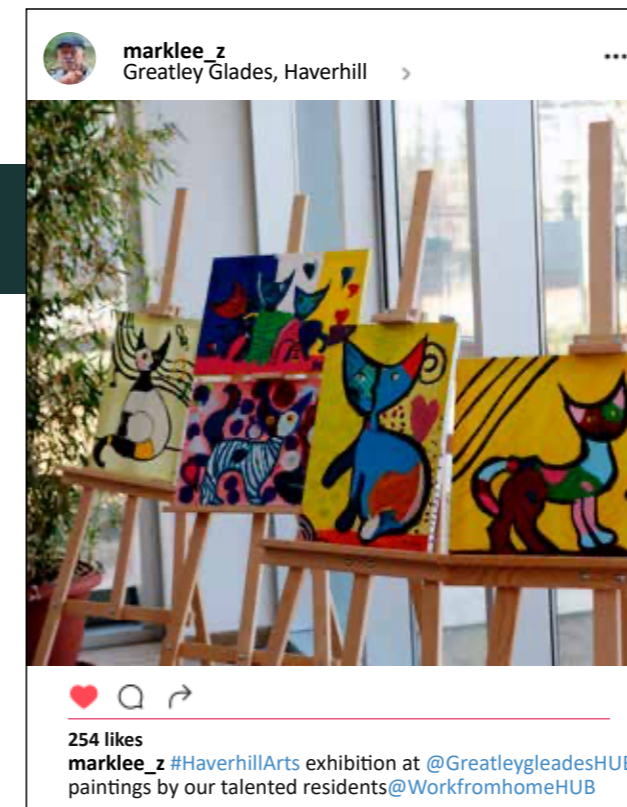
## Haverhill's woodland neighbourhood

Inspired by this place's past, Greatley Glades will have a very distinctive and recognisable character. With the ancient woodland at its heart, the new forest will help recreate a rich and diverse ecosystem. The character of the neighbourhood could celebrate the woodland identity, with glade-like public open spaces, trees lining the streets and lending character to buildings.

The neighbourhood's form could emphasise the feeling of openness and access. The neighbourhood's

centre, located by the watercourse against a strong woodland edge, could benefit from taller residential buildings set in generous green setting.

In the event that demand for new employment is forthcoming, new workplaces could form part of Greatley Glades, well-related to the transport hub and providing space for emerging R&D and high tech laboratory and manufacturing activity.





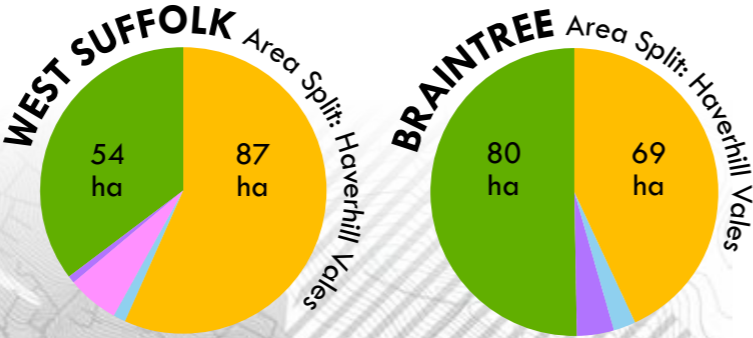
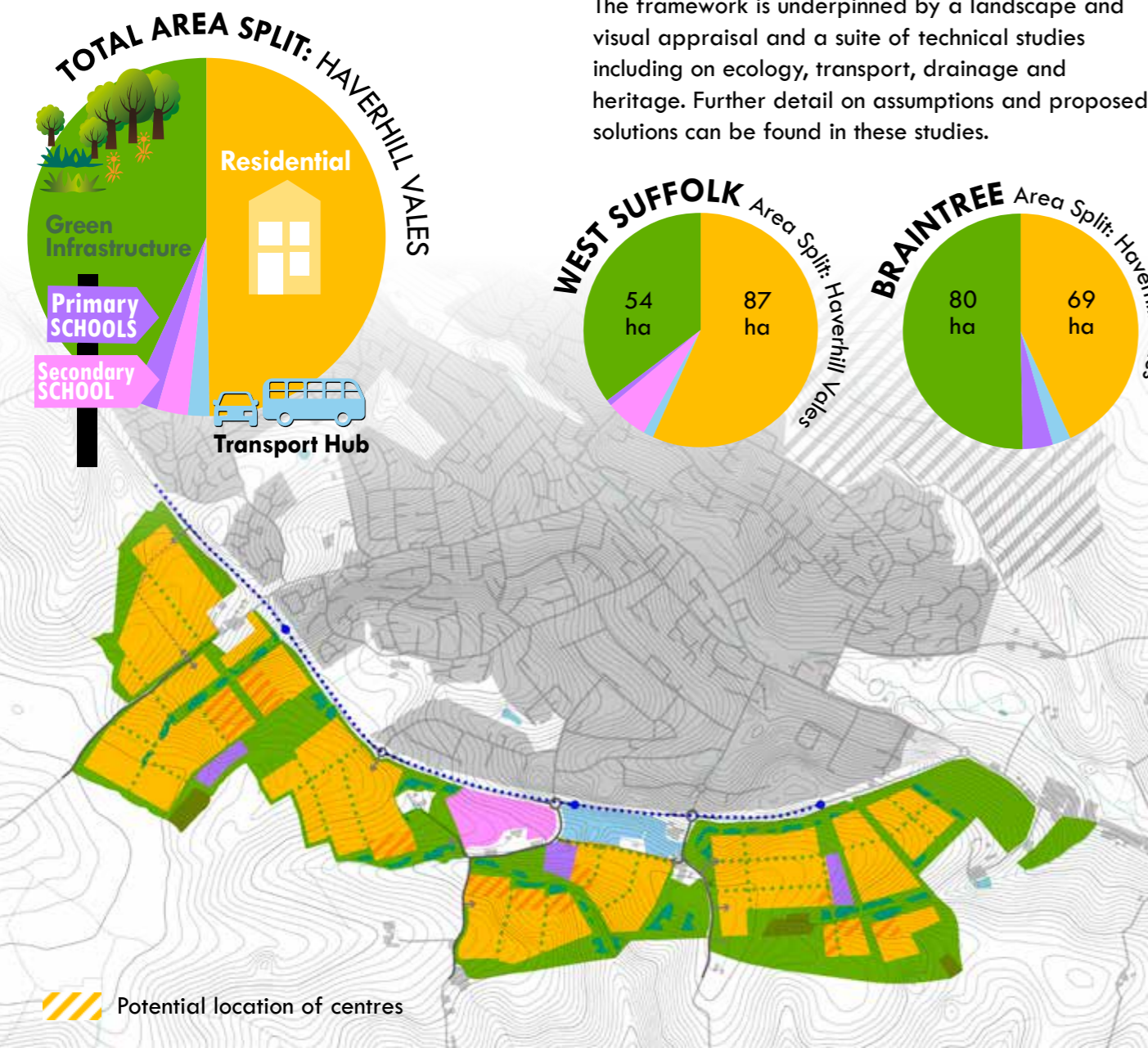
# How will Haverhill Vales work?

## Framework

These pages show how the design principles could translate into a set of parameters for development - a framework defining land uses, as well as potential access points and principal assumptions on movement.

The **framework** for Haverhill Vales will be characterised by flexibility. This is paramount to accommodate the potential future needs of the growth of Haverhill. A flexible framework rooted in the robust overarching principles will ensure Haverhill Vales will be liveable, healthy and well connected, regardless of the final, delivered mix of uses.

The framework is underpinned by a landscape and visual appraisal and a suite of technical studies including on ecology, transport, drainage and heritage. Further detail on assumptions and proposed solutions can be found in these studies.



- Development parcels  
*Indicative no. homes*
- Primary schools
- Secondary school
- Transport Hub
- Open spaces - green infrastructure
- Developable land total**

West Suffolk	Braintree	TOTAL
87ha	69ha	<b>156ha</b>
2,700-3,700	2,200-3,000	<b>4,900-6,700</b>
2ha	4ha	<b>6ha</b>
9ha		<b>9ha</b>
1ha	7ha	<b>8ha</b>
54ha	80ha	<b>134ha</b>
<b>99ha</b>	<b>80ha</b>	<b>179ha</b>



### The framework is flexible on proposed densities and urban form.

It does not prescribe an exact mix of uses, being able to accommodate residential, employment, community, healthcare provision, retail and leisure uses as needed. The total range of residential provision reflects potential density scenarios within the shown development parcels.

The framework includes provision of three primary schools and a secondary school. The exact locations and sizes of the proposed schools will be subject to further discussions with the district and county councils, depending on the evolution of the development capacity of the allocation and the local authorities' future needs.

A transport hub site is also identified in the framework. The potential delivery of a high quality public transport solution between Cambridge and Haverhill would be strengthened by a strategically located Park and Ride facility linked to the CAM. The hub in the proposed location is best placed to relieve the bypass of congestion, and provides easy access to the city, as well as Haverhill's employment areas. The hub site could also include employment and ancillary uses.



**Green Infrastructure framework** provides the requisite amount of open space for residents, establishing character, creating a framework of connectivity for people and wildlife between the neighbourhoods and Haverhill.



**Movement framework** highlights proposed access points to the development areas and potential vehicular connectivity between the neighbourhoods. The exact street layout will be subject to more detailed analysis and engagement with the respective highway authorities.

The framework also identifies the potential for an enhanced public transport route linking Haverhill and Cambridge, along the bypass, together with proposed locations of the stops.



# How will Haverhill Vales work?

## Sustainability

### Climate action

An exciting opportunity exists for Haverhill Vales to achieve a 'step-change' in performance and quality, demonstrating how new communities should be explicitly responding and adapting to climate change in the 21st century.

There are two main considerations for the development of Haverhill Vales: first how the proposals respond and adapt to the effects of climate change which are already set in motion, such as increased temperatures, flood risk and a decline in biodiversity; and second how the development mitigates its own impact on future climate change, in particular through reducing greenhouse gas emissions.



In this first regard, there are a number of ways in which Haverhill Vales will be 'climate proofed', including:

- **the layout and orientation of development**
  - balancing the benefits of minimising heat loss in winter with the risk of excessive solar gain during the summer;
- **drainage** - designing with future climate in mind, appreciating that Haverhill is likely to be subject to hotter, dryer summers, wetter winters and prone to more extreme weather events. Implementation of a sustainable drainage strategy, incorporating natural solutions such as swales and ponds to attenuate rainwater, will provide resilience to future flooding whilst providing a wealth of ecological, amenity and wellbeing benefits.
- **water** - by minimising water consumption, Haverhill Vales will be resilient to and further mitigate its contribution towards a warming climate. Opportunities for rainwater and greywater harvesting will be explored as well as other building-level solutions for reducing demand for potable water, such as low flow fixtures and fittings, leak detection and flow control devices.
- **adopting a natural capital based approach**
  - through the protection and provision of trees and woodland to provide shade and reduce wind speeds, encourage carbon sequestration. Provision of opportunities for local food production such as allotments and other community growing space.



### Energy efficient, low carbon homes and buildings

As well as considering the resilience to climate change, Haverhill Vales will mitigate its future impact, in particular the amount of carbon emissions associated with the development.

Reflecting the timescales for the delivery of Haverhill Vales, the proposals have been formulated on the expectation that all new homes will, as a minimum, be built to the Future Homes Standard that the Government has committed to introducing before 2025.

To secure additional carbon savings, other measures which will be considered at the masterplan level include:

- Solar farm
- Solar street furniture
- Heat network for district centres and employment areas
- Battery storage
- Anaerobic digestion
- Small to medium scale on site wind energy generation

## What next? Opening up the conversation

Our emerging concept for Haverhill Vales has been shaped by a desire to build on the Haverhill Vision 2031 objectives by:

- reinforcing an outstanding quality of life, manifested by a lively town centre, vibrant community life, amenities that cater to all ages and abilities and accessibility to public open spaces that link to the open countryside;
- creating sustainable modes of movement to go to work, visit the town centre and enjoy the countryside;
- nurturing a healthy, varied economy that harnesses benefits of proximity to key economic centres such as Cambridge [and Stansted] while creating diverse work opportunities in the town;
- responding to the challenges and mitigating the effects of climate change.

Growth at Haverhill Vales could help finance improvements to the existing structure of the town and deliver solutions and infrastructure that encourage and enable this change.

Catesby Estates are committed to fully engaging with the local community and stakeholders to discuss and develop the emerging concept for Haverhill Vales. We would welcome the opportunity to engage jointly with West Suffolk Council, Braintree District Council and South Cambridgeshire Council to facilitate a discussion with key officers and Members on this aspect of cross-border planning.

From early 2021 onwards a programme of engagement and regular dialogue will commence to discuss how the emerging proposals can be developed to respond to local issues and requirements.



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Damian Tungatt  
Director  
Markides Associates Ltd  
81 Southwark Bridge Road  
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SE1 0NQ

20<sup>th</sup> May 2021

Dear Damian,

### **Haverhill Vales**

Thank you for discussing the proposals for Haverhill Vales with Stagecoach this week. It is understood that the emerging masterplan envisages a series of new neighbourhoods to the west and south west of the town, with the potential to accommodate up to 6,700 new homes, plus educational, leisure and commercial uses. The proposals are at an early stage in the planning process; however, it is expected that could come forward from 2027.

The site is likely to be provide a new 500 space P&R / travel hub facility which will facilitate direct services into Cambridge and could, in time, form part of the wider Public Transport network. As mentioned, Stagecoach is supportive of this principle. Very importantly, there is a clear opportunity with considerate master planning for this facility to also accommodate a local inter modal interchange serving Haverhill and a wider hinterland. Providing connections for local bus services, along with other changes to the A1037 corridor, will allow a faster and more direct service to run into Cambridge with less delay and without the need to increase journey times by diverting into Haverhill, it will also maximise the commercial viability of the P&R proposals, making for a more attractive route. Sufficient stops / layover space should therefore be provided for the local bus network when designing this facility in more detail.

As discussed, Service 13/13A operates in Haverhill and already requires some changes to maximise and extend the existing route and this is currently being considered. I would not be too prescriptive at this stage in respect of the exact rerouting of particular services in the future owing to the timescales for any critical mass of development to come forward. It would however be viable for the 13/13A to reroute into the site or for a new service to be provided that could connect with other destinations around Haverhill. The latter may require some initial funding to be secured via S106 agreement.

continued

Accordingly, we are very keen to be kept informed of the progress of this promotion going forward. For now, we are happy to give to you our support in principle for this promotion and consider that it can be suitably served by existing and proposed public transport services in the future.

Yours sincerely



Steve Zanker  
Commercial Manager

## Pell Frischmann Making Connections 2022 consultation response

Pell Frischmann

Project	Land West of Cambourne
Document Title or Subject	Making Connections 2022 consultation response
Document Reference	000000-PEF-XX-XX-RP-TR-000000
Revision Reference	Final
Date	2022-12-21

## 1 Introduction

- 1.1.1 Pell Frischmann is providing transport planning advice to the Church Commissioners for England (CCfE) (the 'Client') in connection with their land holdings at Land West of Cambourne. Pell Frischmann has drafted this response on behalf of CcfE.
- 1.1.2 The purpose of this response note is to set out the position of the Client in relation to the recent consultation on the Making Connections proposals for Cambridge. The documents being responded to are the PDFs; 'Brochure – Making Connections 2022 consultation' and the 'Map book – Making Connections 2022 consultation', which were downloaded from the website page. The consultation runs from 17<sup>th</sup> October 2022 to 23<sup>rd</sup> December 2022.
- 1.1.3 The site location of the Client's landholdings is shown in Figure 1-1.

**Figure 1-1: Site Location**



Source: Courtesy of OS Contributors, with Pell Frischmann annotations

- 1.1.4 The initial views of our Client are set out in this response and we would welcome further discussion in relation to the proposals.

## 2 Part 1 – Transforming the bus network

**2.1.1** This part of the proposal is supported by the CcfE.

2.1.2 The consultation Brochure proposes a large-scale “shake-up” of the buses, focused on providing high-quality, frequent services, and fare reforms. A £1 flat fare is proposed (within Cambridge and £2 outside) and service frequencies are set to increase to 6-8 buses per hour on many routes, and 2-3 per hour on other routes. This is overall designed to provide a high-quality, “London-style”, bus network which successfully encourages people to get the bus instead of driving (creating a modal shift away from cars). This initiative is supported by CcfE, subject to the clarifications set out below.

2.1.3 Mention is made in the Brochure of Demand Responsive Transport (DRT) connections “from rural areas not served by conventional bus routes from St Neots”. We request more information on what the criteria is for providing DRT and whether any connections would extend to/near Land West of Cambourne.

2.1.4 More detail is requested on the bus frequency to Cambourne, and the exact routing of new bus services proposed and whether any consideration has been given as to how new bus routes would tie in with the East - West Rail proposals at Cambourne. The new bus services proposed to route in proximity of Cambourne are the C2C, Citi4, and the 905.

2.1.5 The frequency of the C2C is (the same as presented in the C2C consultation in July 2022) proposed to be 6 per hour, and 2 onwards to Huntington (replacing the X3), 2 onwards to St Neots, and 1 onwards to Biggleswade. The C2C service shown in two different ways in the Map book:

- In Figure 2-1 below, the onward services are shown as running separate to / alongside the main C2C, meaning people in Cambourne would have access to up to 12 services per hour to travel in to/out of Cambridge.
- In Figure 2-2, the onward services are shown as the same buses as the main C2C, meaning people in Cambourne would have access to up to 6 services per hour to travel in to / out of Cambridge.

