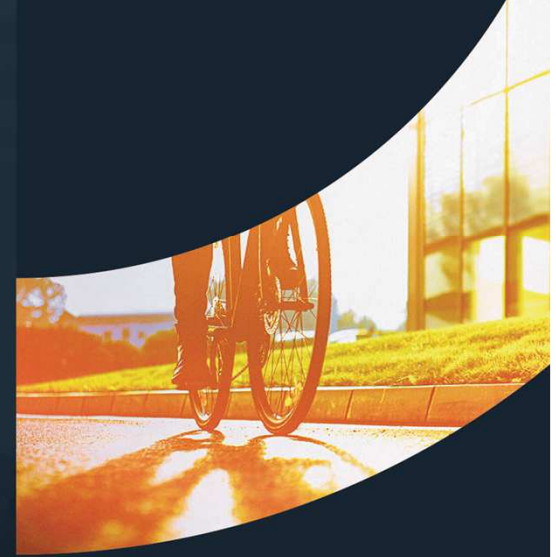




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## **East Area Committee**

GCP update

Isobel Wade and Mike Davies



# Greater Cambridge Partnership

1. Update on Choices for Better Journeys
2. Wider project update
3. Questions



# Choices for Better Journeys

## Engagement Results



**5,144**  
respondents  
to the survey



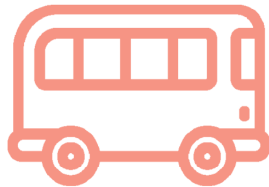
**36%**  
of respondents  
started their journey  
within Cambridge,  
with others coming  
from further afield



Most respondents were of  
working age & nearly  
**three quarters**  
travelled to work as  
their most frequent  
Cambridge journey

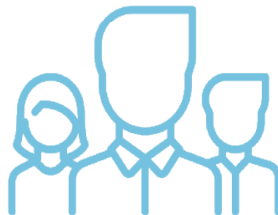


People ranked pollution  
charge (**44%**) and flexible  
charge (**36%**) first  
or second to deliver  
improved public  
transport



**82%**

Supported  
the vision to  
significantly  
improve  
public  
transport



A **reliable** and **frequent**  
service scored highest for  
the most important  
elements of a public  
transport network



The full survey results can be found at  
[www.greatercambridge.org.uk/choicesforbetterjourneys](http://www.greatercambridge.org.uk/choicesforbetterjourneys)



