

**CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – (15th March 2023)**

**PUBLIC QUESTIONS**

<b>No.</b>	<b>Question from:</b>	<b>Question to:</b>	<b>Accepted / Rejected &amp; Reason</b>	<b>Question</b>
1.	CamCycle	Deputy Mayor Anna Smith	Accepted	<p>When Camcycle responded to the 2022 consultation on the Local Transport and Connectivity Plan, we called for a unified strategy across districts that was inspiring and accessible to everyone in the region.</p> <p><b>We'd like to ask the Combined Authority today, please can you bear these points in mind with all the papers, communications and policies you put out?</b></p> <p>It is often hard to see how the authority's different transport workstreams fit together as a cohesive whole.</p> <p>For the average resident of our region (and even for many councillors and transport campaign groups!) looking at this agenda and papers, much of it is quite overwhelming and often confusing.</p> <p>A few examples:</p> <ul style="list-style-type: none"> <li>• Agenda item 2.7 talks about proposals for 'the existing roundabout adjacent to the BP filling station and Lancaster Way' near Ely – these are two different roundabouts being conflated into one.</li> <li>• While we strongly welcome the application for Active Travel Fund 4, the details given of the schemes selected in the appendices for item 2.4 are vague in area and type of intervention and the split spreadsheet tables in Appendix 1 are very difficult to follow.</li> <li>• While there has been much improvement of the Local Transport and Connectivity Plan, there is still a strong disconnect between the overall strategy and individual district plans. For example, page 50 of the plan says 'we have found that road schemes often generate new demand and quickly reach capacity again' (as has already happened with the A14 improvement scheme) and yet the East Cambridgeshire Plan still talks about 'expanding road capacity' on the A10.</li> </ul>

				To end on a positive note, we are pleased to see that the Local Transport Plan has been updated to focus around the decarbonisation principles of Avoid-Shift-Improve and a reduction in vehicle use across the region. We thank officers for their continuing hard work to incorporate community feedback. The importance of active travel and liveable communities has been brought to the fore, along with a commitment to policies including demand management, road safety and air quality. It would be useful to see more detail on the carbon reduction modelling of specific interventions and we hope this will be published later in the year.
	<b>Response from:</b>	<b>Response to:</b>		<b>Response:</b>
	Deputy Mayor Anna Smith			<p>The Combined Authority are committed to active travel and have successfully secured additional funding to support our ambitions. As demonstrated by our #2 rating awarded by Active Travel England there is 'strong local leadership with clear plans that form the basis of an emerging network'. But we must not rest on our laurels as there is still more to do in relation to active travel.</p> <p>We have supported the County Council in the development of their Active Travel Strategy that will form part of the LTCP documentation suite. There is more work to be done over the course of the next two months to ensure consistency and narrative between the strategic statements and the localised strategies. This will be progressed ahead of the final revised Plan coming to this Committee in June, ahead of the Board meeting.</p> <p>Our Active Travel Lead will establish a scrutiny group that actively look at all our schemes, initiatives, and submissions to government to ensure a golden thread between our ongoing work and the aims and objectives of our LTCP.</p>
<b>No.</b>	<b>Question from:</b>	<b>Question to:</b>	<b>Accepted / Rejected &amp; Reason</b>	<b>Question</b>
2.	Vicki Price – Fenland Parent Power	Deputy Mayor Anna Smith	Accepted	We have never been aware of any public consultations in the past, including those referenced in the March Area Transport Study and the Fenland Walking and Cycling Strategy. Consultations do not seem to be shared widely enough for us as residents to be aware of them. We cannot have a say if we do not know how to do so. Our voices and stories need to be heard. At the moment, some families in places like Guyhirn do not have a choice to safely walk or cycle and cannot get the bus without driving to a bus stop. Without a car we