**Figure 2-1: Page 7 of the Map book PDF**

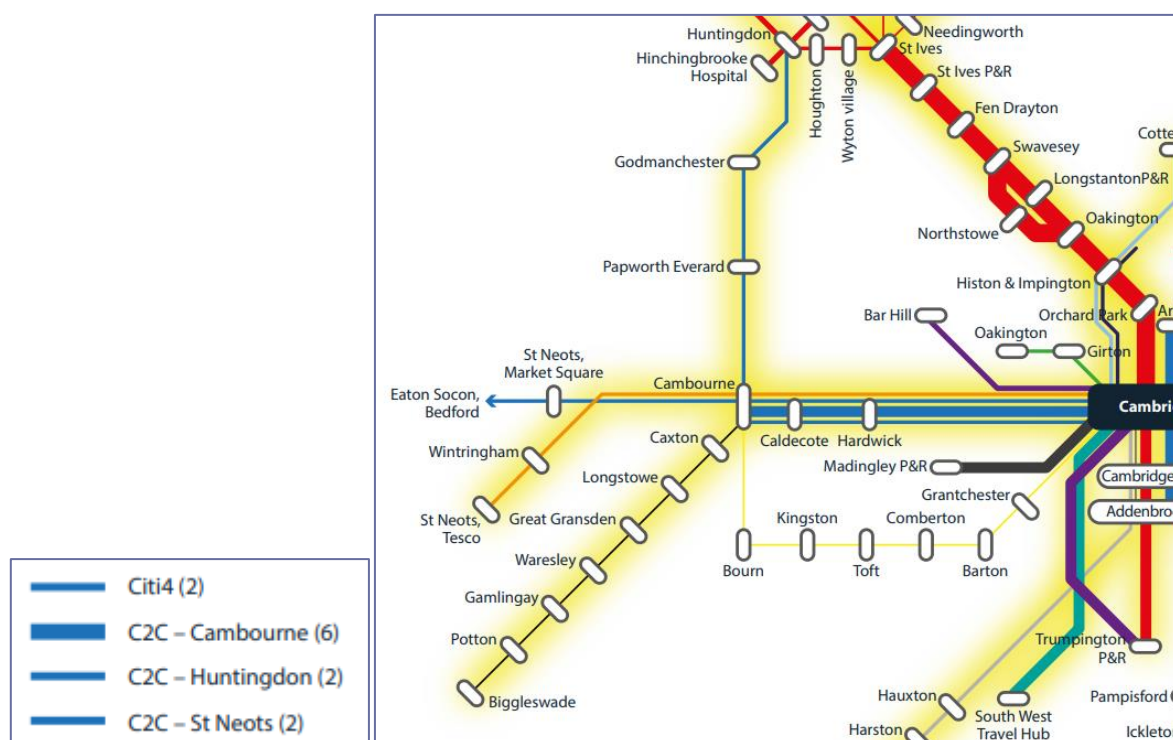
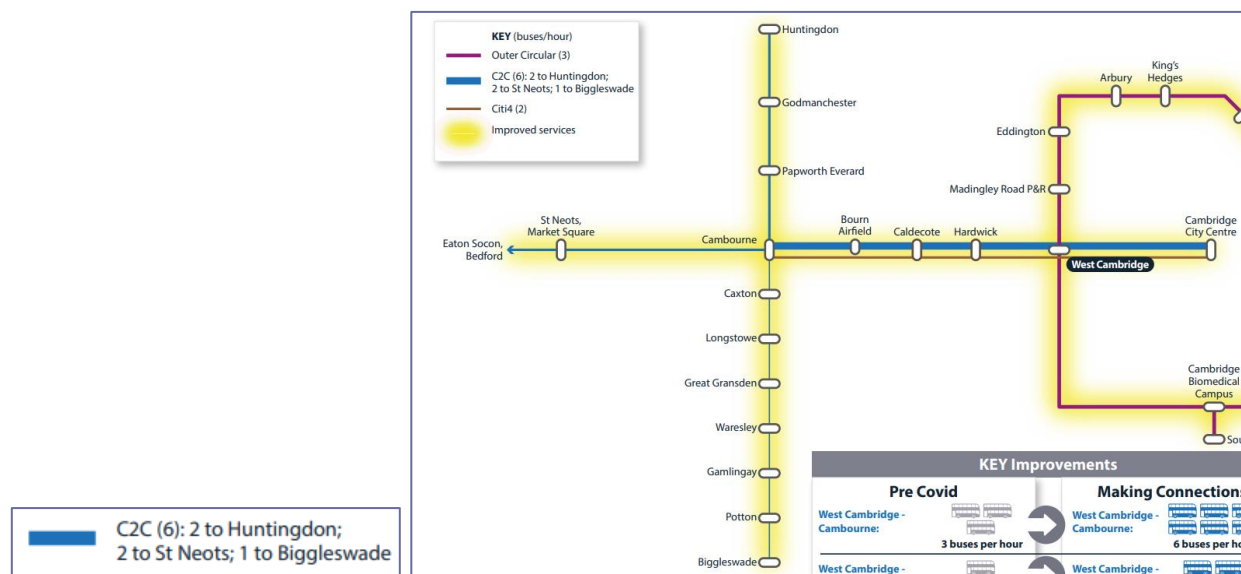


Figure 2-2: Page 17 of the Map book PDF



- 2.1.6 Clarity is sought as to how the frequency of the C2C services would work, and whether any bus priority measures on country roads are proposed to keep the services running on time. More details are sought on the routes and stops of C2C services.
- 2.1.7 More details are also sought on the Citi4, which is presented on pages 8 and 7 of the PDF as being reduced from 3 to 2 services per hour, and its exact route and stops near Cambourne.
- 2.1.8 More details are also sought on the 905, which is presented on pages 8 and 7 of the PDF as remaining at 2 per hour, and its new route and stops diverting through Wintringham,
- 2.1.9 Overall, increased services are supported by the Client as these would benefit the residents of Cambourne by allowing sustainable connections to other towns and Cambridge city centre. However, further information is requested on the routes and stops near Cambourne in order for a view to be taken on how these could most benefit Cambourne residents.

## 3 Part 2 – Investing in other sustainable travel schemes

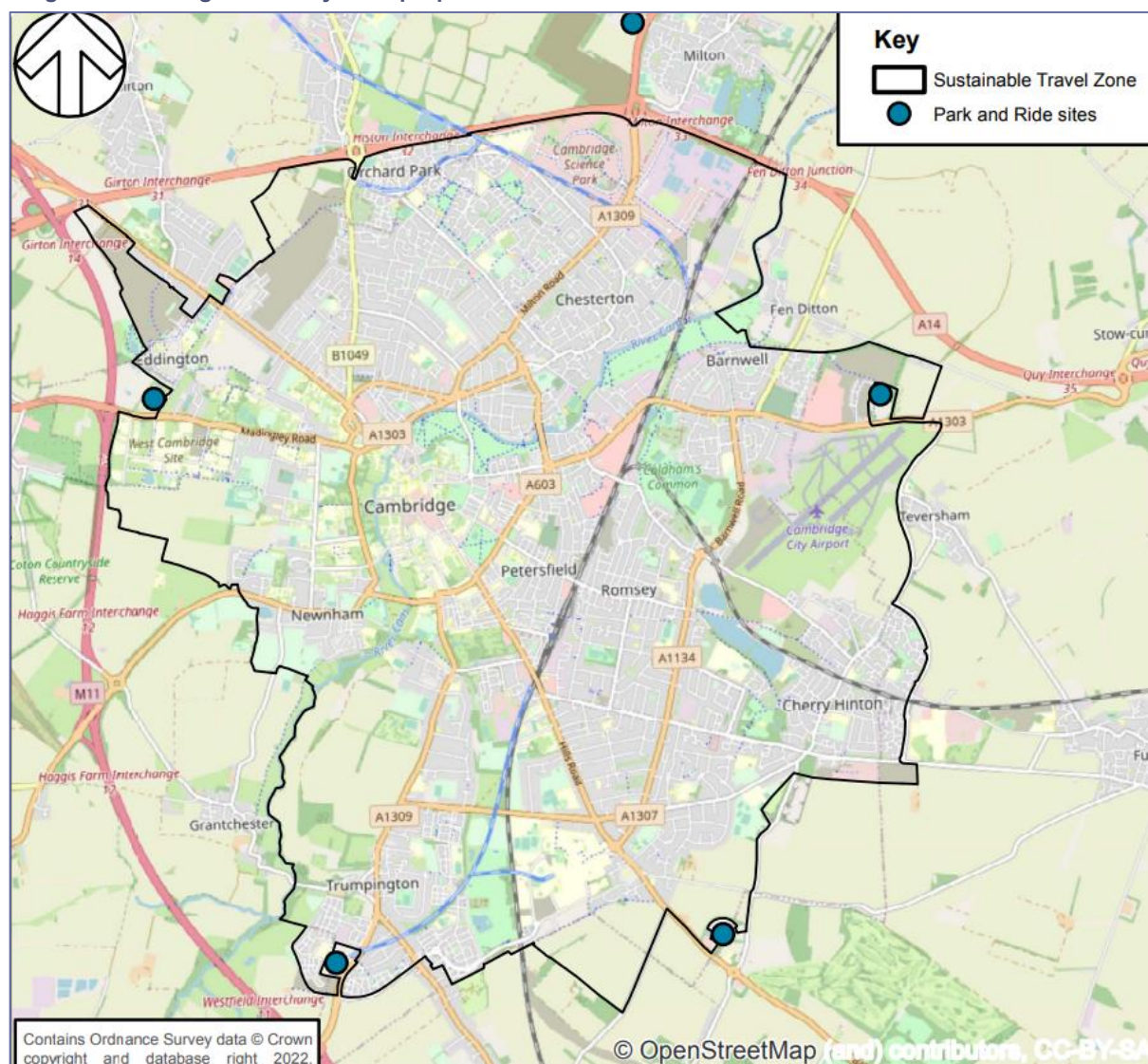
- 3.1.1 **This part of the proposal is supported in principle by the CcfE.**
- 3.1.2 The detail of the Cycling Plus network is drawn from the GCP's 2021 document 'Future Investment Strategy: Active Travel Opportunities' produced by consultants WSP<sup>1</sup>. The consultation Brochure itself devotes little space to the "wider improvements to cycling and walking". The page contains 7 high-level bullet-points, and the connections have been proposed to complete the Cycling Plus network.
- 3.1.3 More detail is requested on the bullet-points, particularly 2. "Extending the network: creating more connections between villages and the city." We would like to see any proposals regarding an upgraded or dedicated walking and cycling link from Cambridge to Cambourne, and any further detail on the proposed wider walking and cycling network in the Cambridge region.
- 3.1.4 We would also request detail specifically on any proposals under consideration for wider connections within Cambourne or local settlements in its vicinity, for instance links to Papworth Everard, Eltisley, or Caxton.

<sup>1</sup> Future Investment Strategy Active Travel Opportunities: <https://www.greatercambridge.org.uk/asset-library/Future-Investment/Future-Investment-Strategy/GCP-FIS-Active-Travel-Study-08-08-2021.pdf>

## 4 Part 3 – Creating a Sustainable Travel Zone

- 4.1.1 **This part of the proposal is supported in principle by the CcfE.**
- 4.1.2 The Brochure sets out a geographical zone within which drivers will be charged for their vehicle movements. The Land West of Cambourne is located well outside the proposed zone boundaries, although proposed development users would be affected if they chose to drive into the zone.
- 4.1.3 The Brochure also sets out the time period in which charges would apply (7am-7pm) and says “when fully operational, private cars would be charged £5, while other vehicles would be charged different amounts [...]. Exemptions for certain vehicles, people and trips would also be in place.”
- 4.1.4 The vehicle charges would exclusively go towards funding the bus network improvements in Part 1, and they would be the main means of funding the bus network improvements. This implies that the bus network improvements cannot come to pass without the Sustainable Travel Zone proposals.
- 4.1.5 The Brochure states that the GCP have considered other types of zone and charges (like parking charges), and they would not raise enough money to cover the bus improvements. It says they also considered different hours and charge amounts for the Zone, and anything less than those proposed would equally not reach the amount required to cover the bus improvements.
- 4.1.6 The zone area is shown alongside the Park and Ride locations in Figure 4-1. The proposals include an expansion of the Park and Ride sites around the city, with the most convenient existing Park and Ride for the site being Madingley Road in the west of the city off the A1303. All Park and Ride sites will be outside the zone, meaning site users can drive to the park and ride and then get the £1 bus into the city. We would support this proposal as well as the proposal to create 10,000 additional park and ride spaces around the city, notably an increase in the Madingley Road site.

Figure 4-1: Charge boundary zone proposals and Park and Ride sites



Source: Making Connections 2022 Consultation brochure

- 4.1.7 As the bus service improvements can only occur if the zone charges also occur, and any proposed development at Cambourne would require high-quality bus services, the Client must support the vehicle charge proposals. Therefore, CcfE would support the proposed Sustainable Travel Zone subject to the consultation process taking into account the views of local residents and stakeholders.

## 5 Summary and Conclusions

- 5.1.1 Overall the CcfE are in principle, supportive of the Making Connections proposals and the ambition of Cambridge (and the surrounding area) to improve sustainable transport connections. However, this is subject to the following:
- Clarity on what the criteria is for providing DRT and whether any connections would extend to/near Land West of Cambourne.
  - Clarity on the bus frequency to Cambourne, and the routing and stops of new bus services proposed (C2C, Citi4, and 905).
  - Clarity on whether any bus priority measures on country roads are proposed to keep the services running on time.
  - Clarity on the walking and cycling bullet-points, particularly 2. "Extending the network: creating more connections between villages and the city."

## Making Connections Land West of Cambourne Response

- Clarity on any upgraded or dedicated walking and cycling link from Cambridge to Cambourne, and any proposed wider walking and cycling network in the Cambridge region, especially on any proposals under consideration for wider connections within Cambourne or local settlements in its vicinity.
- Clarity on an increase in park and ride spaces at the Madingley Road site.
- Subject to the consultation process taking into account the views of local residents and stakeholders, the Client would support the Sustainable Travel Zone.

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.		Making Connections Cambourne Response D2 2022-12-20.Docx				
File Path		\\RSBGUKFS01\LONEngineering\1046--\104677 - Land West of Cambourne\01 - WIP\Documents\Transport Planning\Making Connections Response\Making Connections Cambourne Response D2 2022-12-20.docx				
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D2	-	Internal draft for client review	20-Dec-2022	PA	DW	PS
F1	-	Final for Issue	21-Dec-2022	PA	DW	PS
Ref. reference. Rev revision. Suit suitability.						





Rachel Stopard  
Chief Executive  
Greater Cambridge Partnership  
Shire Hall  
Cambridge  
CB3 0AP

VIA EMAIL

02 December 2022

Dear Rachel,

We are writing to you as leaders of the 3 emergency services in Cambridgeshire to respond to the consultation on potential congestion charging in Cambridge. We are collectively supportive of the principles of the proposed programme and would very much welcome reduced congestion in Cambridge; not least as it will aid our Emergency Vehicles responding to incidents across the city.

The major concern we all share with the scheme is regarding how it will impact on operational emergency service staff who have to work in Cambridge. You will appreciate that the cost of living in Cambridge is a challenge for most of our employees, and as organisations we all struggle to attract people to work in Cambridge because of this. The proposed congestion charge will exacerbate this further, particularly for those staff who work 24/7 and will be charged twice when working night shifts, or those staff that are required to use their private vehicle for work purposes within the proposed zone. Our staff do not have flexibility on workplace or when they start and finish their working day. It is for these reasons that we request our operational staff, along with specific Senior Officers are exempted from the congestion charge owing to the critical nature of the businesses we deliver.

We propose to engage with you as the scheme is implemented and will commit to undertake a review of these arrangements once all the additional bus services are



[www.cambsfire.gov.uk](http://www.cambsfire.gov.uk)

Fire Service Headquarters | Hinchingsbrooke Cottage | Brampton Road | Huntingdon | PE29 2NA | T: 01480 444 500

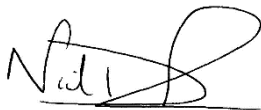
implemented. This review will seek to understand whether the new services are sufficient to ensure operational staff can reach their workplace in a timely manner on a daily basis, or indeed continue to do their essential work throughout their shifts.

We are more than happy to discuss again but feel that operational staff must be exempt from the scheme to ensure Operational Response models are not affected by a reliance on public transport.

Yours sincerely



**JON ANDERSON**  
**ASSISTANT CHIEF FIRE OFFICER – CAMBRIDGESHIRE FIRE & RESCUE SERVICE**



**NICK DEAN**  
**CHIEF CONSTABLE – CAMBRIDGESHIRE CONSTABULARY**



**TOM ABELL**  
**CHIEF EXECUTIVE OFFICER – EAST OF ENGLAND AMBULANCE SERVICE**



## Greater Cambridge Partnership – Congestion Charge Zone Consultation

### CONFEDERATION OF PASSENGER TRANSPORT

**Date of Issue:** December 2022

#### **Executive Summary:**

- We are supportive of Greater Cambridge Partnerships (GCP) ambition to reduce congestion, improve air quality and reduce carbon emissions
- Additionally, we support the exemption offered to registered bus services and the proposal to reinvest funds into delivering improvements to the bus network
- Non registered bus services provide vital services for passengers travelling to education and work places and significantly reduce congestion, we would therefore urge GCP to extend the exemption to include these services
- Active travel options provide first and last mile solutions and connect passengers to bus services, it is important supportive measures such as bike racks and safe pedestrian access are introduced to increase bus accessibility
- We were disappointed the proposals include plans to charge coaches £50 per day, coaches can remove up to 50 cars off the road and should therefore be recognised as part of the solution
- We encourage GCP to engage with their local bus operators to ensure that any measures to deliver improvements to the bus network deliver what they set out to achieve
- We encourage GCP to engage with local businesses to understand the full benefits delivered by coach and the impact of the proposals
- We urge GCP to adopt the same approach as the London Congestion Charge Zone, which excludes coaches due to their ability to reduce congestion
- GCP should consider investing in coach friendly measures to incentivise and increase coach travel
- Exemptions should also be considered for PSVAR compliant vehicles

#### **About CPT**

We help a dynamic bus and coach industry to provide better journeys for all, creating greener communities and delivering economic growth.

We do this by representing around 900 members from across the industry be they large or small, bus or coach, operator or supplier. We use our influence to campaign for a supportive policy environment, give our members practical advice and support to run their businesses safely, compliantly and efficiently and bring the industry together to share ideas and best practice.



We are ambitious to make things better for passengers, inclusive in seeking out different perspectives and we are always there when our members need us.

## CPT Response

We are supportive of the GCP's ambition and commitment to reducing congestion, which in turn will deliver carbon emission savings and improvements to air quality for all road users and visitors.

However, we are disappointed to see that only registered bus services will be offered an exemption for travelling inside the proposed zone, both non-registered bus services and coaches play a vital role in reducing congestion and should therefore be included in the exemption.

## Registered bus services

We are supportive of the proposal to exempt registered bus services from the congestion charge. Increasing levels of congestion is one of the primary issues facing bus travel, it increases bus journey times and reduces journey reliability which we know are key reasons people choose not to travel by bus. A 10% decrease in bus speeds caused by congestion reduces passenger numbers by 10%<sup>1</sup> and increases operating costs across the bus network by £400 million a year<sup>2</sup>, reducing operators ability to invest in delivering service improvements.

Additionally, we support the proposal to reinvest funds from charged vehicles into delivering improvements to the bus network. We have seen good partnership working between Local Transport Authorities and bus operators across the country throughout the Bus Service Improvement Plan process. The process has demonstrated how effective partnership working can be in ensuring that improvements to bus services are delivered efficiently and economically. We encourage GCP to engage with bus operators who travel to, from and within the Cambridge area to ensure that any proposed improvements benefit passengers.

## Non Registered bus services

However, the proposal does not state that the exemption extends to non registered bus services. These will include vital services provided by local education authorities for school and college students and teaching staff, as well as rail replacement services in the event a train service is temporarily cancelled. These are valuable services that significantly reduce congestion and enable many people to access education and work places. Charging

these vehicles could put these services at risk and has the potential to further increase congestion. We would therefore urge GCP to ensure the exemption also covers non registered bus services.

## Active travel

Walking and cycling provide first and last mile solutions and connect passengers to bus services, to complete longer journeys where active travel options are less feasible. The average bus user walks or cycles for at least 20 minutes as part of their commute<sup>3</sup>.

It is important that supportive measures such as cycle racks and safe, well-lit pedestrian access to bus stops are introduced to increase bus accessibility and to encourage more passengers to leave their cars at home.