@GreaterCambs



/GreaterCam

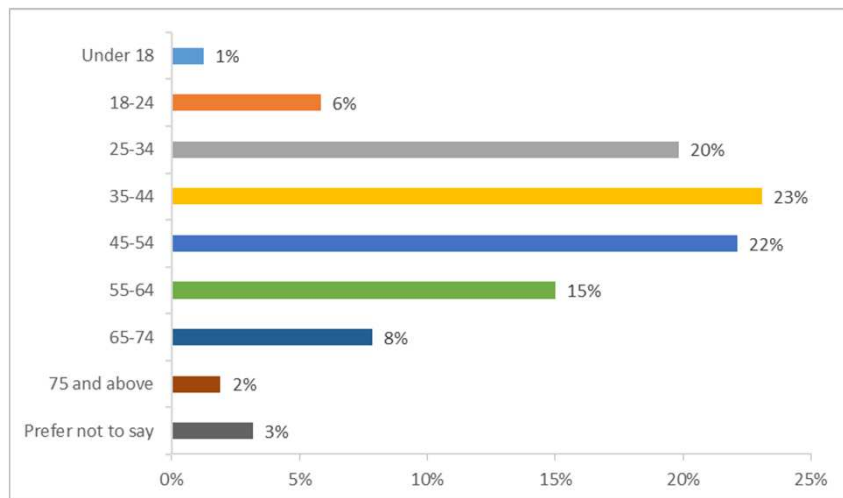


@GreaterCam

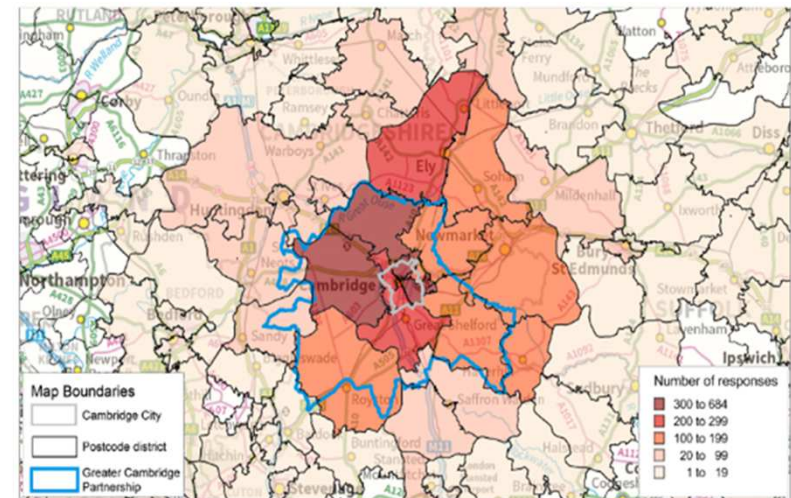
# Respondent Demographics

- 5,144 respondents, with a slightly higher proportion of respondents of working ages

Age Breakdown



Geographical Breakdown



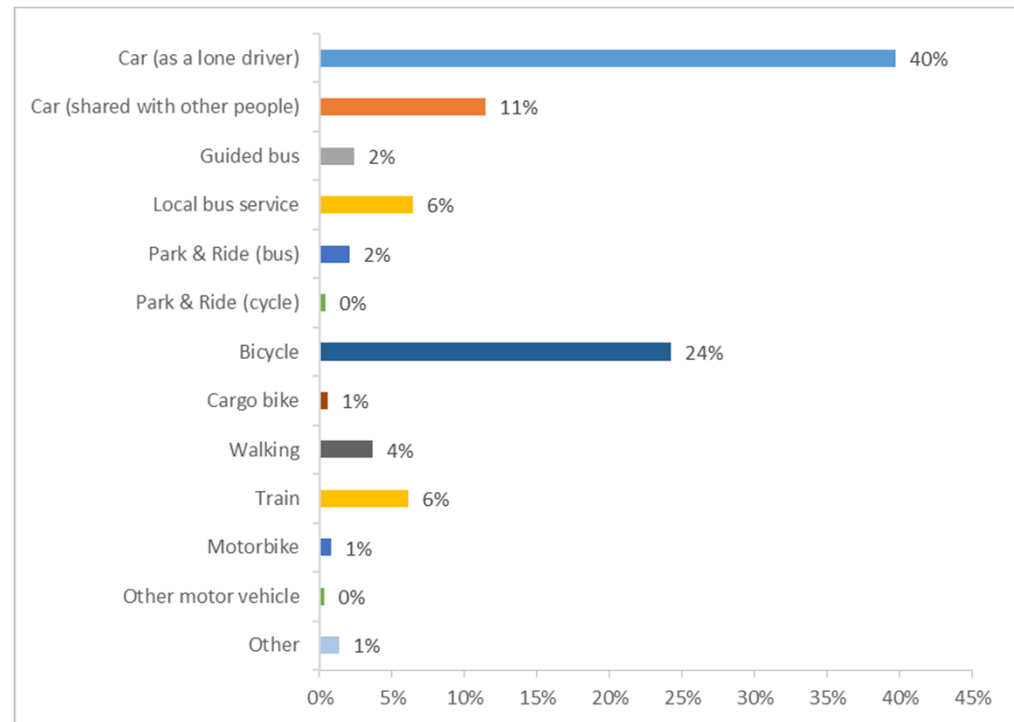
- Broad geographic spread of responses, 36% of respondents started their journey from a Cambridge postcode