			<p>are stranded. A safe cycle and walking route would have benefits for physical and mental health as well as the environment. We want to work with the Combined Authority and District Council to improve the lives of local families</p> <p>How can Fenland residents be involved in the development and implementation of transport strategies? We are a group of parents and carers who want a cycle route between Guyhirn and March which would benefit the physical and mental health of our families and local community but have never been made aware of a public consultation</p>
	<b>Response from:</b>	<b>Response to:</b>	<b>Response</b>
	Deputy Mayor Anna Smith		<p>With the employment of an Active Travel Lead, the Combined Authority will be proactively engaging with rural communities and interest groups to understand the ongoing issues, concerns and opportunities that exist across our region. This alongside the recent funding secured for active travel, will enable the Combined Authority and partners to consider appropriate solutions within our rural areas through a series of feasibility studies. Officers from the Combined Authority and constituent Councils would therefore welcome the opportunity to speak with Fenland Parent Power and other interest groups as this work is developed.</p> <p>There were three opportunities to give views as part of the Fenland Walking, Cycling and Mobility Aid Strategy. Information was shared widely via social media, newspapers articles with all Town and Parish Councils were engaged. The survey consultation generated several hundred responses from the public across Fenland area.</p> <p>The strategy includes a proposal for a cycling route between Rings End/Guyhirn and March. There will be ongoing opportunities for discussion and local involvement as projects are taken forward across Fenland and Fenland District Council welcome the opportunity to be contacted for further question and discussion.</p> <p><u>Fenland Transport Strategy and Cambridgeshire's Active Travel Strategy</u></p> <p>We consulted on the Fenland Transport Strategy and Cambridgeshire's Active Travel Strategy.</p> <p>Summaries of the consultation for these is available online</p> <p>(<a href="https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/fenland-transport-strategy">https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/fenland-transport-strategy</a> and here <a href="https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/fenland-transport-strategy">https://www.cambridgeshire.gov.uk/residents/travel-</a></p>

				<p><u><a href="#">roads-and-parking/transport-plans-and-policies/cambridgeshires-active-travel-strategy</a></u>).</p> <p>The committee reports available here under items 5 and 6 also provide details on the consultation:  <a href="https://cambridgeshire.cmis.uk.com/ccs_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1925/Committee/62/Default.aspx">https://cambridgeshire.cmis.uk.com/ccs_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1925/Committee/62/Default.aspx</a></p> <p>As schemes contained within the emerging action plans of the strategies are developed, we will involve local stakeholders, Members, and the community.</p> <p><u>March Area Transport Study</u></p> <p>The March Area Transport Study (MATS) Public Consultation was held between 15 May and 28 June 2020, which was an online consultation due to the Covid-19 pandemic. The consultation was promoted by the Combined Authority, Fenland District Council and Cambridgeshire County Council in the local press and on social media throughout the consultation period.</p> <p>Results of this consultation were presented at CPCA, FDC and CCC Committees in September and October 2020 when approval was given to move to the next stage of design for the MATS schemes.</p> <p>Further public engagement events on the MATS schemes were held on the 22 and 29 September 2022, providing an update on the project development. This was done in person in the George Campbell Leisure Centre on the 22 September 2022 and the March Library on the 29 September 2022 and was promoted via the media and social media.</p>
<b>No</b>	<b>Question from:</b>	<b>Question to:</b>	<b>Accepted / Rejected &amp; Reason</b>	<b>Question</b>
3.	Paul Hollinghurst – Railfuture East Anglia	Deputy Mayor Anna Smith	Accepted	At the Transport and Infrastructure Committee on 16th November 2022 funding was agreed to undertake an Options Assessment Report for Wisbech Rail. What progress has been made towards this, and when is the report likely to be published?