## Coaches

Coaches provide a vital, comfortable and environmentally sustainable travel option and help those who would otherwise struggle to travel. They can transport huge numbers of passengers around the UK, and transport around 600,000 children to school each day. Coaches provide a wide multitude of services to ensure people can get to where they need to go, including rail replacement services, vulnerable group transport, home to school and worker transfer services, all of which significantly reduce congestion. A single coach can remove up to 50 private cars off the road<sup>4</sup>, and we estimate that a 15% increase in coach passenger journeys by British people each year could lead to approximately 47 million fewer cars on the road<sup>5</sup>.

Cambridge is a historic city and a frequently visited tourist destination, attracting 8.1 million visits a year which contribute £835 million to the local economy<sup>6</sup>. Coach also plays a significant role in supporting the UK's tourism industry, in 2019 there were 500 million coach journeys made by British people<sup>7</sup>, 23 million of which were to tourist attractions and contributed £14 billion to the UK economy<sup>8</sup>.

We were therefore disappointed to see coach operators have not been offered the same exemption as buses, and instead the plans include a proposal to charge coaches £50 per day. We do not believe charging coaches will reduce congestion levels and instead penalises a sustainable and accessible travel option.

<sup>3</sup> [https://assets.goaheadbus.com/media/cms\\_page\\_media/6525/FutureOfTransport\\_Report\\_Lowres.pdf](https://assets.goaheadbus.com/media/cms_page_media/6525/FutureOfTransport_Report_Lowres.pdf)

<sup>4</sup> CPT coach strategy

<sup>5</sup> Based on 2019 figures and CPT analysis of DfT and National Travel Survey data

<sup>6</sup> Tourism in Cambridge | Meet Cambridge (meet-cambridge.com)

<sup>7</sup> CPT analysis of 2019 DfT and National Travel Survey data

<sup>8</sup> CPT Research 2020



The London Congestion Charge Zone offers vehicles that can carry 9 passengers and above a 100% discount<sup>9</sup>, which includes coaches, due to their ability to significantly reduce congestion. We urge the GCP to adopt the same approach, to incentivise coach travel and recognise it as a solution to reducing congestion.

There are multiple business within Cambridge, located within the proposed zone that have green travel schemes in place provided by coaches that would be directly impacted by the proposed charges. We therefore call on GCP to engage with local businesses and undertake research and modelling to fully understand the benefits currently provided by coaches and the impact of the proposed congestion zone.

Additionally, to further support and encourage coach travel, GCP could look to reinvest some of the funds raised through the scheme into ensuring coach friendly measures are introduced at tourist and city locations, these measures include;

- Safe access from and exit to main roads suitable for large vehicles
- Safe areas for passengers to be set down and picked up
- Sufficient space for parking and maneuvering
- Additional consideration given to driver facilities

### Public Service Vehicle Accessibility Regulations (PSVAR)

Operators will often use coaches and minibuses equipped with a wheelchair lift for education transport services. These vehicles play a vital role in providing an accessible transport option for disabled passengers. Sheffield and Rotherham have included a payment exemption in their Clean Air Zone plans for any bus or coach that complies with PSVAR. It is vital that any proposed scheme enables these vehicles to continue delivering these essential services without being penalised.

### Conclusions

Reducing congestion will deliver economic and health benefits to the Greater Cambridge area and we welcome the ambition set out in the proposals. It is encouraging to see bus travel recognised in the proposed plans however we would urge GCP to extend the exemption offered to registered bus services to include both non-registered bus services and coaches, which are equally sustainable travel options.

Coach is an inclusive, accessible and sustainable travel option that significantly reduces congestion, it is essential their benefits are recognised and promoted to incentivise and encourage more people to use them. This



can be achieved by extending the exemption to include coaches, working with local businesses and introducing coach friendly measures to ensure the full benefits of coach travel are recognised and achieved.

**Contact Details:** Rebecca Kite – [rebecca.kite@cpt-uk.org](mailto:rebecca.kite@cpt-uk.org)

# RESPONSE TO CONSULTATION ON MAKING CONNECTIONS

DECEMBER 2022

# CONTENTS

- 0. Introduction**
- 1. About the Core Site**
- 2. Transforming the Bus Network**
- 3. Investing in Sustainable Travel Schemes**
- 4. Creating a Sustainable Travel Zone**
- 5. Conclusion**

# 0. Introduction.

The Core Site comprises 48 hectares (120 acres) of land lying to the north east of Cambridge. The site is owned by Anglian Water and Cambridge City Council and is currently home to the Cambridge Waste Water Treatment Plant (CWWTP), a golf driving range, a City Council depot and commercial buildings. The site is bound to the north by the A14, to the east by the railway line and to the south and west by Cowley Road.

The site is centrepiece of the North East Cambridge Area Action Plan (NECAAP), a planned new city district that will, as a whole, deliver over 8,000 new homes, new employment buildings and community facilities. The Core Site itself will contain over 5,600 homes, office, retail and community space and will be developed over the next 20+ years. Key facts about the development are presented on page 4

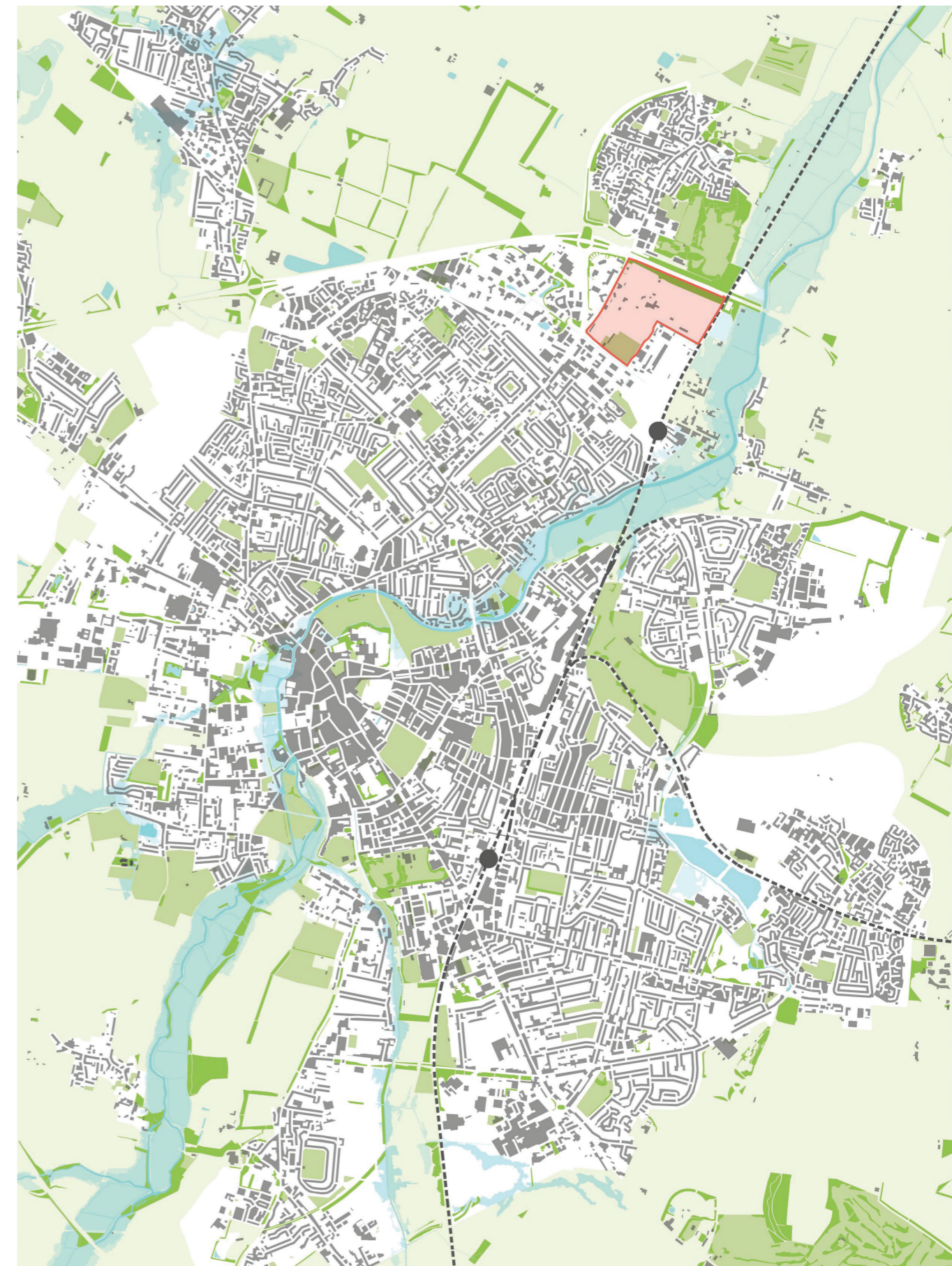
U+I and TOWN, together, are the appointed master developer for the site. U+I are specialists in thoughtful, purpose-driven regeneration and worthwhile land uses. We know that when we listen, we create well planned, more meaningful and considered places. We spend time understanding the hopes and aspirations of our communities so we can create places they want to be part of. TOWN are a profit-with-purpose developer with a mission to build good places for better lives. We deliver highly sustainable, well-designed, and community-oriented developments. We set a vision for the place, obtain planning consent, deliver infrastructure, and oversee delivery.

Our shared Core Site Vision is for a new urban quarter that will support the health, happiness and wellbeing of local people, play an integral role in the future of Cambridge, and be an exemplar for sustainable 21st century development. The Promises and Values underpinning this vision are set out on page 5.

In keeping with these commitments, the emerging Transport Strategy for the site seeks to be exceptional, being designed around the needs of people, not vehicles, and focused on maximising walking, cycling and the use of public transport. This will be achieved in part by ensuring people can live close to places of employment, schools, and a range of other everyday amenities (both on the site and nearby); but principally by designing streets and providing services that enable people travelling to and from the Core Site to do so other than by car.

We acknowledge the nature, scale and urgency of the challenge described in Making Connections - the climate emergency, a public health crisis, traffic congestion, a car-dominated city setting, the limited nature of public transport options. And we agree that the proposals in Making Connections represent a once-in-a-generation opportunity to change how people travel in Greater Cambridge, relieving pressure on the highway network, responding to the stated crises, and establishing a path to a better, cleaner and safer future.

In summary, our ambitions for Core Site align closely with those set out in the Making Connections.



# 1. About the Core Site



## 48 hectares of Brownfield land

An opportunity equivalent in size to 223 Cambridge Market Squares.



## A mixed use development

Shops, workspaces and amenities within easy reach of home.



## 5,600 new homes

A new urban quarter that will help to meet the need for new housing in Cambridge.



## A culture of walking and cycling

Designed to make active travel the easiest choice for everyday journeys.



## Accessible & inclusive

Thoughtfully designed to meet the needs of all.



## Designed with nature in mind

A place that respects and embraces the natural world.



## Protecting resources

Making efficient use of water, energy and other resources.



## 40% affordable housing

Helping to address the city's housing affordability challenge.



## Growing a local green economy

Supporting the transition to a low-carbon workforce.



## Low-car design

Safer streets for Pedestrians.



## Over 6,000 new jobs

Boosting the local workforce to help sustain economic prosperity.



## A place to start & a place to stay

A variety of homes to meet the needs of people through all stages of life.



## 10 minutes' walk to Cambridge North station

With easy access to the city centre by foot, bike, train or bus.



## Net zero carbon

Minimising embodied & operational energy.



## 3 new schools

New schools and amenities benefiting new and existing communities.

The Promises below are the three dimensions of our commitment to the delivery of a truly exceptional place in North East Cambridge. The Values alongside describe key characteristics of what the Core Site will be like as a place to live, work and visit, and how we will go about fulfilling our promises.

## Promises.



### FOR THE PEOPLE

The Core Site will support the health, happiness and wellbeing of the people who'll live, work and spend time here.



### FOR THE CITY

The Core Site will be an integral new quarter of Cambridge, taking inspiration from the city, engaging with its citizens' present needs and helping shape its future.



### FOR THE PLANET

The Core Site will be an exemplar development fit for the challenges of the 21st Century, enabling sustainable lifestyles and accelerating the transition to a zero-carbon world.

## Values.



### ROOTED IN CAMBRIDGE

The Core Site will be an integral, new piece of Cambridge, that is both part of the city and a distinctive new place in its own right. It will help shape the city's future whilst learning from the city's history and character.



### SHAPED BY MANY

We'll engage with many people and organisations through the process of planning and delivering the Core Site, enabling the new place to be influenced by different perspectives. It will be delivered by many partners: larger developers, affordable housing providers, SMEs and community-led organisations.



### OPEN TO ALL

The Core Site's resources – its homes, public space, shops, employment opportunities and community facilities – will be available and accessible to all. It will foster a culture of inclusiveness and diversity, designed to value children, older people, those who are more vulnerable, and those whose voices do not always get heard.



### LIVING WITHIN OUR MEANS

The Core Site will be innovatively designed and constructed to make efficient use of natural resources. It will help Cambridge become net zero carbon before 2050. It will make it easier for people to live sustainable and healthy lifestyles with a high quality of life.



### INTEGRATED WITH NATURE

The Core Site will incorporate nature and wildlife throughout, offering the opportunity to experience nature first hand. We'll learn from nature in developing innovative approaches to design, construction, energy production and water management.



### STREET LIFE

Streets at the Core Site will take on many new roles – places for children's play, exercise, café tables and natural landscaping. They will be home to a variety of uses, and will enable walking, cycling and low-carbon modes of movement, with excellent bus connections and easy access to Cambridge.

## 2. Transforming the Bus Network.

### 2.1 Summary

2.1.1 The proposal to transform the city's bus network is supported by U+I and TOWN.

2.1.2 The consultation brochure proposes a large-scale “shake-up” of bus operations, focused on providing high-quality, frequent services, and fare reforms. A £1 flat fare is proposed (within Cambridge) and service frequencies are set to increase to 6-8 buses per hour on many routes, and 2-3 per hour on other routes. This is overall designed to provide a high-quality, “London-style”, bus network which successfully encourages people to get the bus instead of driving (modal shift).

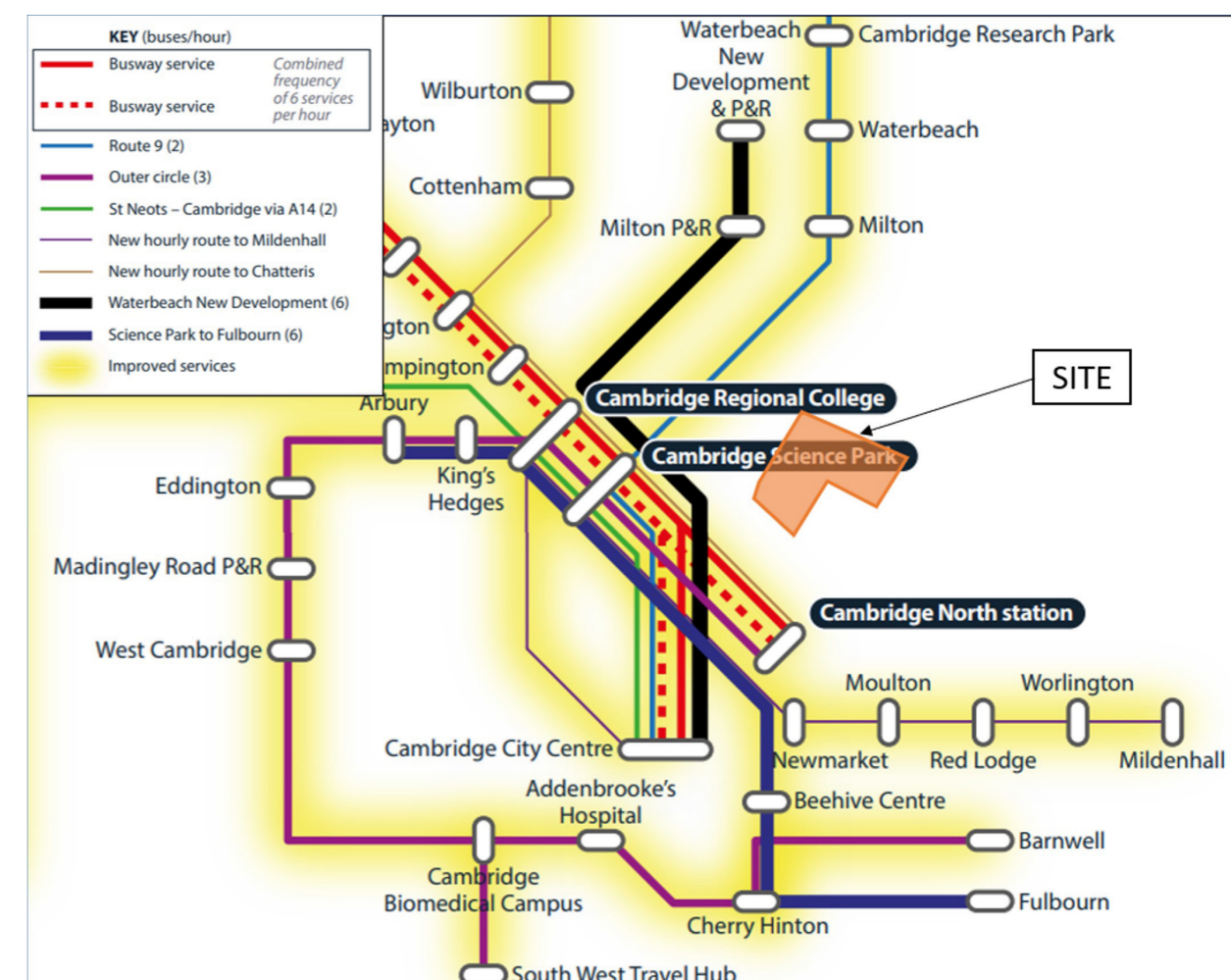
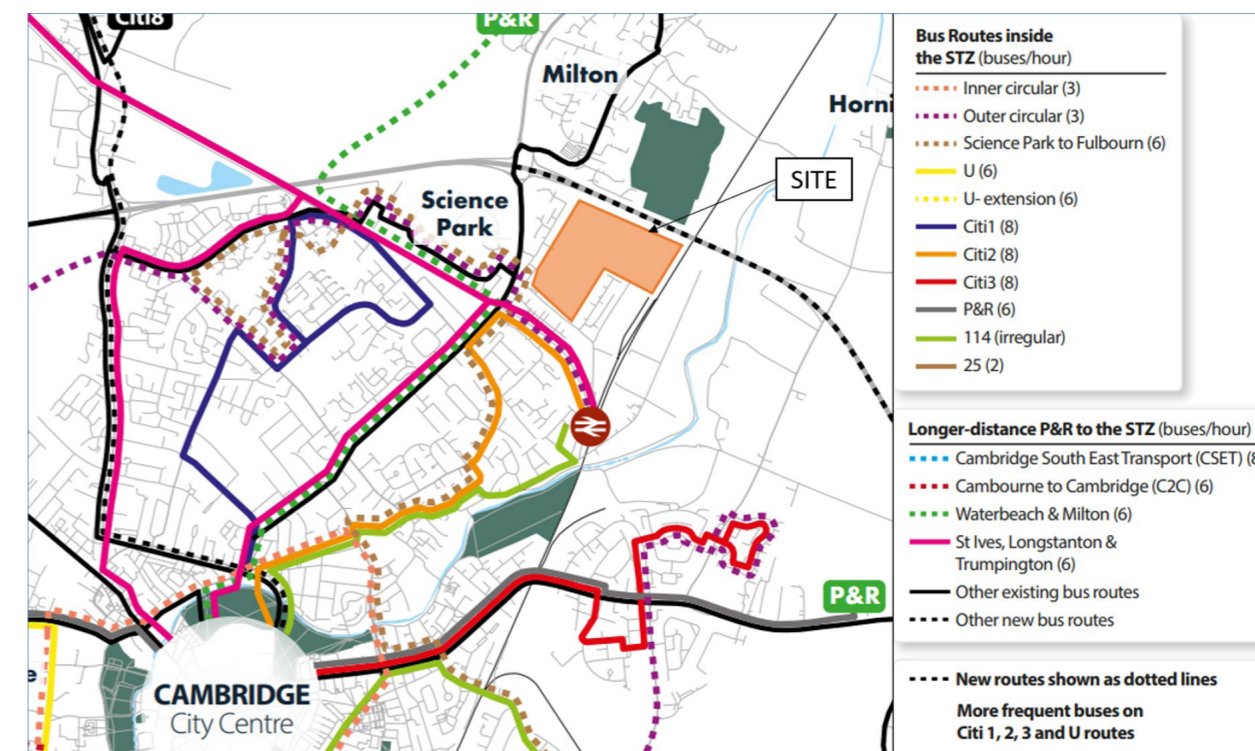
2.1.3 The bus proposals affect the whole city. In the vicinity of the Core Site there are certain bus routes that would increase in frequency and some brand new routes that would be added. However, these routes are all shown to route along the Guided Busway, south of Cowley Road, rather than along Cowley Road itself. As things stand, the connectivity of the Core Site by bus is poor, with Citi 2 bus only running along Cowley Road to and from North Cambridge station. Early discussions with Stagecoach have explored the Citi 2 looping through the site.

