

## **2030 vision for the Cambridge sub-region**

### **Workshop summary: Transport in the Cambridge sub-region**

#### **Issues**

- UK road passenger density is the highest in Europe. It will only be possible to fund an increase in road capacity if a new income stream associated with a system of transparent, encapsulating, legally enforceable governance is found. Hypothecation is vital.
- Congestion-type charging already applies on railways – why not on roads?
- The Cambridge sub-region should be a priority. It occupies a key location on the international east-west route from Felixstowe to the Midlands and Northern Ireland, is among best performers in UK economy and is in the region with the highest predicted population growth in England.
- Transport poverty – and reduced life-chances – is a reality for the sub-regional rural poor.

#### **Propositions**

##### ***Easy – and not so easy***

- Publish statistics on road network performance – so that the politicians can absorb them.
- Politicians (and public) are wary of any mention of road and parking charging. Therefore, in making the case for these and other innovations, it is important to identify the benefits.
- Improve cycle routes from villages and in city and provide more and better cycle parking.
- Promote – especially to over-40s and OAPs – the argument for keeping healthy by cycling.
- Encourage staggered work hours – sixth-form colleges (many students of which use cars) and secondary schools are obvious candidates.
- Encourage secondary school children to travel on their own to and from school.
- Encourage more employers and schools to pick-up from both P and R and station.
- Promote car clubs and encourage employers to set up means by which employees can share information on their journeys and organise car sharing.
- Relax taxi regulations in rural areas to enable retired and other persons to offer services.
- Develop load combining for goods distribution and delivery.
- Improve access routes to city centre car parks and introduce pre-booking – to reduce congestion. Improve information on available parking spaces (by online displays well outside the edge of the city or by making the information available on mobile phones – a parking 'App'). Motorists without pre-booked spaces should be directed to the nearest Park & Ride facility. Consider locating any additional Park and Ride sites further from Cambridge city centre.
- Improve and expand the guided bus network. Extend priority lanes and improve effectiveness of interchanges by extending access to non-CGB bus services.
- Concentrate any subsidies on rural area and city-fringe community transport.
- Publicise and improve multi-modal public transport advance ticketing and information. This will reduce dwell-time at stops.
- Review car parking standards to reduce congestion caused by street-parked cars.
- Concentrate office locations into well-served 'hubs'.
- Develop new and expanded settlements on the Cambridge – Newmarket – Bury rail line.
- Keep focusing on the transport challenge, bringing in new ideas and pressuring for improvement.

##### ***Difficult***

- Introduce a national transport policy embracing road and congestion charging – so that the costs and advantages are widely distributed. On all roads – not just main roads.
- Standardise charging technology so that the implementation costs are distributed.
- Implement A14 improvements. Improve E-W cross-country links. Complete the dualling of A428. Consider city orbital.
- The sub-region cannot possibly afford to provide the infrastructure from its own resources. Central government must be persuaded that investment in the sub-region is worthwhile: performance statistics and anticipated benefits are essential tools.