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| Transport and Infrastructure Committee | | Agenda Item |
| 13 March 2024 | | 3 |
| Title: | Public Questions | |
| Public Report: | Yes | |

Question 1 – from Peter Wake, Railfuture East Anglia

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| To | Transport and Infrastructure Committee |
| | <p>Question: Railfuture East Anglia is pleased to see from the Agenda Pack that Network Rail's options appraisal report will be discussed at the Transport and Infrastructure Committee meeting in June. This report was scheduled to be published by the end of March. Is the report still expected to be published by the end of March and can the CPCA send a copy of the report to Railfuture East Anglia as soon as it is published rather than having to wait until the agenda pack for the June meeting?</p> |

Question 2 – from Paul Hollinghurst, Cambridgeshire Resident

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| To | Transport and Infrastructure Committee |
| | <p>Question: In 2021 as part of its "Making Connections" work the Greater Cambridge Partnership conducted a study on the future bus service needs of Cambridgeshire and published a plan which included a key bus corridor from Cambridge to St Neots via Cambourne.</p> <p>Currently, the services for Cambourne on this corridor are poor with the Citi 4 from Cambridge to Cambourne suffering from serious problems with punctuality and reliability, and the 18 from Cambourne to St Neots being infrequent and often not serving the east of St Neots, missing the railway station, Love's Farm and Wintringham developments from mid-afternoon onwards.</p> <p>The precept investment is an opportunity to improve bus services, and includes "Improve frequency Cambourne to Cambridge". However there is no proposal to improve the service from Camborne to St Neots.</p> <p>Can the committee comment on why this link, which was identified as a key bus corridor by the GCP through studies and consultations, is not being considered for improvement under the CPCA precept - has the GCP's study been assessed by the CPCA?</p> |

Question 3 – from Simon Martin, Resident of Cambridgeshire and Peterborough area

To Transport and Infrastructure Committee

Question:

At each TIC meeting, the Director's Highlight Report contains statistics on Public Transport in the CPCA region.

They are on Pages 17 and 18 of your Agenda packs this month.

I've been keenly following online each meeting, very eager to see better public transport in this region, but disappointed that these statistics regularly haven't had a mention in TIC meetings.

Late last year there was news from neighbouring Norfolk of usage "increased by 18% in the last year", and "the number of fare-paying passengers now at 107% compared to pre-pandemic baseline figures" [<https://www.norfolk.gov.uk/article/44441/More-people-choose-the-bus-in-Norfolk-after-first-year-of-bus-service-improvement-plan>]

In January this year there was further news from Norfolk of Konectbus announcing "an increase of 2.6 million individual passenger journeys" - 16% up April-Dec 2022 to 2023. [<https://www.konect-bus.co.uk/norfolk-bus-passengers-16-after-investment>]

Yet what do we have in our area - more cuts and reductions from at least one well established operator, due to low passenger numbers not covering their operating costs. This suggests the situation here isn't as positive

How does Cambridgeshire and Peterborough compare with the national picture, better or worse public transport growth, recovery from pre-Covid figures - how does the region compare with neighbouring counties, other M10 areas, and London. What percentage are we up or down, like neighbouring Norfolk...

Information like this doesn't appear to be getting reported to TIC.

Currently there's no RAG rating or similar system to allow councillors to be informed on month on month and year on year progress.

Lacking analysis, context, and any real idea if the interventions, financial and other, by CPCA in to Public Transport are actually heading in the right direction or not.

Therefore my question is:

Will the Combined Authority ensure the Transport statistics in the report are covered at each meeting going forward, and introduce new useful and relevant metrics which will be reported to TIC and the Board?

Question 4 – from Sarah, Cambridgeshire Sustainable Travel Alliance

To Transport and Infrastructure Committee

Question:

Cambridgeshire County Council's Electric Cargo bike Try-Before-you-Buy Scheme, which is run by Alliance member organisation Outspoken Cycles on behalf of the County Council, has been a great success.

The scheme offers trials of e cargo bikes for both businesses and families of up to 8 weeks for businesses and 2 weeks for families, so participants have an extended period in which to test out how the bikes work for them. It has been so popular that at the time of January's Board meeting there was a four-week waiting list to try a bike. Over the lifetime of the scheme, there have been over 160 trials and over 65% of participants have decided to purchase a cargo bike after the trial period.

A parent who has recently used the scheme said to me last week:

"We wouldn't have bought a cargo bike if we hadn't been able to try it using the council scheme as they are quite expensive. The try before you buy scheme gave us confidence about the handling and usefulness of the bike. Now we use the cargo bike for nursery drop offs and pick ups (amongst other journeys), which we were previously doing by car".

The scheme has been running since 2021, but is due to stop this spring when its funding comes to an

end. Cambridgeshire Sustainable Travel Alliance was therefore disappointed to read in the papers for this meeting that CPCA's two eCargo bike bids were not successful. One proposed building on the existing Try-Before-You-Buy Scheme, adding additional bikes and expanding its geographical reach to Cambridgeshire market towns and Peterborough city.

Will CPCA work with Cambridgeshire County Council and the Greater Cambridge Partnership to explore other funding sources so that businesses and residents are still able to explore how e-cargo bikes could work for them through a Try-Before-You-Buy scheme?

Question 5 – from Richard Wood, Secretary, Cambridge Area Bus Users

To Transport and Infrastructure Committee

Question:

WITH REFERENCE TO:

Agenda Item 10 Bus Network Update

2.2 Bus Network Service Improvements

2.5 Bus Stop/Shelter Improvements

Cambridge Area Bus Users and Cambridge Sustainable Travel Alliance congratulate students and their Youth Social Action Apprentice for a recent positive and constructive Cambridgeshire Buses Feedback Forum event at Long Road Sixth-Form College at which students, parents and the public engaged with the Mayor and representatives from Stagecoach, Whippet and Stephenson's about current services and potential new or enhanced routes.

Both groups also welcome the establishment (2.5) of a Bus Stop Database for the region, together with a programme for improvements.

Will the Mayor commit to the most open and transparent processes in these matters by working with bus operators to establish regular public Bus Feedback Forum events, with brief reports made available on-line and to publishing the Bus Stop Database and proposed improvements in an accessible format (eg a clickable map) in an accessible place on the Cambridgeshire and Peterborough Combined Authority website, with the opportunity for public comment through (eg) drop down menus for reporting deficiencies?

Question 6 – from Anna Williams, Communications and Community Officer

To Transport and Infrastructure Committee

Question:

In February this year, a woman cycling on the A1123 (which runs between Huntingdon and St Ives, past Houghton and Wyton) was involved in a serious collision with a person driving a lorry. Newspaper reports from the following day say that she was taken to Addenbrooke's Hospital, where she remained in a critical condition. It is only 3 years since a man in his 70s cycling along this same stretch of road was killed in a collision with a person driving a car.

This paper acknowledges that two of the challenges faced by the existing A141 and St Ives road network are 'road safety issues and risk of accidents' and a 'lack of active travel options'. Indeed, there isn't currently a protected and segregated cycleway along the whole of the A1123, which is described in the paper as the key East-West link. Local communities have been campaigning for one for over a decade.

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| <p><i>What work under this project will take place to improve safety for people walking, wheeling and cycling along the A1123?</i></p> |
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