Produced by the Cambridgeshire Research Group

# Respondents Travel

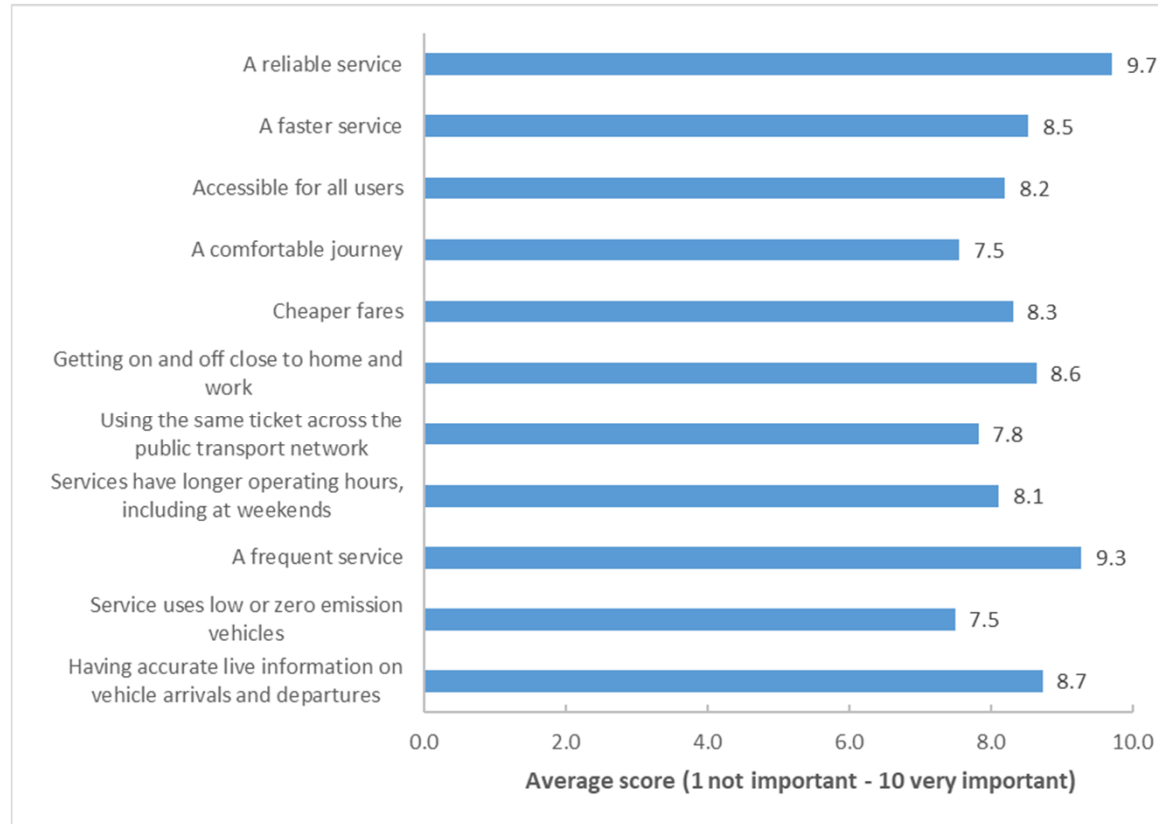
- Nearly three quarters of respondents (73%) were travelling to work as their primary journey.
- Over half (51%) were traveling by car and just under a quarter (24%) were travelling by bicycle.