	<b>Response From:</b>	<b>Response to:</b>		<b>Response</b>
	Deputy Mayor Anna Smith	Paul Hollinghurst		<p>The Wisbech Rail scheme remains one of the key priorities for the Combined Authority. The Combined Authority are working with Network Rail around the appraisal of options for the link between Wisbech and March. In addition, the officers have also engaged with innovative experts to understand potential non-traditional options such as ultra-light rail and autonomous pods that will also be included within the Network Rail appraisal. This will allow for the various schemes to be assessed using the same criteria including value for money, affordability, a strategic assessment against our aims and objectives, deliverability, and potential performance.</p> <p>A further report will be provided to the Committee in summer 2023.</p>
<b>No</b>	<b>Question from:</b>	<b>Question to:</b>	<b>Accepted / Rejected</b>	<b>Question</b>
4.	Cllr Nick Sandford	Deputy Mayor Anna Smith	Accepted	<p>Whilst the Peterborough section of the LTCP on this agenda is a big improvement on the previous draft, most of the large capital schemes proposed are primarily about road building and road widening etc and this is also true of Peterborough City Council's current transport capital programme which is largely being funded by CPCA. PCC has a policy of getting the whole city to net zero carbon by 2030 and the CPCA policy is to reduce car traffic by 15% by 2030. How will either of these targets be achieved if there is a continued focus in Peterborough on big road schemes which will in the medium to longer term generate even more car traffic, not less?</p>
	<b>Response from:</b>	<b>Response to:</b>		<b>Response:</b>
	Deputy Mayor Anna Smith	Cllr Nick Sandford		<p>Thank you for the feedback on the LTCP. We continue our work on the Plan and will be bringing a final draft to the Committee in June 2023. The Combined Authority is committed to our 15% reduction in car mileage as it is one of our corporate priorities and closely aligns with national government's expectations and trajectory for carbon emissions. As can be seen from the submission to Active Travel England, a number of active travel schemes are being developed. All schemes within Peterborough will consider active travel and have components in to ensure a real alternative to the private car is provided within the city.</p>

				<p>The schemes in Peterborough are focused on improving the parkway network and are aimed at supporting Peterborough's future housing and job growth. This investment will mean that it helps keep traffic off the urban roads therefore allowing for a more reliable bus service network and improve the environment for active travel users.</p> <p>Much work has been undertaken by WSP who are undertaking our Quantified Carbon Assessment and are helping the DfT in the development of their carbon guidance for LTPs. They have found that achieving a 15% reduction in vehicle km (from a 2019 baseline) is considered a suitable level of ambition for CPCA to target through the LTCP – in line with government's expectations. Analysis shows this level of reduction is sufficient to align with the UK's Climate Change Commission's Sixth Carbon budget up until 2028.</p> <p>Modelling of "influencing factors" in decarbonisation shows that there is no one intervention which can achieve the scale of reduction in vehicle use required. Of the measures tested, avoid measures (improved digital connectivity, spatial planning) and demand management (pricing strategies and physical measures) have been found to have the greatest influence.</p> <p>Individual measures have then been packaged together and tested against the CPCA target and the CCC pathway aligned to Net Zero target for 2050. Analysis shows that an ambitious programme of interventions (at intensities which are deliverable) will achieve the CPCA target. Therefore, a key component of the Plan will be investigation, development, and implementation of a range of transport planning tools, potentially including demand measurement measures, where local support can be demonstrated. These packages of measures at the strategic level will all assist in the attainment of our overarching target.</p>
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**Wittering, Ailsworth, Castor & Wansford (Peterborough Questions)**

<b>No.</b>	<b>Question from:</b>	<b>Question to:</b>	<b>Accepted / Rejected &amp; Reason</b>	<b>Question</b>
5.	Helen Daly	Deputy Mayor Anna Smith	Accepted	About Peterborough is the smallest unitary authority in terms of km2. Population over 215,000 Smallest county is Rutland – larger in terms of km2 than Peterborough – Rutland population - 41,000

