



Transport in the Cambridge sub-region - workshop Wednesday 19 September

Presentation by Dick Jarvis, Chairman Greater Cambridge Branch FSB

Objective of the workshop:

To explore innovative ideas about the kind of transport that the Cambridge sub-region aspires towards in 20 years time. The workshop is part of the 2030 Vision project.

General challenges:

Transport infrastructure is marred by political wrangling and effort must be made to take politics out of infrastructure decision making.

The complexities involved in taking the correct decisions on transport infrastructure are challenging today. And most likely it is going to be even more complex in 20 years time.

Therefore organisational structures to deal with transport infrastructure need to be able to respond to these challenges. Increasing numbers of technical options and more “niche” transport solutions (e.g. electric vehicles, car sharing, increased cycling, automated vehicles) need to fit into a more coherent and responsive organisational structure.

The FSB believes that future transport decision-making and planning should take a more holistic approach and involve all modes on transport. It should be based on an analysis of the movement of goods and people at the regional level rather than stemming from a centralised and complex cost/benefit ratio analysis.

Consideration also needs to be given to the maintenance and management of technology in future transport infrastructure decision-making, and to the implications for resilience of being highly reliant on other infrastructures such as wireless communications and mains power.

FSB national policy:

The FSB Infrastructure Policy Unit has been working on a transport policy paper that is going to be launched later on in the year involving a new approach to the organisation of transport.

The paper focuses on four broad areas:

1. Effective organisation of transport
2. De-politicisation of transport policy
3. Accountability
4. Generating economic growth

Key arguments of the paper:



The over-arching line of thought is to create a transport infrastructure that works for small businesses.

The paper argues that the best way of achieving this is to put the responsibility for transport infrastructure in a number of regional “transport catchments”. It would be a new administration not mirroring the boundaries of Local Authorities or LEPs, but larger. Their size will be decided by an analysis on the movement of goods and people in each catchment.

These transport catchments would be responsible for all modes of transport and take a whole-life approach to projects. This means that the transport catchments would be responsible for the policy decision, delivery and maintenance.

This would create a coherent transport infrastructure structure with clear lines of accountability.

It would also mean that regions are in charge of regional decisions and the idea is that this will make decision making more certain and priorities more accurate because local people knows best what works for them.

Importantly this new structure would help in taking politics out of the transport infrastructure decision making as the regional body would be made up of a wide variety of stakeholders and transport professionals to ensure it has the required competence and clout.

In short, technical innovation needs to be matched by organisational innovation.

Half of small businesses have said that the poor state of roads costs them up to £5,000 a year because of bad maintenance and congestion. So it is good news that the Government has set out the first steps for reform of the strategic road network. The DfT is due to present its high level response to the consultation on Local Transport Bodies (LTBs) which are intended to localise transport infrastructure decision making on smaller transport projects (under £5m). The FSB supports regionalising decision making but believe LTBs are too small to have a real impact.

Trains - £9 billion will be invested into the railway system.

Well thought out transport infrastructure spending can promote growth and have a lasting positive economic legacy. This is long overdue investment in critical infrastructure that will help small businesses better connect with their customers and suppliers. We have long been calling for better road and rail links to be put in place so this will be welcomed by the business community.

Chesterton Station. At present we are talking of this being mainly passenger. Are we including goods being handled. This will stop a lot of vehicles coming into Cambridge. Vehicles will be going out from the station to service businesses locally. This ultimately



will reduce the numbers of vehicles needing to come to and into Cambridge. A use for the old Sidings.

Parking

Concessions for businesses to deliver and collect on road.

Adequate and affordable car parking including at railway stations

More buses

Feeder buses to Guideway and direct services.

Parking at or near all stops on guideway.

More direct links between towns.

Less buses meandering around villages and then going to towns

Improved cycle lanes out of Cambridge usable by walkers

The acceptance of the inevitability of Tolls on an improved A14 as long as there is a toll free alternative for locals

Extending the Guided Bus with a more user friendly time table with some services not "going around the houses" between main centres

Integrated Transport Planning with Housing and Roads etc happening together

Adequate and affordable car parking including at railway stations

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Dick Jarvis

Chairman

Greater Cambridge Branch

Federation of Small Businesses

FSB@DJInter.net