### 2.2 Our Response

2.2.1 The Proposed Future Bus Network map (page 1 of the consultation Map Book and opposite, above) shows an increase in routes passing near the southern boundary of the Core Site (new routes shown in dotted lines). We support increase in routes and service frequency, but would welcome more detail, especially on the planned routes. We would seek that any non-Busway services running to and from North Cambridge station would route through the Core Site.

2.2.2 The increase in Citi 2 services is welcome as this would be beneficial to Core Site users in providing a more frequent service: 8 buses per hour is quoted in the Proposed Future Bus Network map. Clarity is sought on the routing of the newly proposed services shown on the Connections to Regional College & Science Park plan (page 12 of the consultation Map Book and opposite, below), notably the Outer Circle, including whether they will travel along the Busway from Cambridge North station, and whether the Core Site was taken into account in this frequency proposal.

2.2.3 Other aspects of this part of the proposal, such as a connected wider regional bus network, flat fares and fare capping, special tickets for certain demographics, easy-to-understand bus information, DRT, and longer operating hours, are also supported by U+I and TOWN as this will increase sustainable travel access for Core Site users.



## 3. Investing in Sustainable Travel Schemes.

### 3.1 Summary

3.1.1 The proposals to invest in a package of sustainable travel schemes is supported by U+I and TOWN.

3.1.2 The consultation Brochure devotes little space to the “wider improvements to cycling and walking”, although it is proposed to complete the Cycling Plus network. Six other proposals are also listed.

3.1.3 The Cycling Plus map (page 15 of the brochure) shows Greenway routes around all four boundaries of the Core Site, in addition to a route by the side of the railway, a ‘Milton’ route shown in green and ‘C North Cambridge East-West’ route shown in blue.

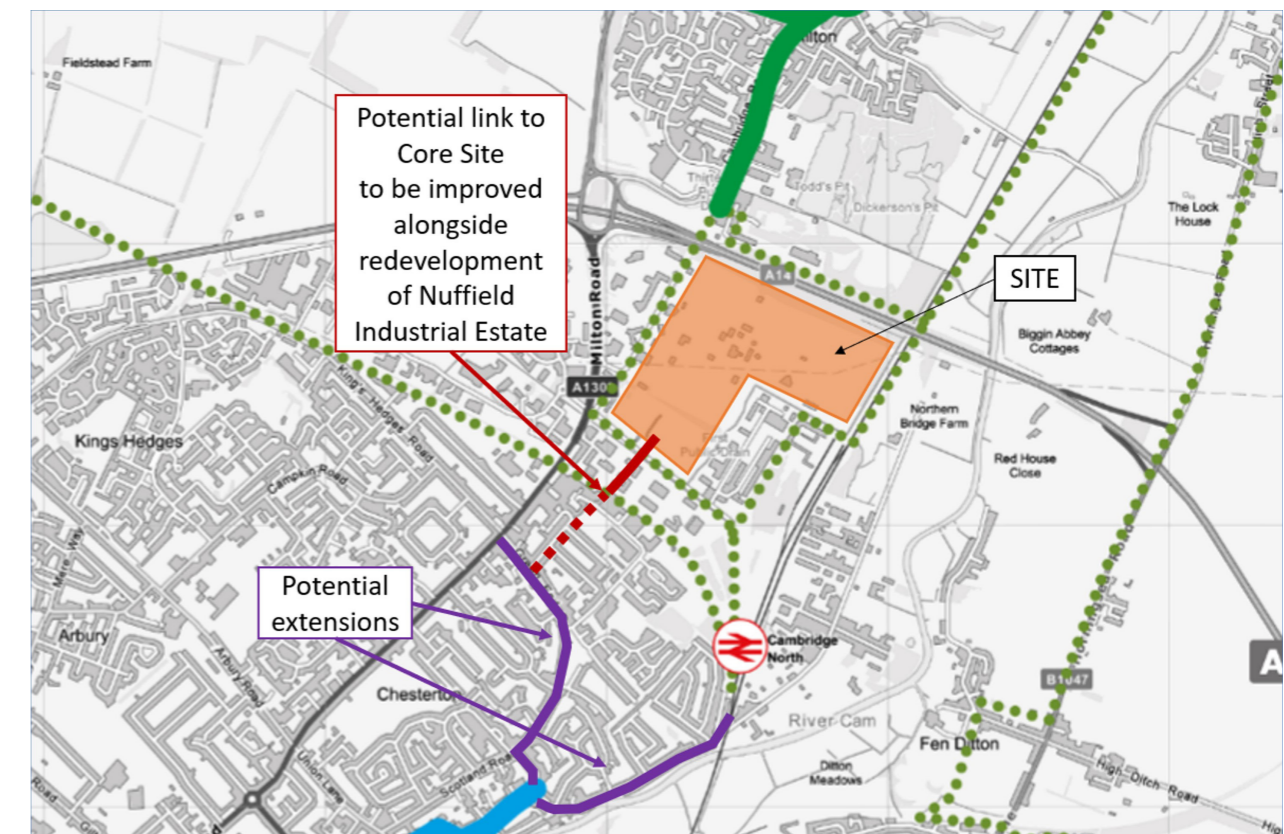
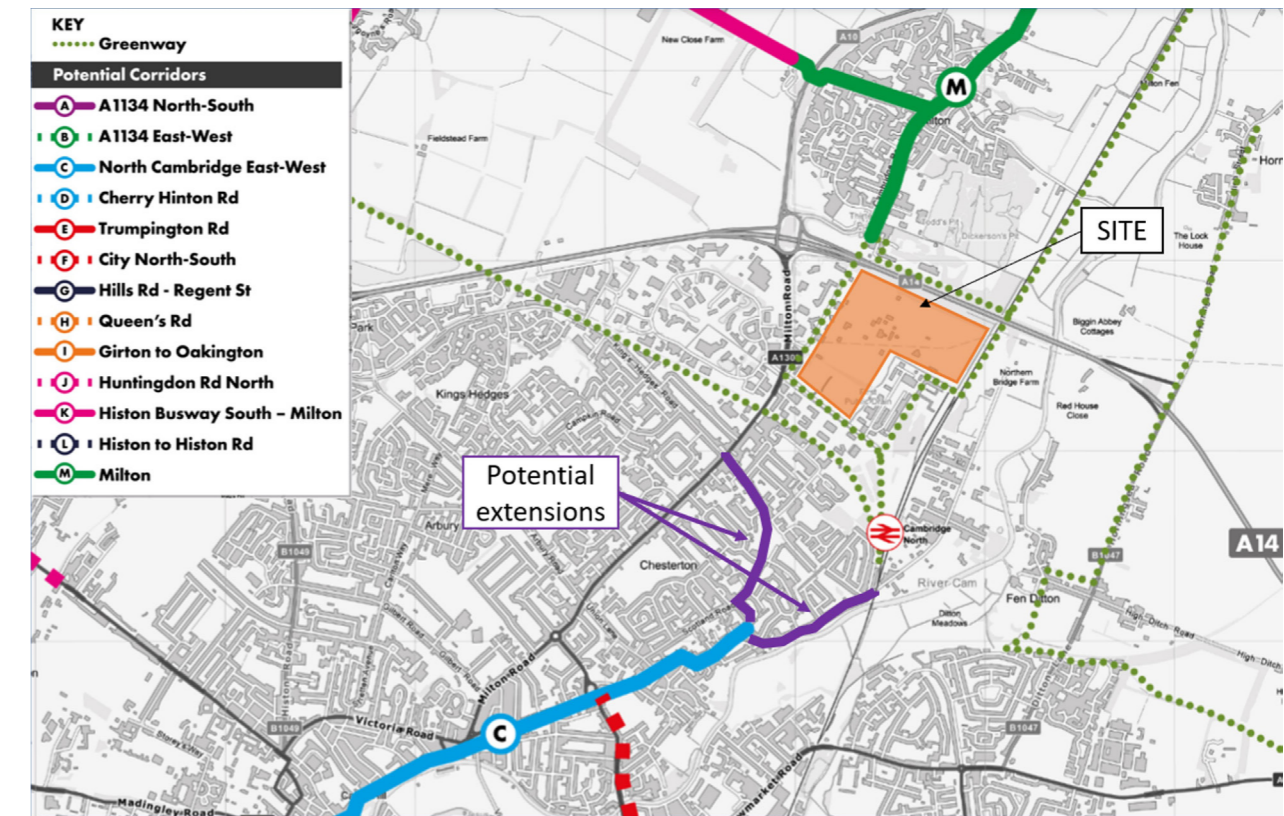
3.1.4 The detail of the Cycling Plus network is drawn from the GCP’s 2021 document ‘Future Investment Strategy: Active Travel Opportunities’ produced by consultants WSP. The Core Site is included in this document, meaning the growth was factored in to the network planning, although it appears to have been included as a Major Growth Site of Employment Growth (whereas the Core Site is residential-led).

### 3.2 Our Response

3n these in detail. We would welcome more information. Nevertheless, we support all seven proposals in principle and the ambition to create a safe, high-quality cycling environment throughout the city. In keeping with our vision, our focus is on ensuring the Core Site is fully integrated with the wider city network.

3.2.2 To this end, we recommend extensions of the ‘North Cambridge East-West’ route to link with the Milton Road corridor and the Busway/Chisholm Trail. These extensions are shown as purple lines on the plan opposite and above. The principle of providing high quality cycling routes along the extensions shown has already been established, as they were previously identified in the GCP Future Investment Strategy document published in 2021.

3.2.3 In addition, both the Core Site’s users and people from Chesterton, would benefit from a direct cycling link between the site and Chesterton. This would run across the southern section of Cowley Road, through Cambridge Business Park, across the Busway and through the Trinity Hall Farm Industrial Estate around Nuffield Road. A possible route for this link is shown on the plan opposite and below, with the line in red showing an alignment based on that of Green Park.



## 4. Creating a Sustainable Travel Zone.

### 4.1 Summary

4.1.1 The proposal to introduce a Sustainable Travel Zone in Cambridge aligns with the Vision, Promises and Values that U+I and TOWN have established for the Core Site.

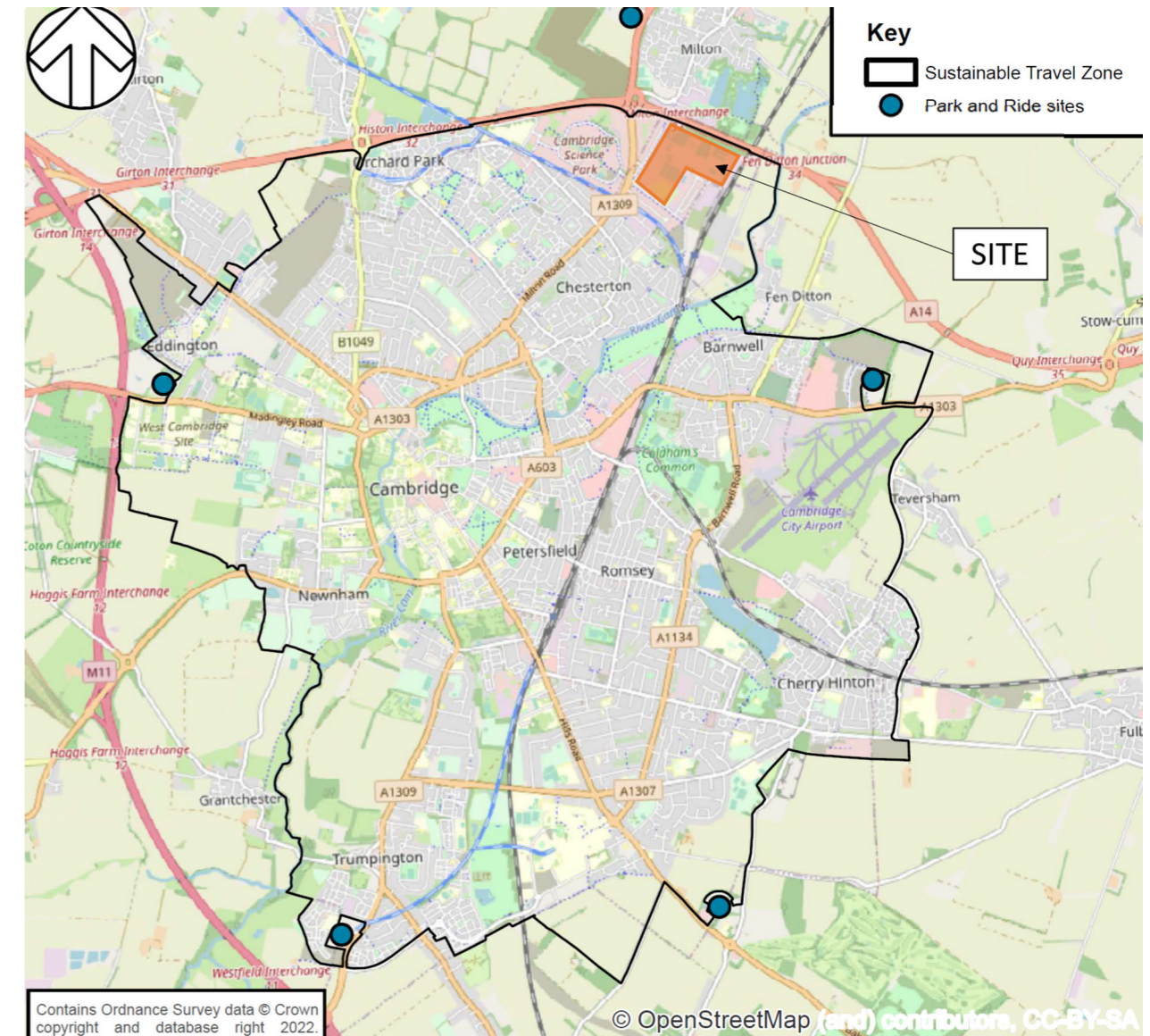
4.1.2 The Brochure set out a geographical zone within which drivers will be charged for vehicle movements. It also sets out the time period it would apply: 7am-7pm. It says, “When fully operational, private cars would be charged £5, while other vehicles would be charged different amounts [...]. Exemptions for certain vehicles, people and trips would also be in place.”

4.1.3 The charges would exclusively go towards funding the proposed transformation of the bus network (see section 1) and would indeed be the main means of funding that transformation. This means the bus network improvements cannot happen without the Sustainable Travel Zone proposals being agreed.

4.1.4 The Brochure says the GCP have considered other types of zone and charges (like parking charges), and they would not raise enough money to cover the bus service improvements. It says they also considered different hours and charge amounts for the Zone, and anything less than those proposed would, similarly, not raise the amount required to cover the bus improvements.

4.1.5 The Brochure is mainly seeking feedback on the scheme of charges and exemptions, and the proposed STZ boundaries shown in the plan opposite. The scheme of charges and exemptions is of less direct importance to the Core Site than where the STZ boundaries lie.

4.1.6 The Core Site is within the proposed STZ which means that any vehicle movement within the Core Site would be charged. The Brochure explains: “The charge would apply to vehicles (unless they are exempt) that move into, out of or within the Zone, not just those crossing the boundary.” The Zone would be enforced by ANPR cameras dotted throughout the Zone.



## 4.2 Our Response

4.2.1 We support the principle of creating a Sustainable Travel Zone for Cambridge, in terms of it being a key source of funding for the transformation of the bus network and of it discouraging the non-essential use of cars, especially for shorter journeys.

4.2.2 The Core Site proposals aim to create a community where people's needs to travel are met as far as possible by walking, cycling, or using public transport or micro-mobility services. Accordingly, the emerging Transport Strategy for the Core Site embraces a range of measures to maximise the attractiveness of these modes for trips to, from and within the site, and to minimise the need and desirability for people to use or own a car. There is, therefore, a high degree of synergy between our strategy and the STZ proposal and we support the inclusion of the Core Site within the boundary of the Zone.

4.2.3 In due course, we would be keen to discuss with GCP which locations within the Core Site would be suitable for ANPR cameras, and how this would best support the low-carbon Transport Strategy for the site.

## 5. Conclusions.

U+I and TOWN, as master developers for the North East Cambridge Core Site, welcome the publication of proposals for faster, cheaper, more reliable bus services, safer cycling and the introduction of a Sustainable Travel Zone as set out in Making Connections.

These proposals align closely with the ambition for the Core Site to maximise the use of sustainable travel modes - walking, cycling and public transport - for trips to and from the site. This ambition arises from our recognition that the nature, scale and urgency of the challenge described in Making Connections - the climate emergency, a public health crisis, traffic congestion, a car-dominated city setting, the limited nature of public transport options - are real. We also recognise that they can't be addressed through a business-as-usual approach to transport provision, and this is reflected in the emerging Core Site Transport Strategy.

