

## **Appendix A – Proposed Response by Cambridge City Council to the Issues for a new Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)**

### **1.0 Introduction**

- 1.1 The City Council, South Cambridgeshire District Council and Cambridgeshire County Council have a long and effective history of joint working on planning matters, particularly on plan-making. The current development strategy for the Cambridge area set out in the Cambridgeshire and Peterborough Structure Plan 2003 was a result of effective joint working between the County Council and the districts in Cambridgeshire. This approach to joint working has led to appropriate arrangements being put in place to facilitate the duty to cooperate on strategic planning issues in the county through the establishment of the Joint Strategic Planning Unit for Cambridgeshire and Peterborough.
- 1.2 Under the duty to cooperate, the City Council, South Cambridgeshire District Council and the County Council have agreed to work collaboratively and in parallel on new Local Plans and a transport strategy for the Cambridge area. This approach will ensure that cross-boundary issues and relevant wider matters are addressed in a consistent and joined-up manner.
- 1.3 In order to support these cooperative arrangements, a new Member Governance group has been set up and the Cambridge City, South Cambridgeshire and County Council Strategic Transport and Spatial Planning Group has already met on a number of occasions. This group is supported by officers from all three councils, who are working in collaboration on the production of the two new Local Plans and the transport strategy.

### **2.0 Issue / Challenge**

- 2.1 Cambridge City Council strongly agrees that making improvements to walking, cycling and public transport use should play a key role in the proposed strategy. Making non-car modes a priority helps to achieve a more sustainable

modal split, something that will be of increased importance with the planned growth in the city.

- 2.2 Increasing access to sustainable modes, as well as increasing their reliability and safety, plays an important role in achieving greater usage of public transport, walking and cycling.
- 2.3 Cambridge City Council also places high importance on addressing air quality issues and reducing carbon emissions from transport. In addition, ensuring the built and natural environment is not negatively impacted by transport is also a priority.

### **3.0 Vision**

- 3.1 The main points of the vision are supported, especially the emphasis on Cambridge and the surrounding area being renowned for having a sustainable, well used transport system. In addition, reference to ease of movement to and between key employment locations is also strongly supported, along with links from new and existing housing
- 3.2 However, the City Council feels that more reference to the promotion of cost effective / low cost public transport could be made, as this will be key in changing travel behaviours. It could also explicitly talk about walking, cycling and public transport being prioritised, and with that a reduction in conflict between different road users.

### **4.0 Proposed objectives**

- 4.1 Whilst Cambridge City Council is pleased to see a good correlation between the proposed objectives of the TSCSC and those in the Cambridge Local Plan, more focus on enhancing capacity for sustainable modes is required. At present, it reads as though road capacity could be increased for non-sustainable modes.
- 4.2 The objectives should also add reference to preserving and enhancing the natural and historic environment.

## **5.0 Managing the transport network**

- 5.1 As the table below shows, Cambridge City Council is generally in support of 'Doing More' where possible, when it comes to the management of the transport network. However, demand management schemes always need to be considered carefully and fully consulted upon.
- 5.2 There should also be a mention of encouraging the provision of more electric vehicle charging points in this section.

Business as usual	Doing more	Responses from Cambridge City Council
<b>THEME A (Taken from Figure 8 – Page 18 of the TSCSC)</b>		
Maintaining the existing system of vehicle access controls, such as rising bollards	Additional vehicle access controls, such as more rising bollards to restrict through traffic in Cambridge, retaining public transport access and access to key services and destinations.	Support 'Doing More' where it is appropriate to do so.  Appropriate level of consultation is required where implementation planned.
Enforcement of parking and traffic offences by the Police and by Civil Enforcement Officers.	Additional enforcement of traffic and parking offences using cameras (such as on bus camera enforcement of bus lane and parking offences, camera enforcement of junction offences).	Support 'Doing More' to help prevent the ongoing and recurrent congestion in the City Centre, which is detrimental to air quality.  Issues could arise with additional street clutter (cameras etc.). Cambridge City Council would not support greater visual pollution.
	Additional restrictions (yellow lines) on parking on key routes where it restricts traffic movements.	Support 'Doing More' to prevent ongoing and recurrent congestion in the City Centre, which is detrimental to air quality.
Limited additional parking management schemes, (including	More extensive use of parking management schemes (residents'	Parking management schemes can be useful in response to local