Main mode of travel





# Importance of public transport network elements



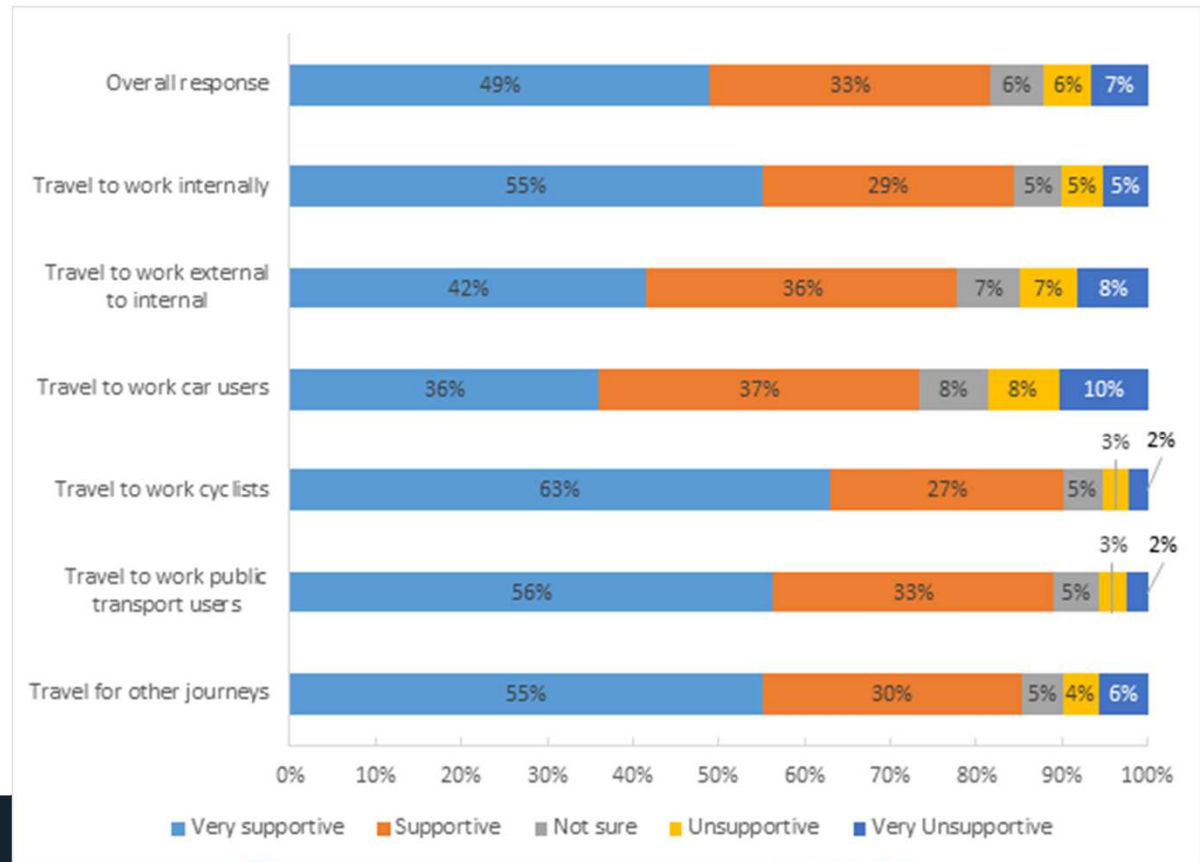
- The elements of a transformed public transport network which were most important to respondents were **a reliable and frequent service.**