We agree that the proposals in Making Connections represent a once-in-a-generation opportunity to change how people travel in Greater Cambridge and our response in relation to each of the three key components is as follows:

- We support the proposal to transform the city's bus network. We would welcome further discussions about the detailed plans for services that will run to or near the Core Site, and would seek that as many services as possible would route through the site.
- We support the proposal to invest in the specified package of seven sustainable travel schemes. In relation to the proposed improved cycle connections, we recommend extensions of the 'North Cambridge East-West' route to route to link with the Milton Road corridor and the Busway/Chisholm Trail. We also recommend a that a direct cycling link between the Core Site and Chesterton should be added to the Cycling Plus network.
- We support the principle of creating a Sustainable Travel Zone for Cambridge, in terms of it being a key source of funding for the transformation of the bus network and of it discouraging the non-essential use of cars, especially for shorter journeys. We also support the inclusion of the Core Site within the STZ boundary. In due course, we would like to discuss which locations within the Core Site would be suitable for ANPR cameras, and how this would best support the low-carbon Transport Strategy we are developing for the site.



## THE BUSINESS BOARD

15 December, 2022

### **Business Board response to the 2022 Making Connections consultation**

Dear Rachel and Peter,

The Business Board wishes to submit the following response to the Greater Cambridge Partnership's Making Connections consultation.

The Business Board, the Local Enterprise Partnership for the region, has a responsibility for supporting the sustainable economic growth of the whole of Cambridgeshire and Peterborough.

In 2022 the Business Board approved its Economic Growth Strategy with a primary objective to reduce inequalities between and within our distinctive sub-economies of Greater Cambridge, Greater Peterborough and the Fens, while also driving the jobs, higher wages and greater productivity needed to do so. These core aims have helped guide our Making Connections consultation response.

Our Economic Growth Strategy describes Greater Cambridge as a jewel in the crown of the UK economy. With its unique combination of world class academia, R&D and entrepreneurship, alongside globally renowned science and technology excellence, the sub-region is a crucial part of the country's existing and future industrial success. But the Strategy also makes clear the challenges in making its continued growth sustainable. A growing population, vastly overheated housing costs coupled with congestion and low public transport connectivity in the travel-to-work-area make it harder for people to access opportunity and enjoy the high quality of life that they could expect from a prosperous economy. This has additional knock-on effects for businesses that are competing globally for the talent they need to thrive.

Pollution, long commuting times and lack of accessibility to opportunity via public transport have now become long-standing issues for Greater Cambridge. Following Covid-19, the return to commuting by public transport has lagged behind use of the private car, threatening to push pollution and carbon emissions higher, and air quality lower, unless change is implemented. There is also significant appetite in the city and wider region to do more to tackle and mitigate climate change in the area of transport.

The pandemic and now the cost-of-living crisis threatens to entrench inequalities still further, and the Business Board is focusing on a lower carbon, fairer and healthier economy as we emerge from these unprecedented economic challenges.

The status quo on transport in Greater Cambridge, and for the wider area, seems to be

unviable and a different approach is needed. One example of this is the recent removal of vital rural services across Cambridgeshire and Peterborough by a commercial provider suggesting that a radical overhaul of the existing approach is needed.

This context explains why the Business Board broadly supports the proposals set out in the Making Connections consultation. The consultation proposes necessarily bold changes in response to the scale of the transport challenges already facing our area, and their negative impacts described above.

To achieve the necessary scale of modal shift – reducing the numbers of people using cars by 50% and increasing public transport use by 40% as proposed - requires an approach that is truly transformative.

Radically improved buses, which are more reliable, affordable, frequent, convenient to use and accessible to more people and communities is something the Business Board supports. Nothing less than an ambition of this scale is required to achieve the outcomes proposed. The consideration given in the proposed bus network map to the wider travel to work area, linking more rural parts of East Cambridgeshire, Fenland and Huntingdonshire, is important in the Economic Growth Strategy's aims to improve connectivity across the geography, to reduce inequalities and improve access to employment, education and leisure opportunities within and between the region's sub-economies.

The Business Board also supports the proposed active travel improvements, building on what is already a strong base in the city and which needs to benefit the wider area. It also supports the objectives of lower carbon emissions, better health and wellbeing, better air quality and improving the quality of life that should come from the additional future prosperity generated by the city and region.

While supportive of the proposals, the Business Board would also like to set out several key matters for closer consideration:

- It is essential that a radically improved public transport system be implemented **before** any charge is introduced to help pay for its costs. The Business Board sees this phased approach as a critical element of the proposals: a much-improved alternative public transport option should be in place before a charge is introduced, and more detail on the precise commitments that are being made here should be part of any next steps for the proposals.
- Given the immediate scale of the congestion and connectivity challenge, the implementation of better bus services quickly is strongly encouraged, as they will take time to establish at the level of the ambition described.
- The Making Connections work should be developed closely with the Mayor's proposals to explore bus franchising within the region, as part of a regional integrated transport approach which also takes forward further enhancements to cycling and walking provision within and beyond the Greater Cambridge area. This integrated approach is vital when considering the whole of Cambridgeshire and Peterborough, and the particular benefits of a joined-up transport system that better links our market

towns and villages.

- The Business Board would also urge the GCP to refine the proposals and consider the precise mode of operation, particularly to address the case of those living within the zone and needing to drive to leave the zone for work purposes. Where movements are away from the city, they contribute less to the most acute congestion problems that the charge is designed to address. These journeys, particularly if for certain work purposes, may also have less viable alternatives in terms of public transport and so some mitigation may be necessary.
- The expected significant feedback to this consultation, including on the matter of the precise implementation of the Sustainable Travel Zone and associated charging should be very informative of how best to develop the proposals further. It is vital that a two-way flow of information between the public and other stakeholders continues to develop the proposals in a way which is sensitive to local need.

As well as broadly supporting these proposals, the Business Board would like to thank the GCP for engaging with us directly as part of this consultation.

Yours sincerely,

A handwritten signature in grey ink, appearing to read 'Alex Plant', is positioned above the printed name and title.

Alex Plant  
Chair, Business Board  
Cambridgeshire and Peterborough Combined Authority



The countryside charity  
Cambridgeshire  
and Peterborough

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Greater Cambridge Partnership  
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23 December 2022  
Letter sent by email to:  
[consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)

Branch President  
Christopher Vane Percy  
Branch Chair  
Alan James  
Branch Vice-Chair  
Jane Williams

Dear Sir/Madam,

**Ref: GCP Making Connections Consultation – Sustainable Transport Zone**

The Campaign to Protect Rural England (CPRE) is the countryside charity which campaigns to protect Green Belts and prevent urban sprawl. Our remit is also to protect and enhance greenfield land, natural landscape, rural villages and to campaign on local and national planning issues where potential for harm is perceived.

CPRE Cambridgeshire & Peterborough supports the objective of Improving public transport. It also broadly supports making public transport, cycling and walking obvious transport choices for most people where practicable but has serious reservations regarding the delivery and funding of the proposal for congestion charging in the city of Cambridge the following reasons.

**Consultation**

CPRE notes that consultation was conducted by a series of drop in and online presentations. Copies of the consultation documentation were available in libraries. CPRE believes that this approach was not inclusive of all residents of the Greater Cambridge Area or Cambridgeshire likely to be affected by this proposal and who may not have been aware that the consultation was live, could not get to drop ins or do not have access to the internet.

Public bodies such as government departments, local authorities, and clinical commissioning groups are required by law to engage with the public when making decisions that may affect their lives. The Equality Act 2010 requires public bodies to take steps to make sure their engagement mechanisms are accessible to Disabled people. Was this a consideration when conducting the consultation? CPRE notes that paper copies of the GCP brochure were only available on request.

For these reasons, CPRE believes this consultation to be flawed.

<https://www.legislation.gov.uk/ukpga/2010/15/contents>

Cont'd...

### **Engagement with Local Authorities**

CPRE understands that the neighbouring District Councils of East Cambridgeshire, Huntingdonshire and Fenland have been invited to comment as consultees rather than government bodies and planning authorities in their own right with their own transport policies and plans.

Although it is acknowledged that a sustainable, affordable and reliable transport network is required locally and nationally there are concerns as to how the congestion charge will be funded in the early stages from 2023 and how it will affect residents who travel to Cambridge to work, shop and leisure purposes, especially from rural areas where there is no alternative to the car.

Below are some of the comments made by East Cambridgeshire District Council:

*"A majority of residents in East Cambridgeshire do not live on, or near to, the two Key Bus Corridors proposed for the district. For the minority of residents in East Cambridgeshire living on, or near to, one of the two Key Bus Corridors, services to Cambridge are proposed at a frequency of two per hour (Ely, Little Thetford, Stretham) or hourly (Littleport, Stuntney, Soham, Fordham). Residents able to use these services that are accessing destinations in the STZ that are not on the same service route face one or more changes of bus. The overall frequency levels proposed are not sufficient to make this a realistic or attractive option. Even for people undertaking 'simple' journeys the frequencies proposed are insufficient. For people making 'complex' journeys the frequencies proposed are unrealistic."*

and:

*"For the thousands of residents in East Cambridgeshire that do not live on, or near to, either a Key Bus Corridor or a Rural service, travel via Demand Responsive Transport is proposed. Residents able to use DRT to access a Rural service or a Key Bus Corridor service face multiple changes of bus – for example, one change from DRT to a Rural service, a second change from the Rural service to the Key Corridor service, followed by one or more changes to access destinations within the STZ (unless the destination happens to be on the Key Corridor service route) The frequency levels proposed, coupled with the complexity and unpredictability of DRT make this an unrealistic option."*

<https://www.eastcambs.gov.uk/sites/default/files/agendas/151222%20Item%205%20GCP%20Making%20Connections%202022%20AC.pdf>

Huntingdonshire District Council made the following comments in its response:

*"Clarity is needed on how the proposals are connected with other service reviews being undertaken by the Cambridgeshire and Peterborough Combined Authority, in particular the Local Transport and Connectivity Plan and the Transport Strategy Huntingdonshire, as well as the review of the Bus Strategy and its supporting plans."*

<https://applications.huntingdonshire.gov.uk/moderngov/documents/s124815/7.%20Greater%20Cambridge%20Partnership%20Appendix%20B.pdf>

Cont'd...

CPRE notes that the GCP document filed as: *"Strategic Outline Business Case Making Connections 2022 package.pdf"*, refers to the the Cambridgeshire and Peterborough Combined Authority (CAPCA) Local Transport Plan and that replacement of the CAPCA plan is currently in progress.

CAPCA have recently held a consultation for the public to comment regarding three new strategies setting the transport vision for Fenland and Huntingdonshire. How will this correlate with the Greater Cambridge Partnership Sustainable Transport Zone, STZ, proposals?

*"People in Cambridgeshire will soon be able to comment on three new strategies setting the transport vision for Fenland and Huntingdonshire, and for active travel across the county. Cambridgeshire County Council's engagement on the Fenland and Huntingdonshire transport strategies and the county's plan for active travel begins on Monday 12 September. It will run for eight weeks until Monday 7 November."*

<https://cambridgeshirepeterborough-ca.gov.uk/news/speak-up-on-active-travel-and-the-future-of-your-local-transport-says-county/>

Bearing this in mind CPRE wishes to better understand how the CAPCA and the GCP plans for transport and active travel relate to each other in terms of delivery and funding and the best use of public monies. Our view is that there would be better understanding and better use of public monies if all such transport planning activity was effected by a single body, CAPCA. This would be consistent with the statement by GCP consultants:

*"The GCP has no statutory powers of its own; these are held by its local authority partners including the Cambridge and Peterborough Combined Authority (CPCA):*

- *Cambridgeshire and Peterborough Combined Authority (CPCA) is the local transport authority (LTA).*
- *Cambridgeshire County Council is the local highway and traffic authority.*
- *South Cambridgeshire District Council (SCDC) and the City Council are the local planning authorities (LPAs) for their respective areas".*

and halt duplicate use of public money.

### **Integrated Transport Planning**

CPRE believes that the responses by elected bodies demonstrate there is an urgent need for an Integrated Public Transport Plan for Cambridgeshire which meshes with national public transport planning. The current GCP proposal is not joined up transport thinking. Greater Cambridge needs and deserves an integrated transport plan that considers all modes of public transport, not just buses and and by default includes the hidden GCP agenda of busways.

What part should the railway be playing and why are Network Rail, local train companies and E-W Rail not involved in the production of an integrated transport plan?

Why is there no consideration of a metro service using existing rail lines with E-W Rail at its core, to replace buses?

Cont'd...

Why is there no consideration of re-opening the rail line to Haverhill and Sudbury to provide a third route to London instead of using part of the track-bed for a busway with limited capacity?

Why is there no consideration of re-railing the existing busway to St Ives and beyond which is already running at capacity even though most of Northstowe is yet to be built? Pupils going to school at Hills Road in Cambridge are now reporting having to stand in both directions from St Ives.

What has happened to former Mayor Palmer's plan to re-open the rail line to Mildenhall?

This consultation does not deserve to be titled 'Making Connections' because it does not consider many of the connections that need to be made.

In this context CPRE seriously questions the authority of the GCP to carry out the current consultation or to implement it. Clearly, the GCP has no political authority because it cannot be held to account by the public as they are not elected. Bus planning and highway planning were the legal responsibility of Cambridgeshire County Council, CCC. Highway planning still is but bus planning was transferred to CAPCA, hence it is CAPCA that has stepped in with funding and planning resources following the recent collapse of Stagecoach services.

Clearly, despite statements made by consultants working for the GCP, the current proposal represents a lack of joined up thinking about transport and CPRE believes that the authority of the GCP to carry out this consultation in these circumstances is questionable and requests that CAPCA step in and commence the development of a fully Integrated Transport Plan.

#### **Affordability of Congestion Charge**

Cambridgeshire County Council (CCC) stated *"our commitment to tackling poverty improving social mobility document 2019 states:*

*"approximately 71,000 people in Cambridgeshire are living in poverty, just over one in ten of the County's population. Local research also shows that high housing costs in some areas make a significant difference to the numbers above or below the poverty threshold"*

<https://cambridgeshireinsight.org.uk/wp-content/uploads/2019/10/2019-CCC-Our-commitment-to-tackling-poverty-improving-social-mobility-May-2019.pdf>CPRE

CPRE believe that the area of the Cambridge congestion charge is a further 'stealth tax' on the residents and businesses within the congestion zone and the wider county. This has been commented on by district councils within and outside the Greater Cambridge area. Uttlesford District Councillors have branded the charge as *"a tax on the ill"* for patients and visitors to Addenbrooke's, Rosie Maternity, Papworth and outpatients departments.

<https://www.bishopsstortfordindependent.co.uk/news/cambridge-congestion-charge-a-tax-on-people-who-are-ill-9288558/>

Cont'd...

CPRE believe that the congestion charge together with an increase in parking fees will have an adverse effect on small businesses and shops within the congestion zone with a £10 charge for LGV's and £50 for HGV's and coaches who may have no alternative to enter the city between 7am – 7pm on weekdays.

It will cause additional hardship to those travelling from other parts of the county to work in Cambridge, often those doing the lowest paid jobs. It will cause additional hardship to those travelling to Cambridge for medical reasons, including patient visitors, some of whom are already forced to make an up to 100-mile round trip by car.

### **Funding and Delivery**

CPRE questions how many buses and drivers will be required and funded from 2023 until the proposed congestion charge is enforced. Where will the funding come from given the apparent overspend of the GCP?

Will the buses be franchised and if so, which bus company will be engaged bearing in mind the recent cutting of services by Stagecoach where the CAPCA had to step in to subsidise them? What if the congestion charge is not implemented will the buses still run? How is it anticipated that the increase in bus services pre congestion charging will start to reduce the dependency on cars?

CCC are apparently the authorising body for the Congestion Charge. CPRE would like to better understand how much the administration of the scheme will cost to deal with exemptions and other costs relating to the scheme?

CPRE considers that the cost/benefit case made in the document filed as: *"Strategic Outline Business Case Making Connections 2022 package.pdf"* is so complex as to be flawed. In our experience cost/benefit claims made over long periods, using overly complex arguments, usually are. In this case many of the claims are made for benefits which are completely outwith the GCP's responsibility or control.

Furthermore, CPRE believes that if more attention were paid to implementing and running the public transport services that communities need and, in many cases, want, with appropriate timetabling, appropriate vehicles and comfortable vehicles, these services could be filled, run at an operating profit and replace much car use, thus removing completely any need for a congestion charge.

### **Pollution/Air Quality**

CPRE supports initiatives that improve air quality and a reduction of carbon emissions. CPRE also supports the appropriate provision of electric vehicles and buses. CPRE notes that the Consultation brochure "sells" the reduction in air pollution to justify the project yet the CCC Air Quality Annual Status Report 2022 states:

*"Only a small proportion of overall particulate matter in Cambridge air is related to vehicular traffic, so significant drops in traffic levels during lockdown periods had only a small impact on overall particulate pollution levels in the city. Levels of all measured pollutants are currently below their respective national air quality objectives levels"*

Cont'd...

and:

*"Levels of nitrogen dioxide remained broadly stable compared with 2020 with slight increases in busy areas such as around the train and bus stations. All monitoring sites remained well below 2019 levels"*

and:

*"Reducing bus and coach emissions, by working with partners to invest in more low emission vehicles;"*

<https://www.cambridge.gov.uk/media/11277/air-quality-annual-status-report-2022.pdf>

CPRE notes the aspiration that all buses will be electric by 2030 but questions the GCP claim that this will have a significant effect on air quality. Clearly, it will not.

### **Other Issues**

CPRE would like to understand if the Congestion Charge is implemented in 2028 what the total number of buses and drivers would be required (including DRT'S) to ensure that the proposal is sustainable, fully funded and maintained?

CPRE would like to understand how many buses will be circulating at any one time in Cambridge City. Will Drummer Street Bus station, Parker Street, Emmanuel Street and St Andrews Street remain the main areas for buses to congregate or is it perceived buses will be continually circulating to stop and pick up passengers?

If the Congestion Charge does not cover the cost of buses drivers and administration and maintenance of the scheme does not cover the cost what policies/guaranteed funding will be implemented to ensure the residents of the Greater Cambridge area will continue to benefit from green sustainable travel inclusive of all?

### **Political Opposition to the STZ**

CPRE notes that there is political opposition to the scheme from local M.P Anthony Browne Cambridge South East:

<https://www.anthonybrowne.org/congestion>

Lucy Frazer M.P South East Cambridgeshire:

<https://www.lucyfrazer.org.uk/news/response-making-connections-consultation>

### **Conclusions**

CPRE has concerns that the GCP consultation process was not sufficiently inclusive.

Elected Local Authorities have not been appropriately engaged with regarding this consultation. Nor have their respective transport plans, policies and strategies apparently been fully considered when formulating the STZ.

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Local Authorities have expressed huge concerns regarding the effect on residents and businesses of the STZ including affordability and deliverability of the scheme and, in particular, access to Addenbrooke's Hospital.

The County Council have identified poverty as a major issue across the county. CPRE have concerns that the most vulnerable in the area will be compromised by the proposed charges.

CPRE question the claims made for funding and delivery of the STZ.

The statements made about air pollution in the GCP documentation are not consistent with actual air quality measurements and the CCC air pollution/air quality reports.

CPRE notes that there is strong political opposition to the proposal from local MPs on behalf of their constituents.