			<p>Rural Peterborough is not the vast expanse of rural Lincs, Cambs, or Norfolk.</p> <p>The villages of Wittering, Ailsworth, Castor &amp; Wansford, have lost their hourly bus route. About the villages</p> <ul style="list-style-type: none"> <li>* Spatial Strategy LP - 3 villages are medium size – 1 village is small –however, the later has a large Primary Health hub used by all the villages</li> <li>*Combined population of the villages is over 5000 people.</li> <li>*Wittering - population of almost 2700 &amp; growing. With many young families &amp; RAF Station</li> </ul> <p><u>What changed:</u></p> <ul style="list-style-type: none"> <li>• Bus service deteriorated – less reliable &amp; moved to 2 hourly</li> <li>• Call Connect replaced it – didn't deliver: <ul style="list-style-type: none"> <li>a - what was expected</li> <li>b – limits use for a range of disabilities &amp; family needs – eg wheel chair, walking aids, buggy, luggage/bag &amp; shopping trolley space &amp; access. Digital/telephone booking system increases complexity for other disabilities including medical conditions that may need flexibility &amp; vary across any one day: or people and families that have limited phone or other digital access.</li> <li>C – overall takes away agency</li> </ul> </li> <li>• Pandemic</li> <li>• Regional College not accessible/major vocational training &amp; alternative learning opportunities lost</li> <li>• Changes in Peterborough City Centre – Hospital moved - retail offer considerably depleted; loss of the market &amp; major regional retail outlet, supermarkets moved further away.</li> </ul> <p><u>Drivers &amp; New opportunities</u></p> <ul style="list-style-type: none"> <li>• Change the bus route - A route through Bretton Centre &amp; Hospital for access to shopping, libraries, vets &amp; the hospital to Queensgate – would provide places people need to go to &amp; a greater population adding potential customers .</li> <li>• Reinstate vital access to health care - People still want access to their Primary Health</li> </ul>
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				<p>Care hub in Wansford &amp; hospital.</p> <ul style="list-style-type: none"> <li>• New offers are emerging in Peterborough for entertainment &amp; meeting places for people. An incentive to coherently develop the retail offer.</li> <li>• Post 16 vocational training is becoming more valued and there is evidence some of our young people want to go to the Regional College (nature of timetables for learning need flexible transport)</li> <li>• COP 27 has changed the conversation and urgency to plan for Peterborough as an Environmental Capital – with more willingness being expressed for public transport.</li> <li>• Costs for families have changed – some families have no car or no longer have 2 cars – families are less able to transport young people and others flexibly to appointments, take advantage of City leisure &amp; education.</li> <li>• Cost of replacing petrol driven cars and the infrastructure may drive more people onto public transport. People &amp; Councils need to prepare for this now.</li> </ul> <p><b>Question</b>  There are considerable hardships already being experienced by people in Wittering, Wansford, Castor &amp; Ailsworth (evidenced in local village surveys).  Nevertheless, there are opportunities and drivers to improve the situation.  These changes in circumstances make for a consequent need for different satisfaction of needs in general transport provision – the question is:  what changes to public transport provision will satisfy local needs, as highlighted in the drivers and new opportunities above – in this case for the villages of Wittering, Wansford, Castor &amp; Ailsworth?</p>
6.	Sue Magill	Deputy Mayor Anna Smith	Accepted	<p>Since losing our bus service in Castor and Ailsworth, the elderly, disabled, vulnerable, non car owners, and teenagers all have a lack of independence feeling socially isolated and forgotten about!</p> <p>Call Connect is proving to be unsuitable for most villagers needs, which makes for extremely limited access to local hospitals, shops, teenagers NO access to pboro college, limited access to Stamford college, no form of leisure or work outside of the village for all without a car, a £25 cost</p>



				<p>or more for return to Pboro or Stamford by taxi. The local care home can only employ car drivers from outside of the village. We are completely isolated; in my opinion this could lead to risk taking and mental health needs.</p> <p>Castor, Ailsworth, Wittering and Wansford are the only 4 villages surrounding Peterborough with no regular daily bus service or not in walking distance to a stop. The National Bus Strategy is explicit about seeking to ensure that the needs of rural transport users are given equal consideration to those in urban environments. What plans do the Combined Authority for transport of Pboro/Cambridge have to support us in reinstating our much-needed regular rural bus service for the forgotten!!?</p>
7.	Julia Cunnington	Deputy Mayor Anna Smith	Accepted	<p>I was a regular user of the bus service. I'm partially sighted and unable to drive. I would visit family, go shopping, and go to the doctors/Dentist. Life has become so difficult and stressful trying to get anywhere. Isolation and loneliness, feeling trapped in the village. Losing the service has also isolated my teenage daughter. She gets very frustrated that she cannot meet her friends and go shopping. Call connect is a good service unfortunately it's not reliable or available when you need it. Travelling to your destination can be timely. So unable to make appointments.</p> <p>How having no Public transport affects:- Teenagers Wittering's Teenagers are isolated and Frustrated. They are unable to be independent and get out of the village to seek and retain employment. We have an on-demand service, which can be unreliable. They are unable to get to college/school, meet friends and go shopping. A taxi to Queensgate shopping centre costs £20 each way. Our teenagers are suffering.</p> <p>My Question - Based on comments from residents, we need a daily regular predictable Bus service, Do you agree Wittering teenagers need a bus service reinstating?</p>
8.	John Bradshaw	Deputy Mayor Anna Smith	Accepted	<p>As Chair of Wittering Parish Council,.I am aware that the surveys being carried out in the four villages of Wittering, Wansford, Castor and Ailsworth, clearly show that there is a desperate need for a regular bus service, in these four villages. The surveys also show that the lack of a regular bus service is having a really bad impact on the well being of the residents of these four villages.</p> <p>How having no public transport affects Wittering Residents and Military Personal</p>