# Support for the GCP Vision

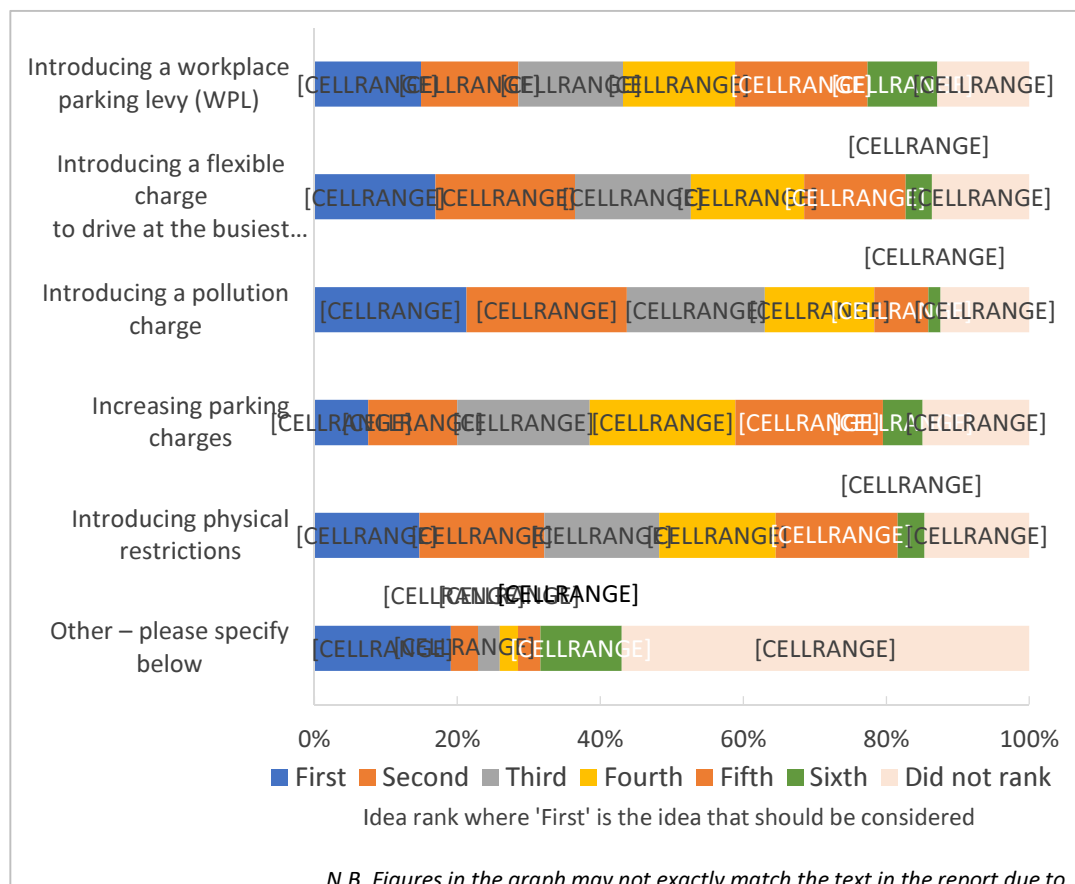
- 82% of respondents supported\* the vision to significantly improve public transport

\* Very supportive plus supportive

Variation in support for different groups



# Public transport improvement funding ideas



## Of those that answered:

(287 respondents skipped the ranking)

- 81% chose one of the options as a first choice.
- A **pollution charge** and **flexible charging** for road use were the most popular funding ideas being ranked as either **first** or **second** choice by **44%** and **36%** of respondents respectively.
- **19%** chose **other ideas** as their first choice. These included **boosting usage** (and consequently revenue) by **improving public transport** (including Park & Ride provision) or **utilising existing taxation streams**.



# Key messages from the comments

Respondents consistently felt improvements needed to be made to public transport so that people had a **viable alternative to driving**.

If **parking charges** or a **flexible/pollution based charge** were introduced:

- money raised should be used to improve transport across the area
- it should be cheaper to travel into Cambridge by public transport than to drive in and park.

Other key themes which emerged included:

- concerns relating to how the potential changes impact businesses, and those with low incomes and/or disabilities
- the need for improvements to cycling infrastructure
- concerns about the workplace parking levy and business relocation
- concerns about pollution charges not reducing congestion (in the long term) due to the rise in greener vehicles



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# Project Update: Eastern Access

**Overall objective:** To understand in more detail the options to deliver the most effective public transport connections along the Newmarket Road corridor, between the A14 at Quy Interchange and the Elizabeth Way Roundabout.