This whole exercise is founded on a growth agenda which is inconsistent with the county's role as a major food production area and which does not fully recognise the increasing vulnerability of large parts of the county, including the City of Cambridge, to rapidly increasing flood risk due to increasing rates of sea-level rise due to climate change. CPRE has advised the head of the Joint Planning Service of these risks and their sources.

It is unacceptable that this consultation has downplayed its apparent dependence on busways which have been designed primarily to break up the Cambridgeshire countryside in order to facilitate further building and development.

Yours faithfully,

Jane Williams

On behalf of CPRE Cambridgeshire and Peterborough

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Cycle Campaigning Officer  
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[www.ctccambridge.org.uk](http://www.ctccambridge.org.uk)  
[campaigning@ctccambridge.org.uk](mailto:campaigning@ctccambridge.org.uk)

December 23rd 2022

Dear GCP,

## ***Making Connections Public consultation – 2022***

I am writing to you on behalf of CTC Cambridge, a local group of Cycling UK.

We support the principles of the Making Connections proposals on the basis that a road user charge is your preferred option to reduce the volume of motor traffic and that the charge is an essential element to provide the funding that is needed to deliver improvements to the bus services and to the cycling and walking infrastructure.

From a cycling perspective, the immediate benefit from these proposals is a reduction in motor traffic volumes throughout the City. The Making Connections documents suggest that the STZ will reduce car trips by 50% and that will have a huge beneficial effect on cycling on the City roads. Fewer cars on the City roads will make cycling and walking much safer and more attractive and hence will accelerate the modal shift that is needed. And then it will allow the road space reallocation to cycling and walking that is urgently needed to enable many of the substandard cycle routes to be improved.

We provide some general comments on the STZ and the bus improvements but our main focus is the proposed cycling improvements. Our main message is that we are disappointed with the proposed cycling improvements and we would like to see a complete rethink of the current Making Connections proposals. We would be happy to work with you and with other interested parties to develop an improved plan for the scale and quality of cycling infrastructure improvements that are needed.

## **SUMMARY COMMENTS**

- 1. We support the principle of the STZ.** We recognise that some form of demand management is needed to deal with the traffic congestion on Cambridge City roads. And we understand that a road user charge is likely to deliver the traffic reduction that is needed. We agree with the statement "if not now, then when": this change is needed now and we hope that GCP will have the courage to persist despite the opposing voices. We would also like GCP to address the statement "if not this, then what" and specify what they will do if the STZ is not approved by GCP Executive Board or the County Council.

2. **We strongly support the need for city-wide improvements to cycling and walking routes, but we do not support the current "Cycling Plus" proposals.**  
We conclude that the "Cycling Plus" proposals do not provide a suitable basis for the cycling and walking improvements that are needed. As a first step, there is a need for a more strategic approach, starting with a long term strategic plan for the delivery of a complete and contiguous cycle network. Some of the "Cycling Plus" improvements may persist, but only where they fit into that strategic plan. Additionally, the outline "Cycling Plus" proposals (as detailed in the 2021 consultation) do not deliver the step change in quality of cycling infrastructure that is required.  
  
We think that a larger percentage of the net STZ income – we suggest 40% - should be allocated to cycling and walking schemes to deliver the scale and quality of improvements that are needed. And this funding should be ring fenced to allow the development and delivery of a long term program of cycling and walking improvements.
3. **We support bus franchising.** We think bus franchising is an essential element of the bus improvement plans. We note that GCP have stated that bus franchising would make the bus improvements "a lot easier" and would allow the bus network to be designed to suit the needs of passengers rather than the operators: e.g. to optimise trip times and to subsidize non-profitable routes. We recognise that this decision is under the control of the CPCA: we simply argue that franchising is the preferred option and should be progressed as soon as possible as part of these plans.  
  
Separately, we think earlier action will be needed to deal with congestion at the start of the process so that bus journeys can offer a better and more reliable bus travel time at an earlier stage in the process.

## DETAILED COMMENTS

### The STZ proposal

We support the principle of the STZ.

GCP have been clear that some form of demand management is needed to control and reduce the volume of motor traffic within Cambridge City. The proposed road user charge is expected to achieve the reduction in motor traffic that is needed and it has the important added benefit of providing a funding stream to support improvements to buses and to active travel and we support this rationale. We strongly support the objectives of reducing the volume of motor traffic and to prevent it getting even worse as the region continues to grow. The road network has limited capacity and cannot support the projected number of trips if people continue to choose to travel in motor cars.

If not this then what? We understand that GCP have considered alternative methods of "demand management" and alternative ways of funding the bus and active travel improvements. The consultation tells us that the STZ design is based on earlier consultation results – i.e. that a lower charge covering a wider area is their preferred option. It was always clear that there would be strong opposition to a "congestion charge" and we think there needs to be an alternative plan for the way forward if the GCP Executive Board or the County Council do not approve the final STZ proposals.

### The Bus Improvements

We support bus franchising and we think bus franchising should be an essential element. We understand that this is under the control of the Cambridgeshire and Peterborough Combined Authority (CPCA): we simply understand that franchising will make the proposed bus improvements a lot easier and hence this should be the preferred option. We also understand the franchising is not straightforward and could be expensive if

there are legal challenges from bus operators, but the benefits surely outweigh these negatives. GCP should work with the CPCA to get this critical issue resolved as quickly as possible.

We also think that some earlier reduction in congestion would be helpful to enable the CPCA to properly deliver improved bus services. We are aware that GCP are proposing new busways and more P&R capacity but these will be less effective if the City roads are still congested. We think that alternative methods are probably needed to reduce congestion ahead of the introduction of the STZ charge. For example, consider implementing the recent "Road Classification" and/or new bus gates to reduce traffic levels on key bus corridors such as Hills Road. Alternatively, why not consider the option of introducing part of the STZ at the same time as the bus improvements? This early STZ could be restricted to a smaller area of the City and then expanded to the proposed full STZ zone at a later date as part of the phased STZ introduction.

### **The Cycling and Walking Improvements**

We think that the cycling improvements in the Making Connections proposals need a lot more work. The proposed improvements based on the "Cycling Plus" consultation is not a good starting point for improvements in cycling infrastructure: we think these proposals do not deliver the step change in scope or in the quality of cycling infrastructure that is required. Much more ambitious proposals are needed to deal with the large increase in the number of active travel trips that the modelling predicts.

We conclude that the "Cycling Plus" proposals do not provide a suitable basis for the cycling and walking improvements that are needed. There is a need for a more strategic approach, starting with a complete long term strategic plan for a city-wide cycle network. Some of the "Cycling Plus" improvements may persist, but only where they fit into that strategic plan.

And we also think that the choice of the first two schemes (A1134 North-South and Hills Road) from the Cycling Plus shortlist should be reviewed in the context of that strategic plan. We consider that the complete short list of route improvements proposed in the original "Cycling Plus" was incomplete and too limited. These isolated sections – even if they are all implemented – will not create a complete and contiguous cycle network. It is time for a step change in planning and a step change in the quality of the infrastructure.

As a first step, there needs to be new strategic plan for a complete and contiguous cycle network, taking account of the proposed radial road improvements, the LCWIP, the Greenways and the Road Classification and more.

The plans for the City cycling network should be integrated into the wider plans for a cycle network for the Greater Cambridge area bringing together the Greenways and the other existing and proposed cycling routes to the surrounding villages. In this context, we have been disappointed with the quality of many of the recent Greenway proposals and we would again encourage you revisit these proposals and improve both the quality and the scope of these Greenway plans.

Within the City, the proposed short list of schemes needs to be expanded to cover all the gaps on the strategic network and the proposed priorities need to be reconsidered and revised. And there needs to be a plan for dealing with all the "difficult" sections – this could be mix of alternative parallel routes and/or planning for future road-space reallocation as part of the long term plans for reallocation when traffic volumes are reduced.

Moreover, the detailed improvements proposed in the "Cycling Plus" plans contain too many compromises that individually and collectively undermine the core objective of supporting a large increase in cycling trips. A cycle route is only as good as the weakest link, and these outline proposals contain too many omissions or poor compromises that leave many weak links in place on these routes. For example, these cycle improvement

proposals rely on deprecated substandard elements such as advisory cycle lanes or shared use paths. This sort of fudge will fail to deliver the step change in active travel that is needed and these proposals need to be reworked to remove these elements.

Likewise, all of the difficult and dangerous junctions need to be addressed and redesigned – it's no good dismissing these issues because they are too difficult. The plan must either propose an alternative route or should be combined with traffic reduction so that the necessary changes and reallocation of road space can be achieved.

In short, a more ambitious plan for cycling and walking improvements is needed. And this will require a lot more funding. The Making Connections documents expect a larger increase in active travel trips (60,000 new trips is stated) when compared to the increase in bus trips (20,000 new trips). The "City Access" modelling suggests that the majority of the transport modal shift will be a change from driving to active travel modes of cycling and walking. As such, we think that a larger percentage of the STZ net income – at least 40% - should be allocated to cycling and walking schemes. And this funding must be ring fenced to allow the development and delivery of a long term program of these vital cycling and walking improvements.

We would be happy to work with you and with other interested parties to develop an improved plan for the scale and quality of cycling infrastructure improvements that are needed.

Yours faithfully

A rectangular area with a black background and a white grid pattern, used to redact a signature.

Cycle Campaigning Officer  
CTC Cambridge

**Sustainable Charging Zone Consultation**

Greater Cambridge Partnership,  
PO Box 1493,  
Mandela House,  
4 Regent Street,  
Cambridge  
CB2 1BY

**BY EMAIL ONLY:** [consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)

21st December 2022

Dear Sir/Madam,

**DAVID LLOYD LEISURE LTD REPRESENTATIONS.  
OBJECTION TO SUSTAINABLE TRAVEL CHARGING ZONE  
CAMBRIDGE CONSULTATION 'MAKING CONNECTIONS' 2022**

**Introduction**

We are instructed by our client, David Lloyd Leisure Ltd (DLL), to submit representations following the publication of the 'Making Connections' Consultation by The Greater Cambridge Partnership in respect of the proposals for a Sustainable Travel Charging Zone which will negatively impact the David Lloyd Cambridge Business.

The deadline for making representations is mid-day on the 23<sup>rd</sup> December 2022: these representations are submitted within the timeframe of consultation, and are therefore duly made.

**Background**

David Lloyd Leisure (t/a David Lloyd Clubs) is Europe's premier health, racquets and fitness provider. DLL has operated for 40 years and owns some 101 David Lloyd clubs in the UK (including 2 Harbour Clubs) and a further 29 across Europe and the Republic of Ireland.

The business has some 725,000 members and is a significant employer in the health and fitness market, employing over 10,000 people. These include an expert health and fitness team of over 2,000 professionals and more than 680 tennis coaches. David Lloyd Clubs had been awarded a Sunday Times Top 25 Best Big Companies award for the past four years, most recently in 2020.

DLL's racquets' facilities are unrivalled in the UK, with some 1,000 tennis courts, 400 badminton courts and squash courts. In addition to the racquets' facilities, across all clubs, David Lloyd has over 150 swimming pools and the company offers more than 10,000 exercise classes every week.

DLL also provides significant coaching programs for children, both as part of the normal operation of its clubs, and as 'outreach' to local schools, colleges and other amateur organisations. It is estimated that every week some 36,600 children swim and some 16,000 receive tennis coaching at David Lloyd Clubs.

In addition to the core activities of racquets and health and fitness, a number of clubs also benefit from Spas, lounges, food and beverage, crèches, nurseries and specialist sports shops. The clubs are important employers in their areas, generating 80 to 100 full time equivalent roles per club.

The COVID-19 pandemic has brought into sharp focus the need for both fitness and mental resilience, as well as a desire for people to belong to a community. DLL are at the forefront of development both in fitness innovation across its clubs which promote community and healthy lifestyles, and wellness through its classes and Spas. This is approached through outdoor and indoor, sport and recreation.

DLL facilities are an important part in the life of its Members.

## **Employment**

David Lloyd Cambridge generates circa 80 full time equivalent jobs.

The club targets local employment opportunities in the appointment of its full time, part time and self-employed staff. In the majority of cases therefore, employment is sourced locally, targeting local job markets to fulfil the needs and function of the club.

Additional services, including cleaning contractors, deliveries for the restaurant and maintenance requirements are, again, sourced locally where possible.

## **Representations**

It is understood that the proposals produced by the Cambridge Partnership comprise 3 main themes:

1. Transforming the Bus Network, proposing potentially from mid-2023 onwards greater services, more locations and cheaper fares;
2. Greater investment in other sustainable travel schemes, including better walking and cycling links; and
3. Introducing a Sustainable Travel (Charging) Zone on behalf of Cambridgeshire County Council, which will result in a road user charge for all vehicles driving within the zone between 07.00 am and 19.00 pm, to become operational in 2027/28.

DLL do not wish to object to (1) and (2) and support greater choice in the use of public transport, accessibility and use of non-car modes of transport, including walking and cycling.

However, DLL do object to (3) in the introduction of a Charging Zone, which will be significantly detrimental to its business, its Members and its employees as it will add a daily cost per visit for each group needing to access the club.

### **Proposed Charging Zone**

The proposed charging zone, an extract of which is included below, is set outside the Church End / Cherry Hinton area and encloses the David Lloyd Club at Coldham's Business Park, alongside the other employment uses within the area.

### **Extract from Charging Zone on Google Earth**

#### **Charging Zone (East) Red Line / David Lloyd Red Dot**



The David Lloyd site is not served by Public Transport, with no services along Coldhams Lane or Norman Way.

The nearest bus routes are:

- To the West, along Brooks Road / A1134, some 1.4km distance from the Club; and
- To the East, along Cherry Hinton High Street, some 1.2km distance from the Club.

Enhancements suggested by the Consultation do not appear to significantly address the lack of public transport accessibility to the site / area.

There is a cycleway ("The Tins") which runs East to West, but otherwise footpath and the ability to walk to the Club is limited to the immediate businesses and surrounding residential uses, neither of which are significant or sufficient to sustain the David Lloyd business from a walk-in / cycle-in trade.

Therefore, for most, if not all of its Members, the only real ability of visiting the Cambridge Club to undertake exercise / attend classes / relax and socialise, is to drive.

In the absence of a meaningful alternative, the Charging Zone will simply impose another layer of cost to DLL's Members, with a potential impact in dissuading Members to undertake important exercise. This will ultimately affect individual health and wellbeing.

The Charging Zone will also impact employees. Whilst some already cycle to the Club, it is unrealistic for others to travel by public transport, given the frequency and distances of services, working / shift patterns and the distances a number of employee's travel.

The additional charge to drive to work will simply be a further fixed tariff / tax, which is unlikely to be recouped through salary. This may act as a disincentive and a challenge for the business to retain its skilled employed talent.

Both the additional burden to Members and employees is likely to impact David Lloyd Cambridge Club's business.

At a time when both physical and mindful wellbeing is increasingly recognized as a vitally important asset to communities, this future impact on DLL's business could be considered to be severely detrimental, with a greater than local significance, given the broad area from which DLL attracts Members.

The Charging Zone will therefore offer little benefit, and all burden to DLL's Cambridge business and may dissuade both Members from undertaking important health and fitness, and employees from working at the Club.

More widely, with changes to working practices post the COVID pandemic, the Charging Zone may dissuade residents and visitors from visiting the Cambridge Urban Area or mean that visits are undertaken less frequently. This is likely to impact many other businesses, not just DLL.

This does not appear to have been properly assessed in the impact documents, and not fully considered as part of the consultation.

## **Conclusion**

We would be grateful for these Representations to be given due regard and taken into account and would welcome the opportunity to discuss these Representations ahead of any further review or adoption of the proposed Charging Zone.

Please do not hesitate to contact the undersigned should you require any further information.

Yours faithfully,

*Ian Anderson*

**Ian Anderson: Senior Director, Planning**

**020 7837 4477 / [ian.anderson@lichfields.uk](mailto:ian.anderson@lichfields.uk)**



Dear Ofcom Information Registry Team

Thank you for sending us this Draft Notice and giving us the opportunity to provide feedback on the questions posed. We would note that we provided feedback through our industry Trade Association AICES and would encourage Ofcom to also take their views on board. Having reviewed the draft information request there are a few areas which we would wish to provide feedback on:

#### **Questions 1&4**

“Please provide a copy of the findings of your most recent customer survey of consumer experience of”

We believe that the wording should be changed to include “where possible”, it has not been a requirement to issue customer surveys, particularly around our complaints process and these results may not be available, they are not the typical way that we would monitor our customer complaints process.

Furthermore, it’s important to recognise that what’s being asked for here is a customer survey to monitor consumer experience. As written, this would mean we would be surveying our customers (often businesses), to get their understanding of consumer experiences (their customers), which isn’t necessarily what we survey our customers on.

#### **Question 2**

*“Please explain any material changes to Your Parcel Services excluding pricing that You have made since 1 August 2021 with the aim of improving consumer experience. In answering this question please include in particular any material changes in relation to Parcel deliveries, collections of Parcels from consumers’ premises, pick up and drop off points, and Your approach to communication with consumers.”*

This question as currently written is very broad. We work in a fiercely competitive market where continuous improvement is vital, and therefore changes happen on a daily basis. It would not be feasible to capture all our changes. The second part of the question helps by identifying areas that Ofcom are interested in, but even so, still remains quite expansive.

Furthermore the information Ofcom is looking for here is extremely sensitive to the business, as these processes are often implemented in order to make our services more competitive, and we would require some assurances that they would be kept confidential.

#### **Question 3**

*“Please provide the following data, where available, for the Relevant Period (1 April 2021 to 31 March 2022 inclusive):”*

For question 3, the “Relevant Period” runs from 1 April 2021, to 31 March 2022, the amount of data we will have for this period will be limited. Due to our GDPR policies, we only hold certain data for 6 months. Therefore, we will not be able to categorise by weight for data older than 6 months as we do not retain shipment data.

#### **Question 8**



*“Please provide information relating to how quickly You resolve Complaints from the point of receipt. Specifically, what proportion of all Complaints You received during the Relevant Period were resolved or closed: on first contact by the consumer; not on first contact but within 3 business days; longer than 3 business days but within 5 business days; longer than 5 business days but within two weeks; longer than two weeks but within four weeks; longer than four weeks but within eight weeks; and longer than 8 weeks.”*

For question 8, our data currently captures timeframes around our own resolution time targets. We have our own targets in which to resolve complaints and we measure against that timeframe, therefore the data will simply capture whether or not a complaint was resolved within that timeframe, and it may not be possible to break down the data into the various timeframes proposed in the draft information request. The current time frames we could provide are, within 1 working day, 3 working days, 5 working days or 28 working days.

**For any further information please contact**

Ben Hodgson

Public Affairs Manager

[Ben.hodgson2@dhl.com](mailto:Ben.hodgson2@dhl.com)

Dry Drayton Parish Council met last night and unanimously agreed the comments below in relation to the Making Connections Consultation.