				<p>All ages of residents, who don't drive are isolated, frustrated and angry. This includes our Military personnel they are posted to Wittering with no public transport, they have no choice.</p> <p>Wittering has no access to healthcare. People are having to walk or cycle 3.5 miles taking over an hour on a path alongside the A1 to get to the doctors. The path is very dangerous. There is no barrier between the path and the high volume of fast moving traffic and the walkers/cyclists. Teenagers, Mothers with Babies/Children are all walking/cycling on the highly dangerous A1 footpath. Alternatively they are paying £15 minimum for a taxi each way. The on-demand service we have is unreliable, Parents with buggies are being refused transport by call connect. People cannot make a commitment to attend the Doctors and Dentists.</p> <p>Residents are unable to get out of the village to seek and retain employment. People have lost their employment because they are unable to get to work on time.</p> <p>Based on comments received from our constituents we need a daily regular predictable Bus service,. Do you agree that we need a bus service reinstating for our residents and Military personnel?</p> <p>And based on comments received from our constituents it is clear that there is a desperate need for a daily regular Bus Service for the four forgotten villages of Wittering Wansford Castor and Ailsworth. What is the Unity Authority going to do about this?</p>
9.	Jean Jackson	Deputy Mayor Anna Smith	Accepted	<p>I am 73 years old and do not drive. It is difficult to get transport to attend doctor/hospital appointments as I have found that the Call Connect service is unreliable and inconvenient. I have to rely on relatives or use expensive taxis. I have not been able to go shopping in Queensgate or meet friends for 3 years.</p> <p>I feel that my quality of life and wellbeing has deteriorated considerably.</p> <p><b>HOW HAVING NO PUBLIC TRANSPORT AFFECTS THE OVER 65's AND VULNERABLE RESIDENTS.</b></p> <p>Wittering's over 65's and vulnerable residents are feeling neglected by their local authority. Their increased medical needs are being made inaccessible and unaffordable. Wheelchair users have been refused transport on Call Connect. They are suffering from loneliness and isolation which has impacted on their wellbeing.</p> <p>Based on comments from residents, we need a daily, regular and predictable bus service.</p>

				Do you agree that our over 65's and vulnerable residents need a bus service reinstating?
	<b>Response from:</b>	<b>Response to Questions 5-9</b>		<b>Response:</b>
	Deputy Mayor Anna Smith	Jean Jackson		<p>The following response reflects a consistent answer to other similar questions raised about connectivity to these communities.</p> <p>The lack of service to some rural communities is an important challenge identified in the Bus Strategy. The CPCA is working with partners to explore options for having more influence on the bus network, through bus franchising or an Enhanced Partnership. The TIC and CPCA board will be taking decisions on whether to progress either of these options later this year. In developing both options the need to connect rural communities is important across the CPCA geography.</p> <p>In the more immediate term, CPCA is currently undertaking a review of the tender bus network to identify how the limited tendered local bus service budget could be used to close gaps and provide value for money. The review is planned to be undertaken this year, with proposals for any changes to the network to be agreed before the end of the year. The current tendered network contracts will be reviewed alongside home to school travel as part of this exercise to identify opportunities to meet the needs of communities. The options to connect the communities of Castor, Ailsworth, Wittering and Wansford will be considered as part of the Network Review. As part of this assessment, it will be important to reflect on how the services in the area have declined. Efforts have been made to provide commercial and supported service to the communities, but these have not been viable due to lack of take-up. The network review will provide an opportunity to explore how a different approach can provide connectivity for people of all ages.</p>