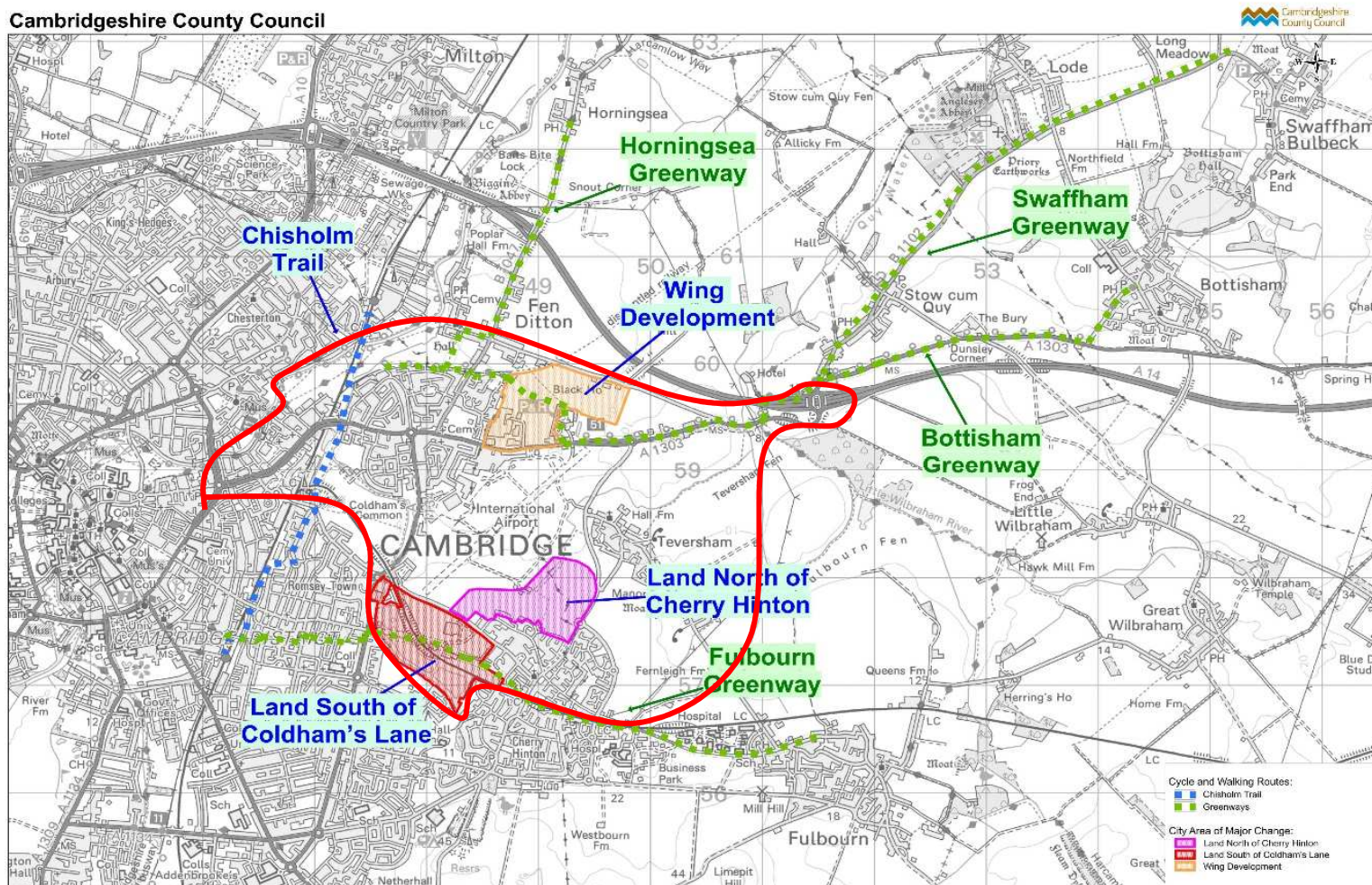
## Outcomes:

- Provide additional sustainable transport capacity to provide for the transport demands of economic and housing growth;
- Identify options that will allow sustainable travel along the corridor to occur unimpeded by congestion from general traffic, making journeys more reliable;
- More journeys along the corridor should be undertaken by public transport;
- More short journeys should be undertaken by non-motorised modes because people feel safer and have more direct routes between origins and destinations.



# Study Area

Cambridgeshire County Council



Scale (at A1): 1:15000

Centred at: 550971,258852

By: TBS

Date: 01/07/2019

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# Project update – cycling schemes

## Chisholm Trail

- Works underway on Phase 1 and Phase 2:
- Piling works for the new (Abbey-Chesterton) bridge – Summer 2019 – likely signed diversion for cyclists and pedestrians with PR and letter drops planned to let people know.
- Underpass construction works – likely to be Easter 2020
- Works under the closed Mill Road Bridge include building a section of The Chisholm Trail.

## Greenways

- Consultation coming up in September for Bottisham, Horningsea and Swaffham routes which head out of the city to the villages east of Cambridge

# Questions?

# Thank you



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