1. Dry Drayton has been overlooked in the consultation, with concerns raised as to the lack of commitment for NMU access to the Scotland Farm Park and ride, and the majority of Dry Drayton residents seeing no improvements at all from the scheme.
2. The scope of zone does not reflect the objective. It should not penalise travel to the periphery of Cambridge, only those who travel into or live in the city itself. Major employment sites on the edge of the city should not be used to fund improvements which predominantly benefit those who live or work in the centre of the city.
3. Concern that the scheme will drive villagers to alternative destinations, increasing travel overall.
4. People who chose to live in a village with poor connectivity are unlikely to be well served by a last mile solution which connects to a radial transport network.
5. Cambridge North station should not be included in the zone.

If you could please note our comments and let me know if you have any queries.

Kind Regards

Sarah Etherington-Meech

**East Cambridgeshire District Council's Response to the**  
**Greater Cambridgeshire Partnership's Making Connections 2022 Consultation**

East Cambridgeshire District Council (ECDC) supports the Greater Cambridge Partnership's (GCP) aim of making public transport, cycling and walking the obvious choice for most people. It reflects work that the District Council is already undertaking through its Corporate Plan and its Environment Plan to facilitate improved active travel and public transport infrastructure. We are aware of the positive environmental impacts and improvements to air quality and health that such improvements bring.

The Council recognises that not everyone can use public and active travel transport options and that many people need to make regular complex journeys.

The GCP proposals for scheduled bus services for East Cambridgeshire residents to access locations within the Sustainable Transport Zone (STZ) are insufficiently frequent to provide the realistic and attractive alternative that is necessary to make using public transport the obvious choice.

The GCP proposals essentially offer three tiers of public transport to East Cambridgeshire residents:

- Two Key Bus Corridor services (operating hours: 5.00am to 1.00am)
- Connecting Rural services (operating hours: 5.00am to 1.00am)
- Demand Responsive Transport (DRT) (operating hours: Monday to Friday 6.00am to 10.00pm, Saturday unknown, Sundays and Bank Holidays 8.00am to 8.00pm)

A majority of residents in East Cambridgeshire do not live on, or near to, the two Key Bus Corridors proposed for the district.

For the minority of residents in East Cambridgeshire living on, or near to, one of the two Key Bus Corridors, services to Cambridge are proposed at a frequency of two per hour (Ely, Little Thetford, Stretham) or hourly (Littleport, Stuntney, Soham, Fordham). Residents able to use these services that are accessing destinations in the STZ that are not on the same service route face one or more changes of bus. The overall frequency levels proposed are not sufficient to make this a realistic or attractive option. Even for people undertaking 'simple' journeys the frequencies proposed are insufficient. For people making 'complex' journeys the frequencies proposed are unrealistic.

For residents in East Cambridgeshire living on or near a Rural bus service, services to a connecting Key Bus Corridor are proposed to run hourly. Residents able to use these services face multiple changes of bus – one change from the Rural service to the Key Corridor service, followed by one or more changes to access destinations within the STZ (unless the destination happens to be on the Key Corridor service route). The overall frequency levels proposed are not sufficient to make this a realistic or attractive option.

For the thousands of residents in East Cambridgeshire that do not live on, or near to, either a Key Bus Corridor or a Rural service, travel via Demand Responsive Transport is proposed. Residents able to use DRT to access a Rural service or a Key Bus Corridor service face multiple changes of bus – for example, one change from DRT to a Rural service, a second change from the Rural service to the Key Corridor service, followed by one or more changes to access destinations within the STZ (unless the destination happens to be on the Key

Corridor service route). The frequency levels proposed, coupled with the complexity and unpredictability of DRT make this an unrealistic option.

It is not yet clear if DRT services are planned to offer door to door pick up / drop off, or whether they will be limited to specific pick up / drop off points. If specific pick up / drop off points are proposed, this will reduce the numbers of people in rural locations that will be able to use DRT services.

DRT services are proposed to have reduced operating hours compared with scheduled bus services, thereby reducing the overall public transport offer for these residents. DRT services do not offer precise timing, meaning they are an unrealistic option for reliable connections to scheduled bus services.

Some residents are not able to use any of the options proposed. Not everyone can use public or active travel transport and rely on their car to be able to access employment, education and services in and around Cambridge.

Many companies, particularly those that require the transportation of equipment and materials or carry out deliveries are unable to use public or active travel transport to conduct their business. These businesses are vital to the economies of East Cambridgeshire and Cambridgeshire and should not be disadvantaged by the imposition of charges. The Council is concerned that no business impact work appears to have been undertaken by the GCP and considers that this is vital before any decision is made.

Older, disabled and vulnerable people are less likely to be able to use active travel or public transport. They are also more likely to suffer social isolation and economic disadvantage. The Council notes that the GCP has produced an Equality Impact Assessment Draft Report and an Initial Draft Health Impact Assessment and welcomes this.

The Council is concerned that the proposed operating hours for both Key Bus Corridor services, Rural services and DRT services do not represent best use of public funds and are unsustainable.

The Council has concerns about how achievable delivery of the proposed Future Bus Network is and its long term sustainability, particularly in relation to DRT services. What guarantees are offered regarding continuation of services that may be considered to be (comparatively) underutilised in the future?

A lack of resources will undermine the frequency and reliability of DRT services, making them unsuitable for time sensitive and complex journeys. It will also negatively impact the ability to deliver reliable connectivity to onward public transport services by bus or rail. Unlike a scheduled service, there is no guarantee of a regular service or a DRT bus being available in a timely manner.

It is not clear from the consultation materials how the funding and the DRT buses will be allocated throughout the 9 proposed DRT Zones across the county. The Council is concerned that the proposals for DRT coverage are flawed. The 12 buses proposed to cover the 9 DRT zones are wholly insufficient to provide a quality service with a half hour pick up service standard. The £3m proposed spend on DRT services across the county is insufficient. The Council is concerned that the GCP proposals have not catered for the complexities or costs of running DRT services.

Operating DRT services in geographies that also offer scheduled services is complex, and whilst it is possible to work towards integration, the Council is concerned that these issues have not been thought through or presented in the proposals, and that DRT services could

undermine existing scheduled bus routes that do not form part of the Future Bus Network as well as those that do. More work is required on this aspect of the proposals.

The Council is particularly concerned that the Addenbrookes and Papworth Hospitals site (also earmarked for a new Cancer Hospital and a new Children's Hospital in the future) is included in the STZ, as well as other major employment sites on the outskirts of Cambridge.

The Council has concerns regarding the timetable for decision and delivery of the Future Bus Network and the proposals as a whole.

The GCP proposes a decision by Spring/Summer 2023 followed by an immediate (although phased) start to implementation. The Council is concerned that this does not suggest genuine consultation as it fails to cater for full and proper consideration of the consultation responses and further opportunity for consultation following changes to the proposals. This is unrealistic and unreasonable given the scale, scope and complexity of the plans.

Any proposed changes to bus services should be compatible with the emerging Local Transport and Connectivity Plan (LTCP) and the second iteration Bus Service Improvement Plan (BSIP) to be produced by the Cambridgeshire and Peterborough Combined Authority (CPCA). CPCA has not yet discussed or responded to the GCP proposals and does not have a settled funding strategy for either the LTCP or the BSIP. The CPCA is the Transport Authority in Cambridgeshire; these crucial 'parent' documents, setting out the future of transportation across the county must be in place and fully considered before decisions about the GCP plans are taken.

The Council supports the introduction of credible attractive alternatives to the car and agrees that a better public transport system and active travel options are needed; the Council understands that this requires both capital and sustainable revenue funding.

The Council does not support the introduction of road charging to fund the GCP proposals.

The GCP should work with the CPCA to develop the LTCP and the BSIP that will attract government funding to the area; the Council is fully committed to supporting this work.

The GCP should work with the CPCA to introduce franchising (or an alternative arrangement which delivers the outcomes of franchising) and this work should be accelerated; the Council is fully committed to supporting this work.

The GCP should work with the CPCA to deliver further investment in active travel, rail and e-mobility, both within Greater Cambridge and across Cambridgeshire.

The GCP proposals refer to funding cycling and walking infrastructure improvements in Greater Cambridge, but are silent on whether any funding is allocated to other parts of the county. The Council has adopted its own district wide Cycling and Walking Routes Strategy with the aim of making it easier and safer for East Cambridgeshire residents to walk and cycle shorter journeys rather than to drive, and believes there is significant potential to encourage people to use active travel options for onward travel into Cambridge.

The GCP should work with the CPCA to rapidly pursue two railway projects, the Snailwell Loop (Newmarket Curve) and the doubling of the track project, that have the potential to significantly improve rail services through Soham and Newmarket. The GCP should support the CPCA efforts to lobby for delivery of the Network Rail North Ely Area Capacity Enhancement scheme which will maximise the benefits arising from the Snailwell Loop and the doubling of the track projects.

The GCP should also continue its work to increase train services on the Cambridge - Newmarket - Ipswich line as soon as possible.

The Council supports the aim of making public transport, cycling and walking the obvious choice for most people. The Council does not believe that road charging has been proven to be necessary and believes that the GCP, the CPCA and all partner organisations across Cambridgeshire should focus on early delivery of multiple small improvements as well as accelerating work on larger projects that can and will encourage people away from vehicle use.

At its Full Council meeting in April 2022 East Cambridgeshire District Council agreed a motion opposing congestion charging in Greater Cambridge and upholds that decision.

Dear Greater Cambridge Partnership,

## FeCRA Response to Making Connections 2022 Survey

The Federation of Cambridge Residents' Associations (FeCRA) is a grassroots civic voice for everyone in Cambridge and for its environment. Residents want a say in shaping Cambridge's development to ensure that the city grows in a way that is sustainable and inclusive, achieves balanced communities and addresses the issues of climate change and health, social equality and quality of life. FeCRA's strength is in its network of members in all city neighbourhoods and good channels of communication with villages across South Cambs, along with the five OxCam Arc counties and Norfolk, Suffolk, Herts and Essex. The Federation is entirely voluntary and self-funded.

FeCRA's well attended AGM events feature presentations from prominent experts, including leading landscape architect Kim Wilkie, George Ferguson, former Mayor of Bristol and the distinguished Oxford ecologist Professor David Rogers. Last month, the Cambridge for Sale Event addressed by the investigative journalist and China expert, Ian Williams, and Cambridge Independent Councillor Sam Davies, highlighted concerns about Cambridge's employment led growth and the global interests driving this and the democratic deficit involved.

The importance of place and neighbourhood and wellbeing and belonging and mutual support is especially important in a university city that has earned the unenviable title of being the most unequal city in the UK

Our members are very supportive of measures to prioritise safe walking and cycling and plans for an improved bus and transport service which will reach all areas of the city and local villages and offer a fast, frequent all day service that benefits everyone. We have written in support of the proposals made by CamCycle and Living Streets for the Barton Road Greenway.

But, many residents have also contacted FeCRA to express worries about the congestion charge. They say that the burden of a blanket 7am-7pm Mon-Friday congestion charge falls on the elderly and the most vulnerable and low paid. They say that people who are unable to cycle and people who need to transport items and people who work in manual, frontline or face to face and/or carer roles, many of whom often work unsociable hours, will be disproportionately affected.

For these reasons we object to this proposal as it stands. Cambridge needs a solution to the city's transport problems that benefits everyone not just big business and/or overseas investors.

Residents say that rather than addressing inequality these plans are about enabling the very high level of growth proposed for the Local Plan by the businesses and officers who were involved in the CPIER Review. Academics pointed out earlier that

Cambridge's Ahead's research for CPIER was not peer reviewed. The research was funded by business interests from China. [1]

Strategic Outline Case GCP | WSP | ATKINS

Making Connections | Our Ref No.: Soc-001 August 2022

Greater Cambridge Partnership Page 128 of 220

2.4.44. Based on the CPIER review, the greatest part of the benefits of this programme however

will be realised in the medium to long term, as levels of growth in housing and in businesses

will be enabled in Greater Cambridge, which would otherwise not be possible. This will lead

to land value uplifts, with increased density of developments made possible and agglomeration benefits as businesses can locate closer together.

2.4.45. Further to factors which are forecast to generate growth in CPCA, it is proposed in CPIER

that the government should consider that many high value, knowledge intensive businesses

may choose to relocate overseas if the Cambridge area no longer meets their needs.

Providing the conditions to retain these businesses would indicate a net positive impact for

the UK economy as a whole, rather than just producing a displacement effect. Retaining or

attracting these businesses would also derive further employment benefits through their

supply chains, relative to the DM scenario.

2.4.46. Making Connections will therefore enable further economic growth including uplifts in

productivity, and the delivery of housing and jobs which will generate more economic benefits in the form of productivity gains, tax incomes and land value uplifts.

In FeCRA's response to the Local Plan we noted the democratic deficit in the process and evidence base for the Draft Local Plan, and the CPIER proposals for 58,500 new jobs and 44,400 homes

The Plan did not give a true picture of the cost of such high employment growth for the UK's driest city with a water crisis whose world famous river is drying up and dumped full of sewage and undermines the Government's policy of 'levelling up'.

The Draft Local Plan has been prepared by the Greater Cambridge Shared Planning Service, but it appears to have been inordinately influenced by the unelected Greater Cambridge Partnership, which has business interests represented on its board.

The modelling used to inform the CPIER Strategy cited in the Greater Cambs Employment Land and Economic Development Study Draft Local Plan did not take account of social justice.

At a presentation of growth scenarios for Cambridge Futures 3 given by the then Vice Chair of Cambridge Ahead, Matthew Bullock, and Dr Ying Jin on June 16, 2018, the audience pointed out that all of the scenarios for Cambridge Futures 3 led to Cambridge having a much higher level of growth.

Cambridge Ahead and Cambridge University controlled access to the model, limiting detailed scrutiny and testing by independent third parties. Those working on the growth scenarios included officers and consultants from SQW – the same consultancy employed, along with the real estate consultants GL Hearn, by the planners to assess the modelling for the Draft Local Plan as 'they were not conflicted'.

The Draft Local Plan reflected those pre-determined scenarios of building on the urban fringes and transport corridors to support the high employment growth defined by Cambridge Ahead and the interests funding the research.

At the Case for Cambridge Future 3 meeting attendees had referred to "No holds barred scenarios" and a number of people had noted that the 'densification' scenario assumed that Trumpington Meadows would be developed alongside Cambridge South station as a location for high density development which would assume a planning approach of creating new development which you "mitigate" by reserving areas of green spaces as 'wild belt'. They pointed out the approach was to sell housing on that basis and then take it back afterwards for infill and that this was already happening at Cambourne.

The same point about infill and wild belt was made about the Local Plan and the plans for off-highway busways through the green belt.

Residents are saying that this correlates with the assumptions made in the business case for GCP's Making Connections and the work done earlier by SQW and Cambridge Econometrics on the growth potential of the OxCam Arc.

We are advised that Cambridge Econometrics have been allocated the contract for the City Portrait. Officers told the GCP Assembly that metrics from the City Portrait will inform GCP's Making Connection's consultation and the bids for investment.[2]

Cambridge City Council ( see minutes) said that the City Portrait will draw on research from the Bennett Institute (partners of Cambridge Ahead);[3] the Legatum Institute ( free market think tank) and the ideas of Cambridge Doughnut (cited by the City Council Labour group).

Like others who have responded to this consultation, we don't see any evidence that a significant increase in buses in the historic city centre can be achieved without detrimental impacts on heritage and active travellers and the lives and employment of people on low incomes. We also wish to highlight concerns raised by a senior member of the university at the Market Square Stakeholders group that 'the proposal disenfranchises the transport of many thousands of residents in the middle of Cambridge and the many staff that work in the central areas'[4]

Residents pointed out there was no analysis of the responses to the Cambridge Market Square consultation or how these transport proposals will impact the city's famous traditional market and its users, many of them cyclists.

There is no information about how the constrained historic spaces of Cambridge's city centre will cope with the proposed increased number of buses and successfully accommodate large numbers of buses, more cyclists and more pedestrians in an attractive and safe environment. This point was made by BDP, the consultants involved earlier in the Making Spaces consultation. The project for the Market Square has morphed from its original scope. The original brief was for a Spaces and Movement SPD and for this to include a new Streetscape Manual which would be applied to the Market Square. The contract for that with BDP was with Cambridgeshire CC and the GCP with Cambridge City Council ( Greater Cambridge Shared Planning Service) as the delivery agent.

The historic streets of the city centre cannot be widened and by sharing them with buses, they will provide a poor environment for pedestrians and cyclists. At the present time it is impossible for us to see how these constrained spaces can successfully accommodate a greatly increased (even doubled) numbers of buses, more cyclists and more pedestrians in an attractive and safe environment.

We also share Cambridge PPF's concerns that the people who most benefit from the well-being provided by their parks will be severely impacted by these plans and that this has implications for social equality and well-being – in particular the ability (or willingness) of people to access the well-being benefits provided by the charity's

parks. Another consequence of the proposed congestion charge would be to reduce mid-week visits and increase visits at weekends – this would exacerbate footfall on all of the city's parks and green spaces and is likely to require further car parking.

Along with CPRE Cambs and Peterborough, Friends of the Cam and CPPF, we do not support the proposals for the Cambourne to Cambridge busway and the Cambridge South East Transport busway. We consider that there are viable alternatives which can deliver similar transport benefits without the damage to the countryside and at a much lower cost to taxpayers. Many residents have highlighted that the money spent on these environmentally damaging off highway busways through the green belt, such as the £200 million on Cambourne to Cambridge busway which trashes the one hundred-year old Coton Orchard, one of the UK's top orchards, could fund community bus services, a fleet of small electric buses which could benefit people now, although these are not mentioned.

We strongly support the introduction of electric buses and the program of replacing the buses should be maintained until they are all electric. As GCP is aware also from research it has published, it is already well understood that buses are already a major source of pollution in Cambridge.

Residents say that Greater Cambridge needs and deserves an integrated transport plan that considers all modes of public transport, not just buses and busways. They ask what part the railways should be playing and why Network Rail, local train companies and E-W Rail are not involved in this exercise. Why is there no consideration of a metro service using existing lines and E-W Rail as the core, to replace buses? What about the plans for Light Rail? Why is there no consideration of re-opening the line to Haverhill and Sudbury to provide a third route to London instead of using part of the track-bed for a busway with limited capacity. Why is there no consideration of re-railing the existing busway to St Ives and beyond which is already running at capacity even though most of Northstowe is yet to be built?

If bus services and train/metro services are run properly with decent vehicles, frequently, punctually and along the right routes, people, especially commuters will use them and leave their cars at home. The increased fare take will pay a significantly increased proportion for the costs of running the buses/trains and there will be no need for a congestion charge because there will be far less congestion. One bus can replace 20 – 60 cars depending on its size and passenger occupancy. However, large buses with few passengers represent very poor energy use and cause environmental and infrastructural harm relative to cars. The reduction in road traffic, particularly at peak hours will make the busways unnecessary.

How much will it cost to collect the congestion charge? This and the financial modelling underlying the proposal should be made clear and easily and readily understood, which was not the case with the present Consultation. The figures that

have been put forward do not bear comparison with the level of London's income and the costs associated with administering its Congestion Charge.