residents' parking zones, pay & display parking etc) in response to local conditions and public demand.	parking permit zones, pay and display parking).	conditions.  An appropriate level of consultation is required, where implementation of parking schemes is planned.
	Car free or limited parking in new developments.	Support this where it is appropriate (i.e. in areas which are well-connected to public transport and where there is scope for walking and cycling).
	No on-street parking in new developments.	This would need to be assessed on a site by site basis and should not impact upon surrounding area.
Limited provision of bus lanes and bus priority measures.	Network of new bus lanes / Busway routes using existing road space on strategic roads in Cambridge and South Cambridgeshire	Support 'Doing More' to help improve reliability of bus services.  An appropriate level of consultation is required, where implementation is planned.
	Bus priority measures on all main routes / junctions in South Cambridgeshire.	Support this to help improve reliability of bus services, where it is appropriate.  An appropriate level of

		consultation is required, where implementation is planned.
Limited provision of improvements for cyclists within existing roads and footpaths (i.e. cycle lanes, widened cycle paths, advanced stop lines at traffic lights).	More intensive provision of improvements for cyclists within existing roads and footpaths.	<p>Support 'Doing More' where possible and appropriate, to help encourage more cycling.</p> <p>An appropriate level of consultation is required, where implementation planned</p>
Limited provision of improvements for pedestrians.	More widespread improvements for pedestrians.	<p>Support 'Doing More' where possible and appropriate, to help encourage walking and to make it more safe.</p> <p>An appropriate level of consultation is required, where implementation is planned.</p>
	Shared space - remove traditional segregation of motor vehicles, pedestrians and other road users.	<p>Support this where appropriate.</p> <p>Home Zones work well in Cambridge. Traffic is calmed giving more confidence to pedestrians. It creates shared public space.</p>

		An appropriate level of consultation is required, where implementation is planned.
	Reduce road space for cars and provide more bus /cycle lanes and pedestrian space.	Support 'Doing More' where possible and appropriate, to help encourage walking, cycling and public transport use.  An appropriate level of consultation is required, where implementation is planned.
Removal of some on street parking to give more space to buses and cycles.	Buses and cycles given priority on all key routes.	Support 'Doing More' where possible and appropriate, to help encourage cycling and public transport use.  An appropriate level of consultation is required, where implementation is planned.
New technology to detect congestion, improve traffic flow and prioritise buses at congestion hotspots.	Greater investment in new technology.	Support 'Doing More' where possible.
Improve travel information - electronic signs, Real Time	Greater investment in improving travel information.	Support 'Doing More' where possible.

<p>Passenger Information, via internet &amp; mobile phones – such as messages about congestion, car park spaces and bus timetables and maps showing available travel options.</p>		<p>In addition to timetables and maps indicating travel options, real time information provision is very useful for bus passengers.</p>
<p>Influence national policy and funding decisions – including A14 improvements, passenger rail services and rail freight.</p>		<p>Support the County Council in their aspirations to help influence national policy decisions.</p>



## **6.0 Influencing and changing travel behaviour**

- 6.1 As the table below shows, Cambridge City Council strongly supports doing more in terms of influencing and changing travel behaviour. It is these 'softer measures' that help to complement any larger infrastructure schemes and can bring about a stepped change in the way we travel.

Business as usual	Doing more	Responses from Cambridge City Council
<b>THEME B (Taken from Figure 9 – Page 19 of the TSCSC)</b>		
New developments to address their transport impacts.		Support 'Doing More' where possible.
Limited support for travel plans including workplace travel plans (through the Travel for Work Partnership), school travel plans and personalised travel plans (PTP).	Greater levels of support for travel plans, including workplace travel plans (through the Travel for Work Partnership), school travel plans and PTP.	Support 'Doing More'.  Targeted interventions, in particular PTP, have been shown to have significant impact on travel behaviour.
Limited support for Car Clubs	Greater levels of support for Car Clubs.	Support 'Doing More'.  Recent evidence shows that Car Club users drive less than car owners. They have an important role to play in 'car-free' and limited parking developments and should be encouraged.
Improve travel information and marketing so that people are aware of their journey options.	Greater investment in improving travel information and marketing.	Support Doing More'.  People are more likely to use sustainable modes of travel if they can be more certain of the options

		available and the details of them.
Road safety training, education and campaigns.	Greater investment in road safety training, education and campaigns.	<p>Support 'Doing More'.</p> <p>Improved road safety and better driving reduces accidents, thus reducing congestion. Cycling road safety awareness encourages cycling as well as better vehicle awareness of bicycles.</p>
Support for 'alternatives to travel' (measures which mean people don't need to travel so much). This could include support for home and remote working, for example through investment in broadband	Greater support for 'alternatives to travel'	Support 'Doing More' where possible.

