

APPENDIX A

DRAFT CAMBRIDGE CITY COUNCIL RESPONSE TO THE CAMBRIGESHIRE & PETERBOROUGH COMBINED AUTHORITY BUS FRANCHISING CONSULTATION

Cambridge City Council welcomes the work undertaken by the Combined Authority to bring forward these proposals. The Council is broadly supportive of the proposals, given the conclusions of the Assessment.

Cambridge City Council recognises the challenges presented by the current arrangements and welcomes proposals for a franchising scheme that would provide greater democratic and public control over bus services including routes and ticketing.

The Council is of course particularly keen to see improved bus services to and within Cambridge. Many people in the city who either cannot afford to run a private car, or who wish to travel by cleaner and more sustainable methods, rely on buses or would use them more if they were a more attractive option.

People need regular, reliable and affordable connection to vital services including education and training, healthcare, employment, open spaces, leisure, retail and other essential services.

This is particularly important for groups who are more likely to experience social isolation, people on low incomes and those eligible for concessionary fares, people with disabilities or caring responsibilities, young people aged under 25 who need to travel before 9:30am, the elderly and those with young families.

Cambridge's communities have also seen bus services chopped and changed too frequently, with residents in some parts of the city left feeling disconnected from amenities and services in other parts of the city and its hinterland.

It will be important that bus services are accessible to people with disabilities; and affordable. And that there are suitable complementary arrangements in place for

people for whom, for whatever reason, buses are unlikely to meet their needs.

Cambridge City Council is particularly keen to see a rapid transition of the bus fleet to low or zero carbon vehicles and understands that franchising is likely to offer the most rapid and certain route to that outcome, reducing pollution and contributing to climate change mitigation.

As identified in section 7.99 of the consultation document, it will be key that emission limits are integrated into the service specifications set out by the combined authority as part of the franchise contracts. This will enable the transition towards zero emission buses by 2030.

Of course, the Council recognises the risks and challenges associated with the scale of change envisaged. The Combined Authority will want to assure itself that it has or will have the capacity and capability to manage the transition, and the ongoing management of bus services in the future. We will be keen to understand more about how this can be assured, and how the operational management will be delivered.

We look forward to better bus services for the people of Cambridge and will be keen to support this in whatever way is possible within our powers and resources.

ENDS