Examples internationally and comparison with Nottingham rather than London must be offered. The obsessive focus on London is absurd, as is GCP's urge to emulate London only in respect of buses and a congestion charge.

London has a very long established and world leading underground railway system, a huge and comprehensive heavy rail system, a tram system and river buses as well as a sub-regional tram system. Nottingham not just in terms of scale, population, density and dynamics - offers a far more sensible comparator for Cambridge with a decade of experience of a workplace parking levy, and a growing tram system, as well as a fine Corporation-owned bus system with a high and growing proportion of electric buses. Nottingham far more than London offers a useful model for Cambridge, and reflects the best of what happened in Northern cities in the past when the city corporations ran their own bus services.

If GCP are so keen on buses, why are they so determined to build car parks on the Green Belt as at Hauxton, which will only encourage car travel to the city boundary?

In conclusion, while FeCRA strongly supports the aims of prioritising safe walking and cycling and a transport system that benefits all users and ages, these measures repeat the mistakes of previous GCP ventures, with the brief already written before any evidence is sought. Residents are expressing very strong concerns to us that GCP's Making Connections project is about spending central government money and enabling GCP to get approval from the next Gateway Review and funding from overseas investors.

We believe that the scope of the plans should be reviewed, enlarged and changed in the light of the many comments and concerns before any final decisions are made and the evidence used should be transparent. There is otherwise a very real danger that sticking to the original brief will undermine support for the transport plans as a whole.

Yours sincerely,

Wendy Blythe

Chair, FeCRA

For the FeCRA Committee

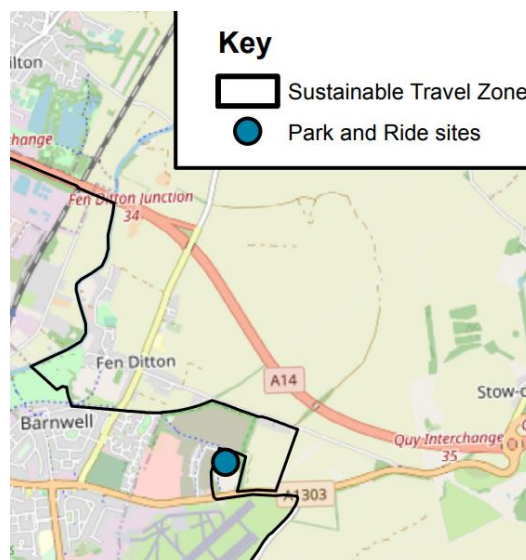
## Fen Ditton Parish Council

### Response to “Making Connections / Congestion Charging Proposals – Dec 2022”

The Greater Cambridge Partnership (GCP) is running a consultation called [Making Connections 2022 Consultation](https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections). This can be accessed at <https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections>.

The GCP proposals have three main elements:

- 1) **Transforming the bus network:** From as early as mid-2023, GCP propose to change the bus network through more services to more locations, with cheaper fares set at £1/£2.
- 2) **Investing in other sustainable travel schemes:** Alongside the bus network, GCP propose to invest in new sustainable travel schemes, such as better walking and cycling links.
- 3) **Creating a Sustainable Travel Zone:** GCP propose the introduction of a Sustainable Travel Zone in the form of a road user charge on behalf of Cambridgeshire County Council. Vehicles would be charged £5 (unless exempt) for driving within the zone between 7am and 7pm on weekdays, and money raised would fund improvements to the bus network and other sustainable travel schemes. The Zone would be fully operational in 2027/28 but only once the first bus improvements are introduced. This STZ is more often referred to by others as a ‘**Congestion Charging Zone**’. The proposed boundary around Fen Ditton is shown below:



At the council meeting of 06 December, Fen Ditton Parish Council agreed to publicise the points we have identified as a basis for our formal response and invite comments (before 17<sup>th</sup> December) on these from residents before our final response is submitted.

The closing date is noon on 23<sup>rd</sup> December. Residents, including those in Marleigh, are also encouraged to respond directly to the consultation.

## GENERAL COMMENTS

- The GCP's concerns are broadly that congestion is undesirable and would get worse as employment and population increase in Cambridge. However, the issues affecting our residents are twofold:
  - time taken, cost, reliability, flexibility and accessibility etc for our residents to make journeys into the city; and;
  - air quality, noise, and danger etc due to through traffic both when it is moving slowly when congested and when it is moving quickly at other times. The traffic issues apply to the B1047 (Ditton Lane / Horningsea Road), Newmarket Road and High Ditch Road.
- What improvement in air quality does the GCP think will occur as a result of the increasing use of electric vehicles and when do they expect these improvements to increase? What proportion of vehicle mileage in the city is already electrified?
- There is no discussion of why significant reduction in congestion could not be achieved by better traffic management. 'Smart' parking where inbound cars are directed to a specific place reduces tailbacks onto the highway and congestion due to drivers circling around to find space. Efficient pick up/drop off, taxis and minicabs spaces need to be separated from car parks at travel hubs. Outbound traffic flow in the pm rush hour on Newmarket Road could be significantly improved by longer green phases on the traffic lights on the eastbound carriageway at the Ditton Lane junction and Barnwell pedestrian crossing once schools are finished. These changes may need to be backed up by other measures to get better flows out to and across the A14 at Quy roundabout.
- The proposals for bus provision that could be used by Fen Ditton residents are too vague. The through bus from Waterbeach is not mentioned. The school bus for students at Bottisham College is not mentioned. The 'Barnwell' service is described but the STZ boundary is such that no residents could be dropped off or picked up at the Fison Road stop (as at present) without incurring the congestion charge. This discriminates against use by the less mobile members of our community. Residents in Marleigh and Quy Waters will be expected to use the P&R service. It appears that 'Demand Responsive Travel (DRT)' is proposed for Fen Ditton instead.
- As a general consideration, the ambition to achieve a significant reduction in car use by simply providing better bus services may be optimistic. No evidence has been given that the construction of either the Chisholm Trail bridge or Cambridge North has increased sustainable travel/reduced car use by people commuting to work in the Science Park/St Johns/Cambridge Regional College zone. Some analysis should be presented on the impact on car use due to construction of the Guided Bus or inclusion of Cambridge South and Soham Rail stations. The success or otherwise of these changes should give an indication of whether simply providing alternatives to cars is enough or whether the congestion charge is going to be the main driver of change.
- The proposals for more active travel facilities may also be optimistic. A high proportion of travel in the city and, probably, from Fen Ditton is undertaken as 'active travel'; increasing this proportion still further may be subject to a diminishing return.
- The proposed STZ boundary and 7 am to 7 pm timing are highly objectionable because:
  - Marleigh residents would have to pay a congestion charge when using a car irrespective of their destination.
  - Residents in the western area of Fen Ditton would be unable to access the Fison Road bus stop, Doctor's Surgery or nearby shops without incurring the charge.

- There is no incentive for deliveries to take place outside peak commuting hours - other than by drivers/businesses wishing to avoid delay.
- There is no recognition given that the previous consultation, as reported by GCP's consultants WSP, showed that a high proportion of responders did not want a single long charging period.
- There is no recognition that High Ditch Road would become a rat run to avoid the congestion zone.
- There is a major, unaddressed issue that car parking in Fen Ditton would increase massively used by commuters using other means to get into the city/STZ

## **SPECIFIC COMMENTS**

- The economics of the proposals may not raise the funding anticipated as it would rely on the volume of traffic to remain high to pay the "access fees". The aggregate drop in traffic resulting from the fees, the new working patterns post Covid, drop in retail footfall etc. are most likely to cause a shortfall, making the project underfunded.
- There appears to be little improvement to bus services proposed for Fen Ditton. And Marleigh already has a frequency services from the P&R, a provision which does not seem to have discouraged high car usage by new residents.
- The project is undeliverable as Local Authorities have little control over delivery, a Franchise solution assumes transport companies would be interested in bidding. The Franchise solution has not been very successful in delivering rail services.
- Consultation data claimed to support additional buses is seriously flawed due to the biased structuring of the surveys, sampling bias and statistically low response. Anecdotal evidence indicates residents have no knowledge of previous consultations where a "road user charge" is mentioned.

The "imagine if" flyer is more a more a sales leaflet and as it hides the reference to the "road users charge" in the text body so is likely to be discarded by anyone not interested in buses. This flyer makes questionable claims like "worst congestion in the UK" and 78% support for better buses, when the source data is flawed from our observation.

- The data to support the proposals if pre-covid, (2015), congestion in this area has not returned to pre 2015 levels and congestion problems have so far not returned making the proposals pre-mature. Pre-2019 peak traffic on Horningsea Road for example frequently backed up to the A14, now it typically backs up to Fisons Road, and clears reasonably quickly.
- The 2022 GCP consultation totally misleading as it make claims on "improvements" of the bus services "immediately" when delivery is problematic at best and beyond their ability to deliver.
- Everything predicated on in-commuting. No consideration of those commuting out of Cambridge often or longer distances or to locations where there are no options other than by car.

- There are a number of easy wins that could be achieved without the STZ and associated works. GCP has previously discussed using computer controlled and monitored traffic lights (known as MOVA), which co-ordinates traffic lights along a particular road or area to keep traffic moving and having worked with this can significantly enhance capacity.
- Ad Hoc conversations with bus drivers indicated that any change to the current driver shortages causing the recent reductions to bus services is unlikely. They claim some bus companies are far from ideal employers, wages are low, and few new drivers are being recruited. They indicated there is also a shortage of bus mechanics and limited space at bus depots for overnight parking.
- Marleigh being at the extreme boundary of the congestion zone would put residents who have no option but to use their cars at a significant disadvantage, increasing both their living costs and the desirability of the development. A walk around the development would indicate car use is high suggesting alternatives would be problematic. Marleigh residents likely to park on High Ditch to avoid charge. Some residents have reported that their insurance company would increase their premium if they parked in the P&R rather than their residences.
- Existing cycle routes around the area are too fragmented to be a fast alternative to cyclists, pushing them onto roads, increasing their risks and slowing other road users.
- No other *small* UK town or city operates a successful congestion charging zone, success of such a scheme has not been established. All other similar proposals in larger cities are for establishing clear air zones. (Ex London)
- The proposed congestion zone would put retail outlets in the area at a major disadvantage adding to the closure of retail outlets.
- Back in 2021 the mayor had this to say on buses *“Councillors have hit out at Cambridgeshire and Peterborough mayor Dr Nik Johnson and warned that “tinkering around with buses, does not and will not deliver the game changing public transport that’s needed”*. Cambridge Independent, 06 August 2021. Why is this now not applicable ?\
- The GCP’s own figures suggest they expect 15% of charges to be exempt. The administration of this volume of exemptions will be massive and lead to no end of issues, not least staffing such a large administration effort.
- Buses are not practical for many multi-destination journeys. For example a parent dropping off two kids, then travelling on the shops, gym, work etc. is not feasible. Is there any analysis on journey types to support or otherwise the proposals?
- Launching multiple extensive, frequent consultations, especially on undeliverable projects is a serious waste of tax payer funds. The scrapped Metro wasted £10m, and some figures suggest £10m so far on consultants etc. on this scheme.([cambridgeindependent.co.uk/news/scrapping-the-cambridge-autonomous-metro-leaves-us-with-no-9210633/](https://cambridgeindependent.co.uk/news/scrapping-the-cambridge-autonomous-metro-leaves-us-with-no-9210633/))

Friends of the Cam wish to respond to the GCP Making Connections Survey. We choose to email our concerns and observations as we do not feel the on-line survey allows us to make the points below. This is also a comment on the restrictiveness of this online consultation.

Friends of the Cam (FotC) was set up to campaign for the rights of the river system to flow freely and clear of pollution. This involves concern about the current amount of water abstraction, and the additional amount of water supply, waste treatment infrastructure and consequent pollution of the river, needed to support the growth agreed in the City Deal and assumed in these transport proposals. We are fundamentally committed to reducing car use, and to urban areas which prioritise safe walking and cycling. We do not believe that the proposals can achieve all these objectives, for the reasons we set out below.

The growth to which the transport plan is responding is largely speculator/developer driven. It does not cater for people on average and lower-than-average incomes, as average house prices in the region are approximately £500,000 (which makes an 'affordable' home £400,000). And at the same time that the region is planning for upwards of 40,000 new homes (in Cambridge itself and immediate surroundings), the proportion of long-term empty homes has risen 55% in the last year.

FotC argues for a car free city centre and the discouraging of all but essential car use in the city (see for example the popular car-restriction scheme in central Ghent). We do not believe that introducing a congestion charge will do this. Those who can afford the charge will continue to drive in and around the city (and these are likely to be in larger cars, including SUV-types). The congestion charge is a regressive tax. Also, retrospective claiming against the charge will be costly in time for already overworked social carers, amongst others. Meanwhile, it is interesting that there is no reference to a workplace parking levy: currently free car parking places are an untaxed 'perk' for those who commute to work by car.

If this was truly a plan to restrict car travel there would be a corresponding planned reduction in car parking spaces (such as in Oslo, and which Birmingham is planning) whereas what is proposed is an: 'integrated parking strategy to meet future demand' (p25). In this context it is revealing that the City Council took the decision to replace the Park Street multi-story car park with an underground car park (albeit with somewhat reduced car spaces) underneath an aparthotel. A ban on (most) car users would be preferable and more environmentally sustainable.

FotC supports an improved bus system and welcomes proposals for more frequent, cheaper, more extensive, flexible and later running services. This could include community bus services, although these are not mentioned. It is not made clear in the proposals that the bus services are to be financed out of the City Deal money and therefore are tied to high levels of growth in the City and its surroundings. Associated housing targets and new infrastructure are part of the deal.

FotC are resolutely opposed to the construction of busways which are an integral part of this travel plan as made clear elsewhere on the GCP website. In an article headed: "Ambitious proposals to deliver world-class transport network for Greater Cambridge unveiled", it is stated: "The City Access package is central to the GCP's busway and active travel schemes." We argue that a real reduction in traffic should obviate pressure to build busways since existing roads would be freed up for public transport and more dedicated bus lanes. We are mindful of past documents issued by the GCP claiming that busways had to go ahead because they had already been promised to "developers" and are being used as a justification to extend house building on the green belt which will reduce biodiversity. Proposed busways will rip through green belt land which, in the case of Cambridge, also includes agricultural land. This is land which has a high probability of more frequent flooding, and eventual inundation if carbon emissions are not drastically reduced.

The extensive use of concrete to build these routes will produce significant amounts of carbon, while the destruction of trees and vegetation in the path of the proposed busways will release further carbon. While on p24 of the document there is a stated commitment to 'support decarbonisation', the construction of busways does precisely the opposite. It will not help the area meet its legally binding carbon reduction targets. It is revealing that there is no calculation of the amount of reduction in carbon emissions the plans are intended to achieve. It looks instead as if Cambridge citizens are being asked to accept unsustainable levels of growth and high embodied emissions in building and infrastructure in order to finance improvements in public transport and facilities for active travel. This is not sustainable planning.

Fixed busways, in addition to their unsustainability, support a radial commuting transport planning model, which is outmoded for a future society with increasing home working and shared caring. Undertaking multiple journeys, combining different functions, in a day requires more flexible and frequent public transport options, as well as safe pedestrian and cycling routes. The proposals do not seem to be part of a wider transport plan (including, for example, the maximisation of existing rail).

Sustainable transport planning also needs to be articulated with land use planning where there is more devolution of services to smaller towns and villages rather than the kind of centralisation Cambridge is encouraging. This would involve reducing the need for motorised travel. 'Soft' transport measures - such as school buses, community transport schemes, and decentralised services - can do a lot to reduce car use, none of which is mentioned in the plan. Rather than emulating practices that appear to be successful in London - a city of c9 million people - there are plenty of examples across Europe from which Cambridge can learn (Ghent would be a useful first stop - its motorised vehicle restrictions and changes to bike facilities and public transport cost a fraction of what the Cambridge scheme proposes (£419m for the busways and parking provisions; Ghent's cost in the region of £4m).

We challenge the lack of transparency regarding the busways, which appear not to be open to consultation, even though they will have a significant impact on many communities in and around Cambridge. Overall, this scheme appears to be either only partially thought through or a deliberate attempt to distract public opinion from the City Deal and the shift of control of what should be publicly accountable transport planning to the unelected GCP.

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Susan Buckingham

on behalf of Friends of the Cam

Dear Sirs

Having seen the documents and attended the public display at the Guildhall in Cambridge, I am writing to express my misgivings about the proposal to impose a congestion charge on motorists entering Cambridge. My personal views about this proposal bear no relation to what I am writing in this email.

I volunteer for a local Community Car Scheme in Fulbourn. We are a group of volunteers who provide door to door transport for those people, residents of Fulbourn and surrounding villages, who are not able to use public transport, and have no other means of transportation. The volunteer drivers give of their time and the use of their own vehicle freely, and passengers pay towards the driver's expenses 30p per mile with a minimum cost of £3.00. We are supported by the Cambridgeshire and Peterborough Combined Authority, who also reimburse driver's expenses at the rate of 15p per mile, thus making a total reimbursement to the driver of 45p per mile for each journey undertaken. This is the maximum a driver is allowed to claim, before it becomes necessary to declare the amounts on tax returns, the payments becoming taxable, and it also affecting benefits claims.

Currently we have 13 volunteer drivers registered. In 2021, the Scheme undertook 225 journeys, and we are on target to exceed that amount in 2022. Over 90% of these journeys were to locations within the proposed congestion charge zone; the majority of these were either to or from the Cambridge University Hospitals site, but also to different locations within Cambridge, for example for optician or dentist appointments, to visit loved ones in care homes, or even to the sister GP surgery to that of Fulbourn, at Cornford House, Cherry Hinton Road.

I have serious concerns about the introduction of a congestion charge which will affect all of these journeys. I know that some classes of vehicles will be exempt from the charge, and that others will be able to claim for reimbursement, but car schemes seem to have been overlooked and are not mentioned.

If we are obliged to ask our passengers to pay, it may mean that their journeys become unaffordable and result in cancelled appointments. There are occasions when a passenger is dropped off for an appointment, and a different driver will meet them to bring them home afterwards – this would result in an additional cost of £10

for our passengers. As many of them are pensioners, this would become untenable, especially for those who have regular hospital visits.

I feel it would be unfair to expect our drivers to pay the charge, and then claim for reimbursement, they are already giving time and their vehicle. Also I wonder how we will be required to prove that any journeys made in these vehicles are as a result of a car scheme request and not for a personal reason.

As I mentioned, everybody involved in this scheme is a volunteer, and that includes the co-ordinators, (currently 3 of us, who are also drivers) who receive requests for our services from passengers, mostly by telephone, and then arrange for a driver to be available. Having any kind of added burden to the workload is going to mean resignations, both from the co-ordination side, and also of drivers. As we are struggling to find willing volunteers to drive for us due to the higher fuel costs these days, this may well mean the loss of a vital service.

I do hope that these issues will be taken into consideration before a final decision is made, and that all the information will be readily available to people like me who are already having to answer questions from our volunteers.

I intend also to write to you with some questions from a personal point of view.

Thank you for reading this email

Regards

Pam Collis

Co-ordinator

Fulbourn Community Car Scheme

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