## **7.0 Provision of new transport capacity**

- 7.1 Cambridge City Council supports improvements to capacity for sustainable modes of travel, particularly where it can help improve patronage of these modes. In addition, support is forthcoming for capacity increases where it can be demonstrated that safety improvements are required. However, evidence has shown that increasing capacity on roads (for cars) often leads to more trips being made and thus the volume of traffic increasing.
- 7.2 Furthermore, each instance of increased transport capacity should require full consultation and the appropriate assessment to the surrounding locality.
- 7.3 Theme C (below) could also make direct reference to increasing the availability of electric vehicle infrastructure.

Business as usual	Doing more	Responses from Cambridge City Council
<b>THEME C (Taken from Figure 10 – Page 20 of the TSCSC)</b>		
Limited introduction of new and improved pedestrian and cycle paths	Networks of very high quality segregated cycle routes linking villages and towns.	Support 'Doing More' where possible. Improvements to walking and cycling routes would result in increased uptake of these modes. Also will have big public health impacts.
Car / bus / bicycle interchanges at busier rail stations and bus stops	Car / bus / bicycle interchanges at all rail stations and more bus stops.	Would 'Doing More' have a noticeable impact?  It's a good idea in theory, there should be some capacity for interchanges, but would it provide value for money? Might need to look at this on a case-by-case basis.
Small scale road safety and capacity improvements.	Larger scale road safety and capacity improvements.	Support the 'Do Minimum'  Increasing road capacity eventually leads to increasing volume of traffic (new trips) and should not be encouraged.  However, it is recognised that some

		incidents may result in safety improvements being necessary.
Some new bus lanes and bus priority measures.	New Busway routes parallel to strategic roads	<p>Support for more bus lanes and bus priority measures in principle.</p> <p>However, need to establish which 'strategic routes' and look at this on a case-by-case basis.</p> <p>In addition, appropriate consultation required.</p>
More Park and Ride spaces at existing sites.	New Park and Ride sites.	<p>Support principle of Park and Ride and switch from cars to public transport.</p> <p>However, need to ensure that Park and Cycle is also accommodated.</p> <p>There is also potential for carbon and air quality issues, if sites become very large.</p>
More cycle parking at key destinations	Substantial new cycle parking provision, including bespoke facilities.	<p>Support 'Doing More'.</p> <p>Cycle parking is severely limited in Cambridge, such that it can be a deterrent to cycling. More secure</p>

		cycle parking is required.
Improvements to A road junctions and pinch points	Major transport infrastructure delivered if funding opportunities available	Only for safety reasons.  Otherwise improvements will lead to more traffic and thus more air pollution and carbon emissions.
	Major improvements to A roads.	Only for safety reasons.  Otherwise improvements will lead to more traffic and thus more air pollution and carbon emissions.
'Cambridgeshire Future Transport'– support for Community Transport services, and for school, health and social services transport.	Wider availability of Community / Demand Led transport services.	Support 'Doing More' where it is appropriate
Working with rail industry to deliver capacity and service improvements.	Council investment to deliver rail capacity and service improvements	Support 'Doing More'.  Good opportunity for this with the new Science Park Station.  Also support for increased rail freight.

## **8.0 Additional Comments**

- 8.1 Cambridge City Council would also like to see the TSCSC help ensure that there is close integration between key employment areas, the City Centre and new homes. This is something that the Employment Land Review has recommended, and will be especially crucial as the Cambridge Science Park Station comes forward along with Cambridge Northern Fringe East.
- 8.2 New developments on the fringes of the city, and even just outside in South Cambridgeshire, will need significant joint working between Councils to ensure that the transport network is as joined up as possible.
- 8.3 The TSCSC should account for the site-specific projects that could potentially come forward in Cambridge (and South Cambridgeshire) as the process to adoption of the strategy moves forward. For example, the opportunity areas listed in the Cambridge Local Plan - Towards 2031: Issues and Options Report, such as Mill Road, Eastern Gate, Cambridge Railway Station and the Hills Road Corridor and Land South of Coldhams Lane.

## **9.0 Conclusion**

- 9.1 Despite the funding situation, the TSCSC should be bold and aspirational and look to 'do more' wherever it is possible (and appropriate).
- 9.2 This being said, when as the TSCSC progresses and more detailed schemes and proposals are worked up, significant public liaison will be required for every individual scheme. Indeed, the support that Cambridge City Council gives for 'doing more' is predicated on the appropriate consultation being carried out.