

# Bus Strategy Update

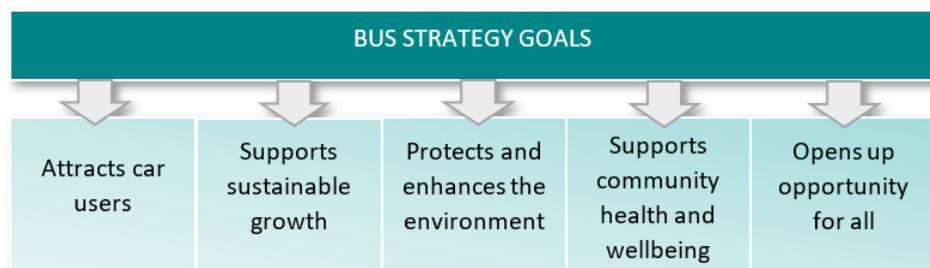
## 1 Purpose

- 1.1 The purpose of this document is to outline feedback received on the draft Bus Strategy. This feedback has been received from officers and members alike, including from the Transport and Infrastructure Committee.
- 1.2 In addition, the paper outlines a potential six-week consultation and feedback is sought from the Combined Authority Board.

## 2 Background

### Bus Strategy: Contents

- 2.1 The draft vision is: *A comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money, that is inclusive and offers a viable alternative to the car.*
- 2.2 The CPCA want to create a more connected region, which will encourage active and sustainable travel, improve health and wellbeing, and reduce private vehicle journeys. The five key goals of the draft Bus Strategy are:



### Feedback Received To Date

#### Vision

- Within the vision and scene setting, more focus is needed on what we want a bus service for. What will a good bus service allow? Important to include access to key destinations, such as those previously outlined in the Social Exclusion Unit Report, 2003, of employment, education, healthcare, retail, and leisure.
- More focus needed on access to education and the importance of the environment.
- The ambition is good, however more clarity is sought around convenience, predictability and taking you to right place (routeing).
- Using the buses must make people feel good and this needs to be captured within the essence of the document.

## General Feedback

- Important to inter-connectivity (including other modes and through ticketing) to allow for an integrated transport network that truly delivers a door-to-door service from the people of Cambridgeshire and Peterborough.
- Narrative around congestion charging to be tightened to ensure no ambiguity remains in the document.
- A focus should be on the availability of information for all (potential) users on the services, routes, ticketing, and delays.
- The focus should be on providing a real alternative to the private car whilst ensuring that people without access to one can get to the key destinations to improve their quality of life.
- Reference to the importance of franchising is required.
- Reference to the City Access is required.
- Length of the document to be reduced and focus on the key deliverables of the strategy (currently in the final five pages).
- Appropriate wording included with the relevant wording; however more detail required and specifics on funding opportunities

## Specifics

- Pages 5 – 9 – these pages make references to the emerging LTCP and the GCP transport work. Strategy needs to reference work undertaken by constituent Councils such as the work of the Fenland Transport and Access Group work.
- Page 9 – this includes a case study for the excel service (previously the X1) from Peterborough to Kings Lynn through to Norwich. This is the service that runs regularly to and from Wisbech. It is acknowledged as a good service and it's good to see it as a case study here.
- Page 10 – this page acknowledges that the strategy requires bold decisions with appropriate levels of funding. The Bus Strategy will cost large amounts of money and is unclear as to where the funding will come from and therefore if the strategy is deliverable.
- Page 13 and 14 – more transformational approach needs to be outlined. For example, there is some mention of trying to integrate journeys for education, health and social care. This is nothing different though and this has all been tried before with limited success.
- Page 15 – Young people up to 25 years will be offered discounted fares. This is really positive should funding be available.

## **Bus Strategy: Consultation**

2.3 Following approval of the draft Bus Strategy at the TIC and subsequently at the CPCA Board, the document will need to be subjected to a public consultation period. Further work is required to ensure alignment and consistency with the LTCP and the work of constituent Councils and the Greater Cambridge Partnership to ensure full engagement with the public and stakeholders from across the region.

## Potential Consultation Timeframes

- Recommended by Transport and Infrastructure Committee on 16<sup>th</sup> November that the CA Board approves the Bus Strategy
- Informal member session scheduled for 24<sup>th</sup> November where further feedback will be sought on the consultation draft

- CA Board (30<sup>th</sup> November) – approval sought for a 6–8 week consultation (to be determined, due to festive period)
- Transport and Infrastructure Committee (18<sup>th</sup> January) and CA Board (25<sup>th</sup> January) – emerging and/or initial feedback on consultation
- March Transport and Infrastructure Committee (15<sup>th</sup> March) and CA Board (22<sup>nd</sup> March)– feedback on Bus Strategy consultation and updated document