

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

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

#### **Facts – and some questions**

- 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, legally enforceable governance is found. Hypothecation is vital.
- Congestion-type charging already applies on railways – why not on roads?
- The sub-region occupies a key location on the international east-west route from Felixstowe to the Midlands and N. Ireland and is within the region with the highest predicted population growth in England. Shouldn't its road system be a national priority?
- Cambridge is economically the most successful city in the UK with great growth potential. Could not the wealth it creates be put towards improving the sub-regional infrastructure?
- Commuting in the sub-region is complex, with a huge variety of origins and destinations.
- Transport poverty – and reduced life-chances – is a reality for the sub-regional rural poor.

#### **Easier, short term, propositions – towards 2030**

- Initiate a radical analysis of ways of raising money for infrastructure.
- 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. Make cycling safe for all ages by improved cycle routes, one-way systems and a ban on right-hand turns. Replace car parking spaces by cycle parking and insist on more convenient cycle storage in new housing. Make provision for cycles on buses and trains. Promote the argument for keeping healthy by cycling, especially to over-40s and OAPs.
- Promote car clubs and encourage employers to set up means by which employees can share information on their journeys and organise car sharing. Improve access routes to city centre car parks and introduce pre-booking. Improve information on parking spaces (by online displays well outside the edge of the city or by making the information available on mobile phones). Motorists without pre-booked spaces should be directed to the nearest Park & Ride. Consider locating any additional P&R sites further from city centre. Review car parking standards to reduce congestion caused by street-parked cars.
- Relax taxi regulations in rural areas to enable retired and other persons to offer services.
- Develop load combining for goods distribution and delivery.
- Ensure that public transport is rapid, frequent and reliable. Develop fast services between both business nodes in city and selected stops in rural areas. Increasingly multi-modal travel requires better interchanges, advance ticketing and real time information.
- Improve and expand the guided bus network. Extend priority lanes and improve interchanges by extending access to non-Busway bus services and providing car parking.
- Concentrate any subsidies on rural area and city-fringe community transport.
- Encourage staggered work hours – sixth-form colleges and secondary schools are obvious candidates. Encourage secondary school children to travel on their own to school.
- Encourage more employers and schools to pick-up from both P&R and station.

#### **Difficult, long term, propositions – by 2030**

- Take the politics out of infrastructure decision-making. Technical innovation needs to be matched by organisational innovation. Infrastructure needs to be planned, implemented and maintained on a regional basis.
- 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 and new bridge. Develop new and expanded settlements on the Cambridge – Newmarket – Bury rail line.
- Central government must be persuaded that investment in the sub-region is worthwhile: performance statistics and anticipated benefits are essential tools.